

**DOWNTOWN COMMUNITY REDEVELOPMENT PLAN
FOR THE CITY OF MILTON, FLORIDA**

This document was prepared under a contract
funded through the Community Development
Block Grant Program

Prepared By:

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ENGINEERS - PLANNERS - ARCHITECTS, INCORPORATED
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March, 1982

Updated and Revised By:

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RESEARCH AND DEVELOPMENT
4711 Scenic Highway
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Pensacola, Florida 32513
(904) 438-4061
June, 1983

ORDINANCE NO. 735

AN ORDINANCE AMENDING ORDINANCE NO. 687, AN ORDINANCE APPROVING THE PLAN FOR THE REDEVELOPMENT OF DOWNTOWN MILTON, BY DELETING PAGES 51, 59, 69, 70, 84 and 90, AND BY ADDING NEW PAGES FOR EACH PAGE DELETED; AND ATTACHING EACH PROPOSED CHANGED PAGE HERETO; CALLING FOR PUBLIC HEARING AS REQUIRED BY F.S. 163; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF MILTON, FLORIDA:

Section 1: Pursuant to the authority contained in Chapter 163, Florida Statutes, the new pages for the Community Redevelopment Plan attached hereto and made a part hereof are hereby adopted and approved.

Section 2: All ordinances or parts of ordinances in conflict or inconsistent herewith are hereby repealed to the extent of such conflict or inconsistency.

Section 3: If any part of this ordinance shall be held invalid by a court of competent jurisdiction, the remaining parts shall be severable and shall continue to be in full force and effect.

Section 4: All other sections of subsections of the City of Milton Zoning Ordinance shall remain unchanged, except as amended herein.

Section 5: This ordinance shall take effect immediately upon passage by the City Council and public hearing held thereon.

PASSED by the City Council of the City of Milton, Florida, on the 12th day of June, 1984.

MILTON CITY COUNCIL

By: Clyde J. Grady
Mayor, President, City Council

Attest:

Dewitt Noble
City Clerk

FIRST READING 5-8-84

SECOND READING 6-12-84

Legal in form and valid when
signed by City Attorney

Allen W. Lindsay, Jr.
City Attorney

DOWNTOWN COMMUNITY REDEVELOPMENT PLAN
FOR THE CITY OF MILTON

Updated & Revised by:

Gaines & Associates, Inc.
June 1983

Revision #1 - Approved by Council on November 8, 1983.

Revision #1 includes the following changes:

	<u>Take Out Pages</u>	<u>Put in Pages</u>
(1) Page 51, Figure No. 7 reflects the property as being a park. This property and the adjacent parcels have been deleted.	51	Revised Pg. 51
(2) Page 59, Land Use-Public Open Space/ Parks/Recreation Area: (3) reflects a fully developed park on the North side of Hwy. 90 on the West side of Blackwater River and refers to Figure 7. Revised to read, "...to the North of...".	59	Revised Pg. 59
(3) Table 21, Page 69 reflects 19 acres of park, etc. Revised to read 8 acres.	69	Revised Pg. 69
(4) Figure 12, Page 70, Proposed Land Use specifies the property as recreation and open space district (Note: Contrary somewhat to Figure 13). Revised to exclude certain properties.	70	Revised Pg. 70
(5) Page 76, Conclusion discusses the River Walk and "Public Access" would be required by the Plan across "Private" property. No change made.		
(6) Priority XII, Page 84, "Park Development should begin next to the bridge and extend outward from there." Add, "as indicated in Figure 7, where property has no development potential".	84	Revised Pg. 84
(7) Figure 16, Page 90 indicates the property to be acquired. Revised to exclude certain properties.	90	Revised Pg. 90

Mixed low 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 which currently exists in the residential portion of the DCRA and is designated on Figure 12 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 12.

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 will be of the neighborhood commercial variety, including eating and drinking places and selected specialty retailers. Since a new zoning ordinance will need to be drafted to coincide with the creation of this mixed use district, the specific types of retail uses allowed in the district can and should be formulated at that time. 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/Recreation Areas

Land use devoted to open space and parks should be increased. The types of open space and parks to be added in the DCRA are: (1) landscaped areas and a riverwalk along both sides of the river; (2) conservation easements in a "green belt" around the DCRA; and (3) a park located to the north of U.S. Highway 90 on west side of Blackwater River. The location of all of these proposed open space and park areas is presented in Figure 7. In addition, the City should strive to improve and fully maintain all existing park and recreational areas, such as the one located on the northwest corner of Mary Street and Jane Street.

The public sector should be involved in the acquisition and maintenance of this existing park and the proposed riverfront park to be located north of U.S. Highway 90 (See Table 7). 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 lower maintenance costs, this riverfront park should be developed as a passive recreation site, and should be utilized as the location for all special activities such as "scratch ankle". This will encourage people to come back downtown.

Public involvement in the acquisition of all other green areas, parks, and recreational areas located in the DCRA should be held to a minimum. This can be done by using public easements, deed restrictions, and low maintenance

Deleted "fully developed"
"on" changed to "to"
"on the" deleted
"side" deleted

TABLE 21
 PROJECTED LAND USE ACREAGES

Use	Approximate Acres Including Streets	Max. Number Dwelling Units/Acre	Maximum* Total Dwelling Units
Residential, Single Family	25	6	113
Residential, One and Two Family	83	10	623
Potential Residential, Multiple Family Contained in Mixed Use District	39	14	410
Open Space (Parks, Recreation, and Green Belt)	8	N/A	N/A
Maximum Total Dwelling Units			1,146

*Less 25% for streets

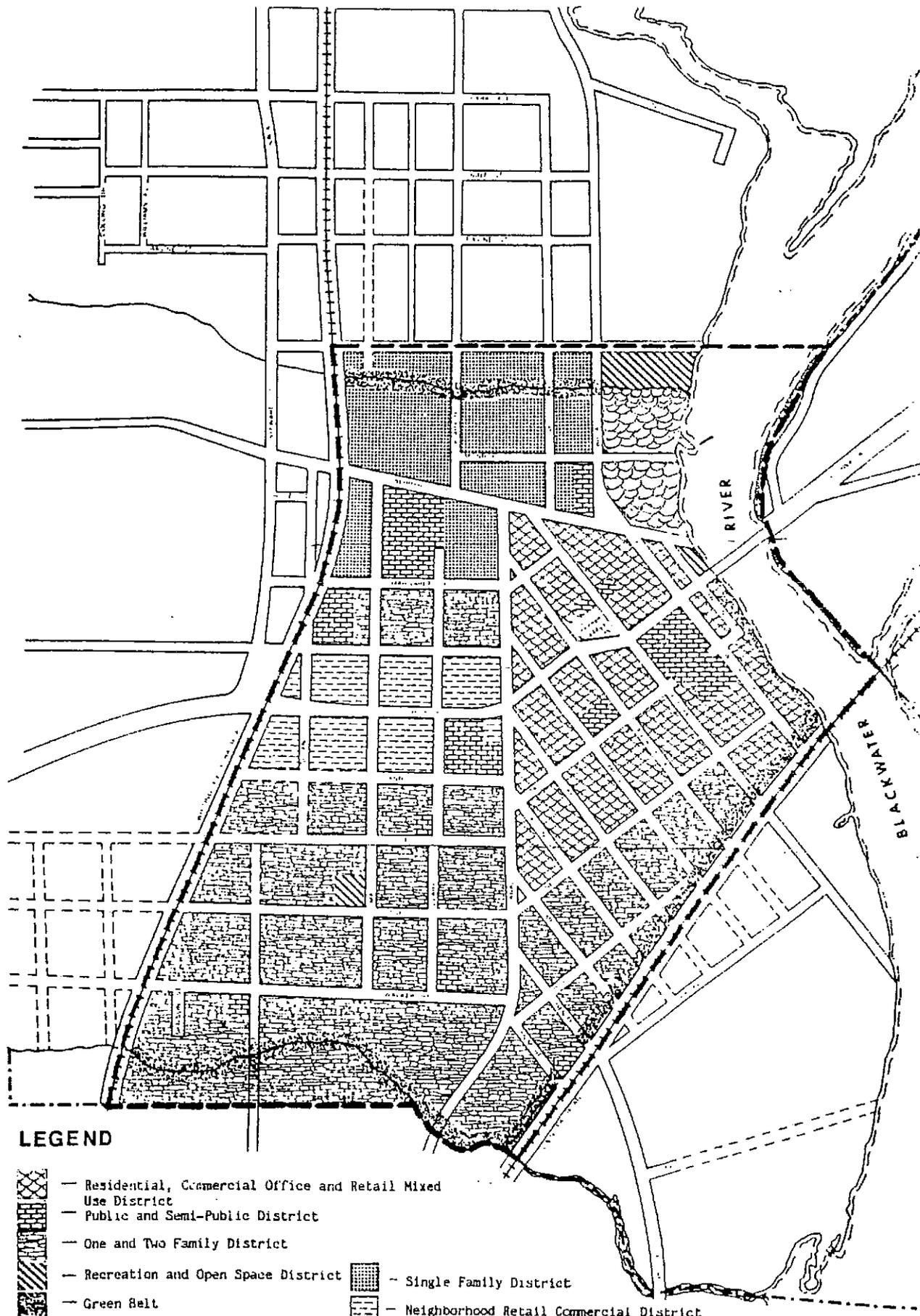
Revision: Open Space (Parks, Recreation, and Green Belt)
 Acres revised from 19 to 8

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Maximum Total Dwelling Units			1,146

*Less 25% for streets

Revision: Open Space (Parks, Recreation, and Green Belt)
 Acres revised from 19 to 8



LEGEND

-  Residential, Commercial Office and Retail Mixed Use District
-  Public and Semi-Public District
-  One and Two Family District
-  Recreation and Open Space District
-  Green Belt
-  Single Family District
-  Neighborhood Retail Commercial District

PROPOSED LAND USE

CITY OF MILTON FLORIDA

Amended Recreation to Residential Commercial Office & Retail Mixed Use Dist 11/8/83

6.21.83

City of Milton, Florida

Priority XI

Improvements of Existing Parks

There currently is a park located in the DCRA which is in need of maintenance and improvement. This should be accomplished before any commitment is made toward developing new additional park and recreational areas.

Responsible Implementing Agency

City of Milton and DCR Agency

Financing

General Tax Revenues

CDBG

Other Federal and State Grants

Priority XII

Riverfront Park Development

The development of a riverfront park on the northside of U.S. Hwy. 90 is a key part of revitalizing the DCRA. Park development should begin next to the bridge and extend outward from there. * Line of sight from the courthouse to the river should be created so as to make the river an integral part of downtown. Although this is a critical part of the overall downtown redevelopment process, it should not be initiated before additional public sector improvements designed to directly encourage private sector redevelopment such as the provision of additional public parking, and improvements to the sidewalks and streetscapes are initiated.

Responsible Implementing Agency

City of Milton and DCR Agency

Financing

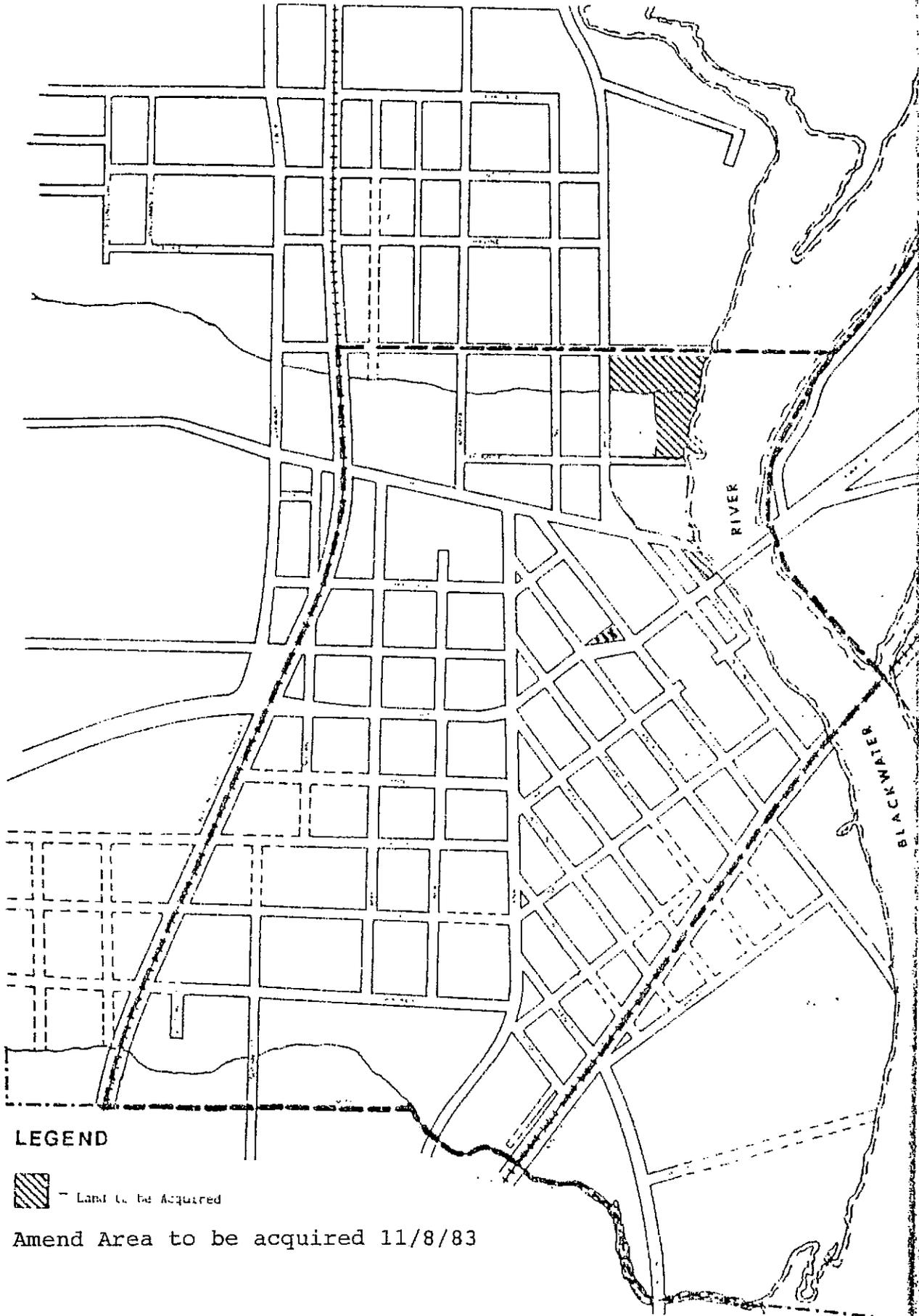
General Tax Revenues

CDBG

Tax Increment

Other Federal and State Grants

* as indicated in Figure 7 where property has no development potential.



LEGEND

 Land to be Acquired

Amend Area to be acquired 11/8/83

AN ORDINANCE AMENDING CITY OF MILTON ZONING ORDINANCE No. 485 BY AMENDING ARTICLE IV AND ARTICLE V, SPECIFICALLY BY ADDING TO ARTICLE IV, DISTRICT NOMINATURE, SECTION 2, Districts, THE NEW DISTRICT RC-1 RESIDENTIAL COMMERCIAL DISTRICT; AND BY ADDING TO ARTICLE V, SCHEDULE OF DISTRICT REGULATIONS, SECTION 12, RC-1 Residential Commercial District; CALLING FOR A PUBLIC HEARING; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF MILTON, FLORIDA:

Section 1: (text of ordinance attached hereto)

Section 2: All ordinances or parts of ordinances in conflict or inconsistent herewith are hereby repealed to the extent of such conflict or inconsistency.

Section 3: If any part of this ordinance shall be held invalid by a court of competent jurisdiction, the remaining parts shall be severable and shall continue to be in full force and effect.

Section 4: All other sections, or subsections of the City of Milton Zoning Ordinance shall remain unchanged, except as amended herein.

Section 5: This ordinance shall take effect immediately upon passage by the City Council and public hearing held thereon.

PASSED by the City Council of the City of Milton, Florida, on the 12th day of April, 1984.

MILTON CITY COUNCIL

By: Clyde T. Shively
Mayor, President, City Council

Attest:
Edward A. Col
City Clerk

FIRST READING 5-8-84

SECOND READING 6-12-84

Legal in form and valid when signed by City Attorney

Allen M. Lindsay, Jr.
City Attorney

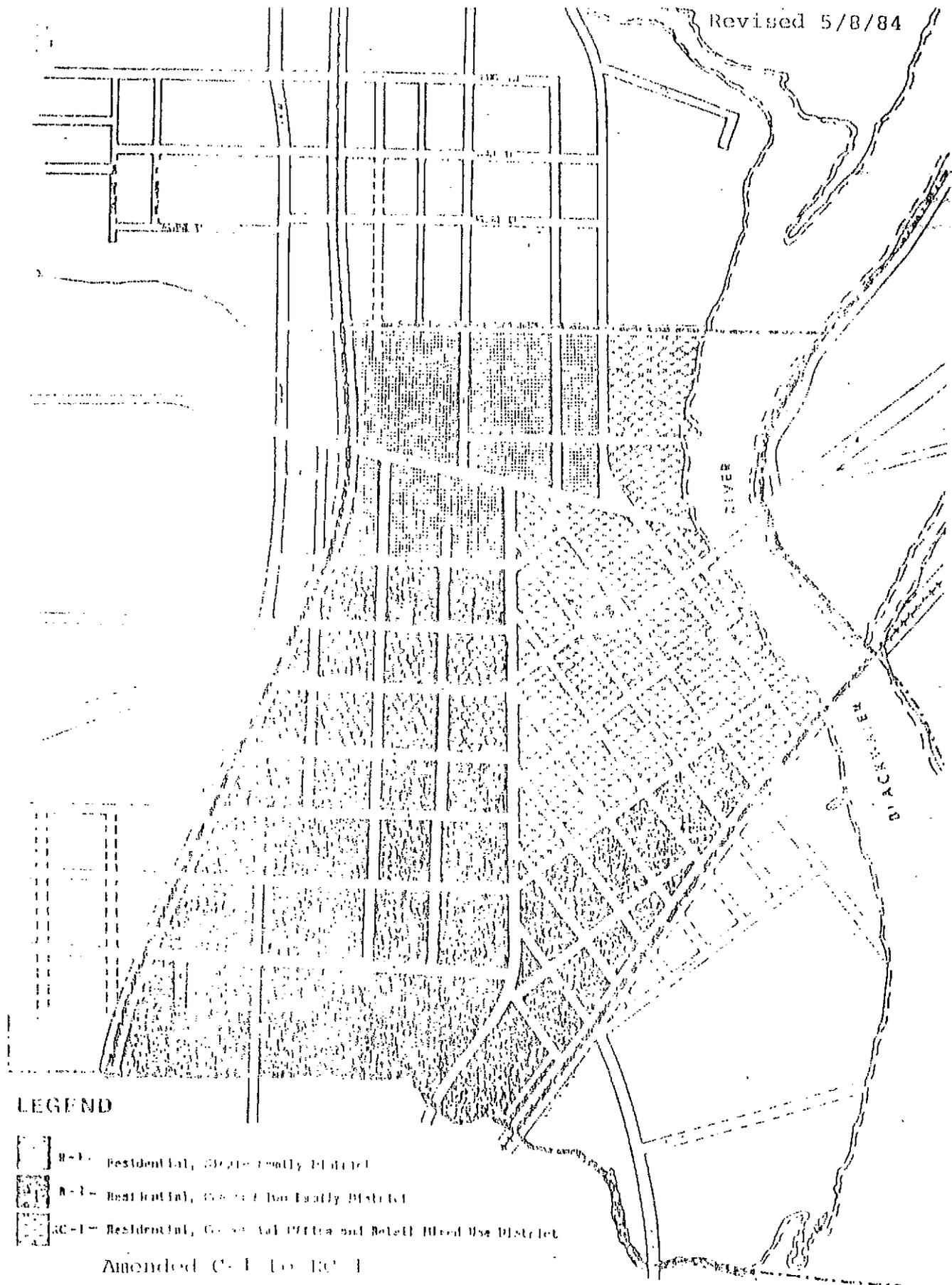
DOWNTOWN COMMUNITY REDEVELOPMENT PLAN
FOR THE CITY OF MILTON

Updated & Revised by:

Gaines & Associates, Inc.
June 1983

Revision #2 - As amended at first reading of RC-1 Zoning
Ordinance # 731, May 8, 1984.

	<u>Take Out</u> <u>Pages</u>	<u>Put in</u> <u>Pages</u>
(1) Page 71, Proposed Zoning: C-1 Zoning changed to RC-1.	71	Revised Pg. 71



LEGEND

-  R-1 - Residential, Single Family District
-  R-2 - Residential, Two Family District
-  RC-1 - Residential, Commercial and Retail Mixed Use District

Amended C-1 to RC-1

PROPOSED ZONING

CITY OF MITCHELL, SD
 DOWNTOWN BELLEVUE AREA ZONING PLAN

5218
 13

13-01-01 (0)

Gains & Associates, Inc.
 PLANNERS AND DEVELOPERS

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Introduction

Regional Setting and Santa Rosa County

The City of Milton, Florida is located in Santa Rosa County, a rural county in the far western portion of the Florida Panhandle (See Figure 1). Milton is the county seat for Santa Rosa County which forms a part of the two county Pensacola Standard Metropolitan Statistical Area. The City of Milton and the unincorporated area of Pace can be considered to be Pensacola suburbs since they are located within easy driving distance of the Pensacola urbanized area, a population center containing over 100,000 persons.

Santa Rosa County contains three incorporated municipalities of which Milton had the largest population according to the 1980 Census (See Table 1). The other two municipalities, Gulf Breeze and Jay, had a combined population of 6,111. The unincorporated Pace/Pea Ridge area, which is located between the City of Milton and the Pensacola urbanized area, posted the largest population gain over the 1970 to 1980 period. This is illustrative of the growth recently experienced in the western portion of Santa Rosa County which has little impact on the Downtown Milton Area. Santa Rosa County had a 1980 population of 55,988 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 15,712 persons over the next 10 year period (See Table 2). The population of Santa Rosa County is projected to reach a level of 83,600 persons by the year 2000, making it the fastest growing county in northwest Florida.

Santa Rosa County has a total land area of approximately 660,480 acres, possesses a multitude of natural resources, and has one of the lowest cost of livings 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 businesses 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 in approximately the center of Santa Rosa County. The City contains approximately 2,543 acres of which 63 percent is developed. Residential use comprises the largest portion of the developed land (51%), while industrial, transportation, and utility land use are also substantial (24.5%).

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

As noted in Table 2, the population of the City of Milton is expected to increase by 39.1 percent over the 1980 to 2000 period, which will be less than the population growth rate experienced for 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 group members than does the county, as well as a slightly larger percentage of elderly persons. These normally are the characteristics of the population found in any older urban area due to the fact that the elderly and the poor 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 residential sections of the City. It consists of about 265 acres and is bordered by the Blackwater River on the east, the City Limits and the L&N Railroad on the south, the Whiting Field Railroad on the west, and Madison Street on the north (See Figure 2). These boundaries (except for Madison Street) are physical features that have all played a role in the development of the DCRA. They serve to isolate the DCRA from the rest of Milton with even the street grid system in the old downtown being out of alignment with the rest of Milton (See Figure 3).

The typical growth cycle of the newer residential areas of a community attracting new commercial development, while the older areas deteriorate and experience encroachment of nonresidential uses is occurring in Milton. The newer and more affluent population of Milton has located to the west and has in turn attracted a large number of retail businesses from the DCRA. 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 the Milton DCRA contains a significantly higher percentage of minority group members (44.0 percent) and a significantly larger percentage of elderly persons than either the City of Milton or Santa Rosa County. There are presently 1,016 persons living in the DCRA, accounting for 364 households.

Table 4 illustrates 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 a residents of the DCRA are not expected to be of a magnitude to equal the increase in income for all of Santa Rosa County unless redevelopment occurs. As noted in Table 5, the median household income for the DCRA is presently significantly lower for the DCRA than for the County as a whole.

Past Planning Efforts

Several planning efforts have been undertaken by the City which have 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 have also not been fully accomplished.

In 1982, the Downtown Community Redevelopment Plan was prepared for the City of Milton by Russell & Axon, Inc. The general land use plans presented in this 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 conditions, 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.

The previous 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 have been established and are both currently striving 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 City Council and the City of Milton Planning Board.

Physical improvements which have been completed within the DCRA since the completion of the previous Downtown Community Redevelopment Plan have been limited to development of an off-street parking area containing sixty-five (65) parking spaces. The actual location of this parking facility is noted on the existing parking space map found in a subsequent section of this plan. This parking facility has been well landscaped and a decorative fountain is presently constructed and is operating at the present time.

TABLE 1
 POPULATION OF THE
 PENSACOLA SMSA AND SANTA ROSA COUNTY

Area	1970	1980	Percent Change
Pensacola SMSA	243,075	289,782	+19.2
City of Milton	5,360	7,206	+34.4
City of Gulf Breeze	4,190	5,478	+30.7
Town of Jay	646	633	-0.2
Total Unincorporated Areas	27,545	42,671	+54.9
Pace/Pea Ridge	7,013	13,475	+92.1
Total for County	37,741	55,988	+48.3

Source: U.S. Census of the Population, 1970 and 1980

TABLE 2
POPULATION PROJECTIONS

Area	1980	1985	1990	2000	Percent Change
City of Milton	7,206	8,712	9,216	10,024	+39.1
Santa Rosa County	55,988	64,000	71,700	83,600	+49.3
Pensacola SMSA	289,782	310,300	330,000	372,200	+28.4
State of Florida	9,740,000	11,086,800	12,274,000	14,249,000	+46.3

Source: Census years from the U.S. Department of Commerce, Bureau of the Census Regional Economic Information System. Other years from "Projections of Florida Population by County, 1982-2020", (Bulletin 56), University of Florida, Bureau of Economic and Business Research. Projections for the City of Milton from, The City of Milton Comprehensive Plan, Milo Smith & Associates, Inc., Tampa, Florida.

TABLE 3

DEMOGRAPHIC CHARACTERISTICS OF
SANTA ROSA COUNTY, THE CITY OF
MILTON, AND THE CITY OF MILTON DCRA
1980

Item	Santa Rosa County	The City of Milton	Milton DCRA
Total Population	55,988	7,206	1,016
Total Households	18,595	2,461	364
Number of Families	15,426	1,954	279
Race			
White	52,468	6,168	569
(Percent of Total)	(94.0)	(86.0)	(56.0)
Black	2,501	861	437
(Percent of Total)	(4.0)	(12.0)	(43.0)
Other	1,019	177	10
(Percent of Total)	(2.0)	(2.0)	(1.0)
Age			
Under 18	17,400	2,245	244
Percent of Total	31.0	31.0	24.0
65 and Over	4,072	488	122
Percent of Total	7.0	10.0	12.0

Source: Data for Santa Rosa County and the City
of Milton from the 1980 U.S. Census of the Population;
Data for the City of Milton DCRA from 1980 U.S.
Census of the Population, Block Statistics; and from
CACI Demographic Systems Group, Arlington, Virginia

TABLE 4

INCOME CHARACTERISTICS OF
THE CITY OF MILTON DCRA
1980 - 1986

	1980 (Est.)	Percent	1983 Update	Percent	1988 Forecast	Percent
Family Income						
\$0 - \$4,999	23	8.2	17	6.0	12	4.1
\$5,000 - \$6,999	19	6.8	14	4.9	9	3.1
\$7,000 - \$9,999	39	14.0	31	11.0	23	7.9
\$10,000 - \$14,999	55	19.7	51	18.0	45	15.4
\$15,000 - \$24,999	88	31.5	97	34.3	103	35.3
\$25,000 - \$49,999	46	16.5	57	20.1	69	23.6
\$50,000 Up	9	3.2	16	5.7	31	10.6
Total Number of Families	279	100.0	283	100.0	292	100.0
Avg. Fam. Income	\$18,693		\$21,431		\$25,169	
Median Fam. Income	\$15,341		\$17,887		\$20,534	
Household Income						
\$0 - \$4,999	52	14.3	42	11.1	32	8.1
\$5,000 - \$6,999	30	8.2	25	6.6	18	4.6
\$7,000 - \$9,999	57	15.7	50	13.2	40	10.1
\$10,000 - \$14,999	72	19.8	72	19.0	67	17.0
\$15,000 - \$24,999	99	27.2	115	30.3	128	32.4
\$25,000 - \$49,999	46	12.6	60	15.3	78	19.7
\$50,000 Up	8	2.2	15	4.0	32	8.1
Total Number of Households	364	100.0	379	100.0	395	100.0
Avg. HH. Income	\$16,152		\$18,548		\$22,203	
Median HH. Income	\$12,986		\$15,000		\$18,125	
Per Capita Income	\$ 5,786		\$ 6,878		\$ 8,523	

Important: 1. Household Income includes the income of families and unrelated individuals. Household Income is the total available income in the area.

2. All forecasted income data is expressed in real dollars.
(i.e., Excludes inflation increases)

Source: CACI Demographic Systems Group, Arlington, Virginia

TABLE 5
 COMPARISON OF HOUSEHOLD INCOME
 CHARACTERISTICS FOR SANTA ROSA COUNTY
 AND THE MILTON DCRA
 1980

Household Income	Santa Rosa County Percent	Milton DCRA Percent
\$0 - \$4,999	15.7	14.3
\$5,000 - \$9,999	17.2	23.9
\$10,000 - \$14,999	16.8	19.8
\$15,000 - \$24,999	28.5	27.2
\$25,000 - \$49,999	17.3	12.6
\$50,000 Up	4.5	2.2
Median Household Income	\$14,914	\$12,986

Source: West Florida Regional Planning Council
 and CACI Demographic Systems Group, Arlington, Virginia

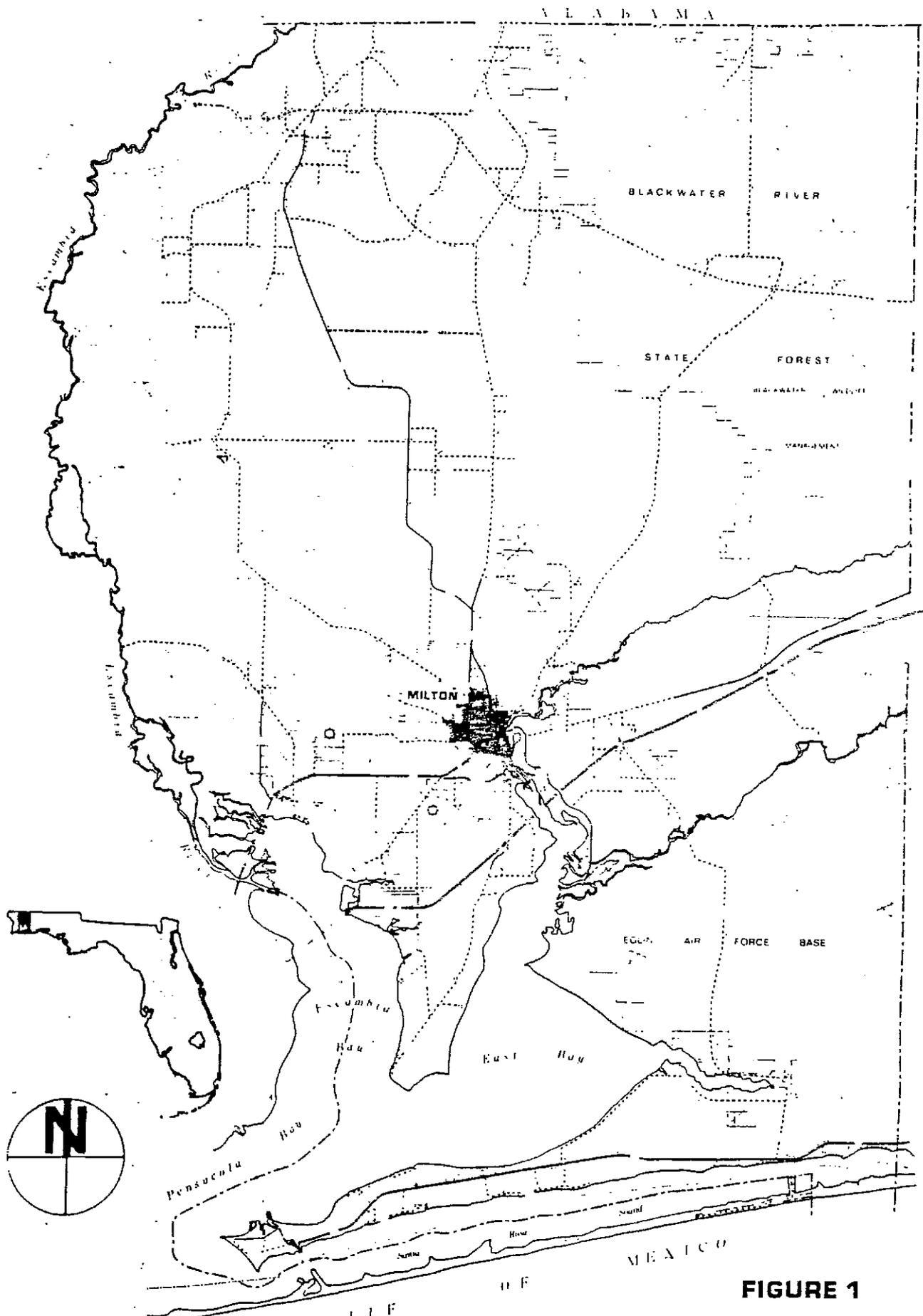
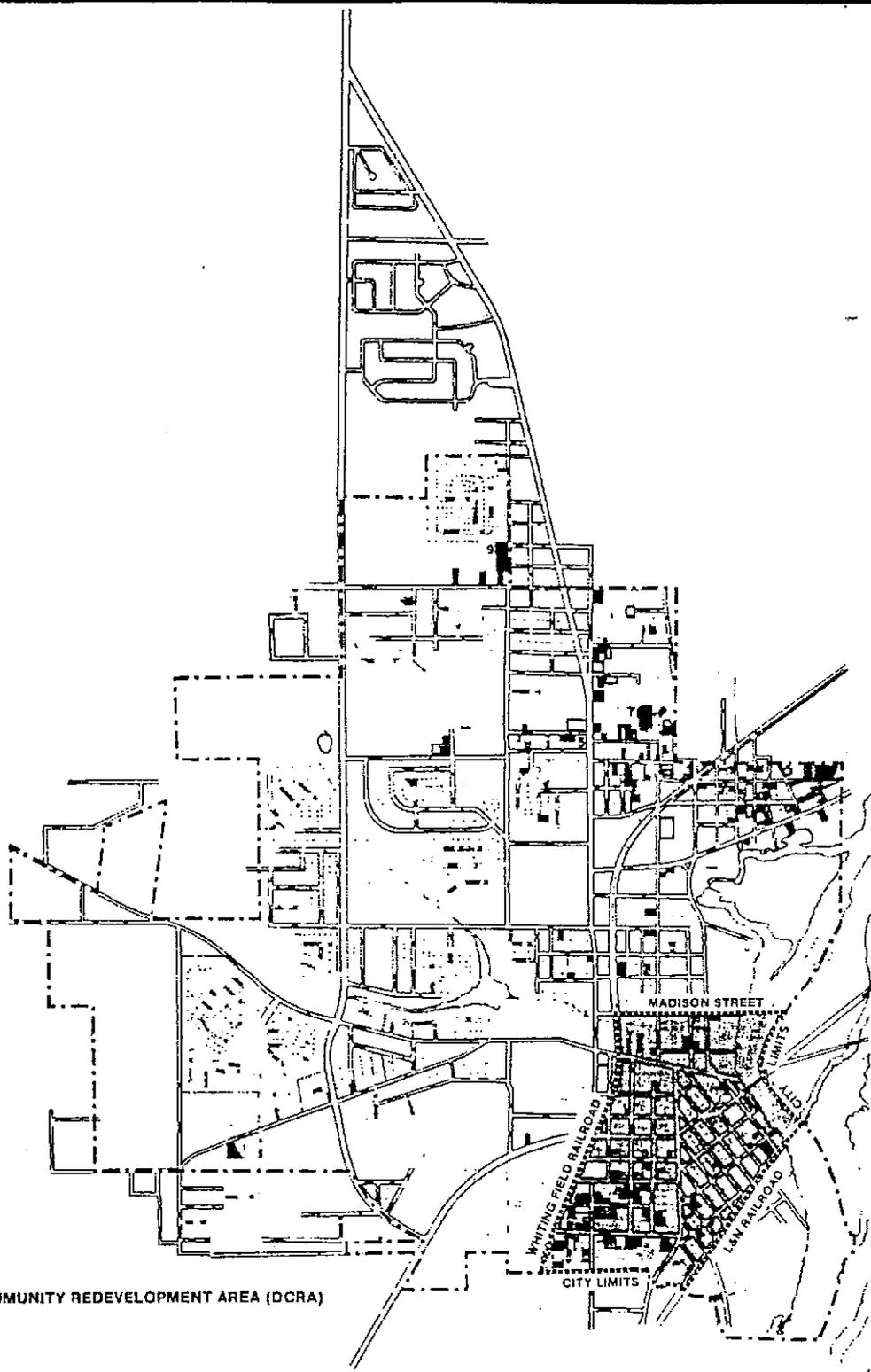


FIGURE 1

REGIONAL SETTING SANTA ROSA COUNTY

RUSSELL & AXON
ENGINEERS PLANNERS ARCHITECTS
INCORPORATED





LEGEND

-  DOWNTOWN COMMUNITY REDEVELOPMENT AREA (DCRA)
-  CITY LIMITS

STUDY AREA

CITY OF MILTON FLORIDA DOWNTOWN REDEVELOPMENT PLAN	DATE 1981
	SCALE 2

RUSSELL & AXON
ENGINEERS ARCHITECTS
INCORPORATED

Goals and Objectives of the Plan

In order to facilitate redevelopment within the Downtown Community Redevelopment Area, it is critical that goals be established in this plan which are consistent with the desires of the citizenry of Milton as well as being consistent with the City of Milton's Comprehensive Plan. In this previously approved comprehensive plan, the City of Milton adopted by ordinance a number of objectives which are complementary 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 apply to the DCRA.

In order to insure maximum consistency with these plans and programs, the objectives contained in these previous studies have been 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:

Overall Goal

1. Reverse the continuing deterioration of the Downtown Community Redevelopment Area

Immediate Objectives

1. Improve the appearance and attractiveness of the DCRA.
2. Provide a compact downtown recreational, governmental, residential, commercial office, and restaurant/specialty shopping district which is easily accessible.
3. Provide convenient and properly spaced parking facilities designed to serve both downtown visitors, residents, and employees.
4. Make the Downtown Community Redevelopment Area a vital and healthy segment of the entire community.
5. Make the downtown riverfront area an image of civic pride and beauty.

Long Term Objectives

1. Elimination of hazardous conditions that affect the living environment by reducing the opportunity and incentive for crime, delinquency, fire and health hazards.
2. 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.

3. 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.
4. 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.
5. Encourage residential development that will maintain or improve the aesthetic quality of the area.
6. Maintain high quality residential conditions and provide a variety of housing types to all area residents.
7. Residential development patterns should be convenient to work and shopping, provide for an orderly extension of public facilities, and minimize energy consumption.
8. 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.
9. Upgrade drainage system in areas where flood problems occur.
10. Use the City's public facilities as a tool to stimulate or deter growth.
11. Natural features should be a basis for determining suitability for growth.
12. Develop land use plans and regulations which reflect local desires concerning growth.
13. Use the City's natural resources and man-made infrastructure to promote economic growth.
14. Encourage the maintenance of a quality environment through the proper use and development of land.
15. Encourage the minimization of the impact of development on natural environmental systems to the area.
16. Require all development to fit harmoniously into the natural environment.
17. Encourage growth and development in areas in which the resources are capable of supporting such growth.
18. Encourage a high level of water quality in Milton's surface and ground-water resources.

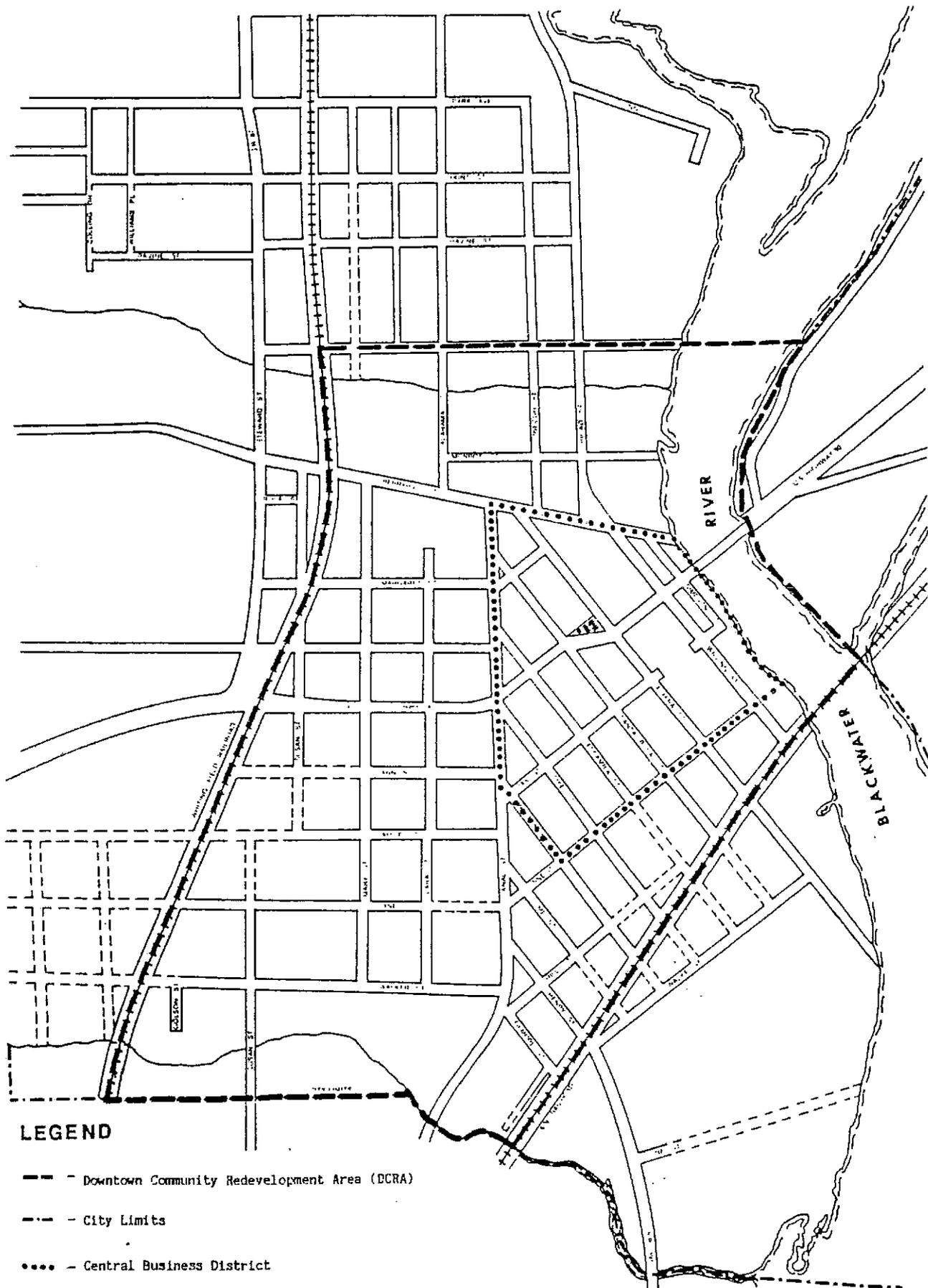
19. Protect the aesthetic value of the community in conjunction with its physical resources.
20. Encourage orderly and planned growth and expansion consistent with the protection of Milton's natural resources.
21. Promote future commercial land uses which provide a range of commercial establishments/services in a concentrated area that are convenient to potential users.
22. Commercial developments should be maintained in high quality condition and designed to minimize conflicts with other land uses.
23. Encourage commercial developments to protect, utilize and emphasize the historic and natural characteristics of the locality.
24. Provide a compatible network of streets linked in accordance with proper use and scale so as to meet existing and anticipated traffic needs.
25. Enhance and control development along the City's major arterials.
26. Establish a functional collector system in residential areas which will promote and facilitate proper development.
27. Ensure good accessibility from residential areas to work, shopping, and leisure activity areas.
28. Provide for the maximum feasible segregation of traffic types, i.e., local, cross-town and through-city.
29. Initiate street improvement in conjunction with other related public facilities.
30. Encourage aesthetic design of street layout through controlled vegetation and green space.
31. Minimize adverse environmental and ecological damage associated with transportation facility development.
32. Foster cooperation with other local, county and state governments to coordinate transportation plans of all related entities.
33. Encourage residential development to protect, utilize, and emphasize the historic and aesthetic natural characteristics of the locality.
34. Encourage the revitalization of deteriorating neighborhoods to protect their historic significance and viable use to the community.

Delineation of the Downtown Community Redevelopment Area

The Downtown Community Redevelopment Area for the City of Milton encompasses approximately 264.5 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 and the L&N Railroad on the south, the Whiting Field Railroad on the west, and Madison Street on the north. The legal description set forth in accordance with Chapter 163.362(1) Florida Statutes, is as follows:

Bounded by the Whiting Field Railroad on the West; thence Southerly along said railroad to its intersection with the stream known as "Till Branch"; thence Easterly down said branch to its intersection with the L&N Railroad, thence along said Railroad northeasterly to a point one chain (66 feet) across Blackwater River; thence North along and one chain East of said River to the point of intersection with a line drawn down the Center of Madison Street; thence Westerly along said center line of Madison Street to its intersection with the Whiting Field Railroad.

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



LEGEND

- - Downtown Community Redevelopment Area (DCRA)
- · - City Limits
- - Central Business District

DCRA AND EXISTING STREET LAYOUT

CITY OF MILTON FLORIDA	DATE 6.21.83			Gaines & Associates, Inc. RESEARCH AND DEVELOPMENT
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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 improvements 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 (See Figure 4). 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 the 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, the Post Office, the Milton Center of the Pensacola Junior College, the Santa Rosa County School Board Commodity Warehouse, the Santa Rosa Lodge, the Santa Rosa County Civil Service Board, and eight churches. It should be noted that both the Post Office and Pensacola Junior College are both planning to relocate outside of the DCRA in the near future. A complete listing of the 28 public and semi-public uses located within the DCRA is presented in Table 6.

A January, 1983, survey of the Milton DCRA reveals that a total of 69 commercial establishments were located in the Milton DCRA. The majority of these establishments were service oriented, offering legal, real estate, and personal services, such as dry cleaning and beauty and barber shop 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. 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 7 presents a comprehensive listing of all the commercial establishments located within the DCRA as of January, 1983, and Figure 4 graphically presents the current level of commercial land use within the DCRA.

Structural Conditions and Land Use Relationships

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 the residential structures most severely. As illustrated in Table 10, of the 282 residential structures found within the DCRA, 22.7 percent are in substandard condition, and 9.6 percent of these structures are in such ill repair that the only feasible course of action is demolition. Figure 5 presents the actual location of each of these residential structures along with its structural condition.

The majority of the commercial structures located within the DCRA are in standard condition and are still structurally sound. As noted in Table 10, 65.0 percent of the commercial structures located in the area are in standard condition, and only 11.7 percent of the substandard structures are in such poor condition that demolition is warranted. Although the condition of the commercial buildings located in the DCRA 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 8 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. The actual location of each of these structures is also graphically presented in Figure 5.

In general, a substantial portion of the DCRA has a land use pattern that is incompatible with the structures on the land. Structures designed for general commercial or residential use and that have experienced a substantial amount of deterioration, are functional obsolescent, and are vacant are obviously structures that are not being utilized for the highest and best economic use, or for the well-being of the area and the community.

Soil Conditions

Soils with severe limitations for urban development border sections of the eastern, southern, and western portions of the DCRA (See Figure 6). Whenever possible, construction should be limited to low density development or building construction methods utilized which are suitable for these type 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 federal regulations in order to be eligible for flood insurance.

Natural Features

The Milton DCRA has only a few distinguishing natural features, however, they are 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 possesses 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 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 the most no more than 4-5 blocks from the potential green belt (See Figure 7).

The Blackwater River is the predominant natural feature in the DCRA. Because of its modest size, the river does not dwarf downtown but, rather, could be an aesthetic enhancement to the area. Unfortunately, the present alignment and design of buildings along Willing and Simpson Streets precludes this possibility.

Public Facilities

As identified in the City of Milton Comprehensive Plan, the public facilities currently located in the DCRA include the County courthouse, the courthouse annex, the County jail, the post office, and the Milton Center of the Pensacola Junior College. 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 the most attractive structure in the downtown and occupies an entire block. The courthouse and the newly expanded jail clearly serve as the major magnets of the area and much of the recent business development in the DCRA has been complementary to these public facilities.

These public facilities have both a positive as well as a negative influence upon 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 effect on the tax base and tax revenues.

As mentioned above, the County jail is presently undergoing the final stages of its recent expansion. This expansion will have an influence on the DCRA and will have the strongest effect on the transportation and parking systems. The closing of Oak Street, coupled with the elimination of existing parking will serve to increase congestion in the Central Business District.

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 1978 peak demand for the Milton area was 51,440 KW or approximately 71 percent of the substations' capacity according to the Milton Comprehensive Plan.

The Milton area is supplied with natural gas by the Milton Gas System which is operated by the City. Gas is purchased from the United Gas Pipeline Company which is one of four gas pipeline companies serving the Escambia, Santa Rosa, and Okaloosa County Region. According to the United Gas Pipeline Company, 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. A Curtailment Plan to preserve capacity is in effect and the City is not extending any new distribution mains in order not to jeopardize present customers. New customers however are added in areas served by existing mains.

The availability of natural gas facilities in the DCRA places the DCRA at a competitive advantage with areas not currently served by the natural gas system. Since new mains will not be built due to the federal curtailment plan, this advantage should continue throughout the DCRA redevelopment period.

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. The traffic counts shown on Table 11 indicate that while the existing highway has sufficient capacity to handle current traffic, problems do exist in the CBD during peak hours. The combination of through traffic and local traffic at peak hours compounded by several signalized intersections within the DCRA result 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 which exists for only a short period of time during each day. For these reasons, coupled with the anticipated density of new development within the area, major street upgrading should not be necessary to accommodate the growth anticipated with redevelopment.

The remainder of the traffic circulation system which serves the residential and light commercial portions of the DCRA is generally adequate. The most serious concern facing this area of the DCRA is the angled orientation of the east/west streets which results in oblique intersections where they intersect with Canal Street. This creates unsafe intersections, inefficient land development patterns, and hinders redevelopment since travel in this area is made more difficult. This problem is compounded by the large number of four-way stops located in the area. Efforts should be made by the

City and the CRA to eliminate these street triangles in order to create a more uniform transportation system.

There are several transportation system improvement projects currently underway or proposed within the Central Business District of the DCRA which will impact the area significantly. These improvements are:

- (a) The current expansion of the County Jail has closed Oak Street between Willing and Elmira Streets. This should not create any special transportation system problems although it will add to the already severe parking problem.
- (b) The construction of a new replacement bridge over the Blackwater River, as proposed by DOT, will close Simpson Street at its intersection with U.S. Highway 90. This bridge expansion is badly needed and once finished will increase the flow of traffic through the CBD. For this reason, the City of Milton and the CRA should closely coordinate with DOT to insure that all improvements made by the city are consistent with the future plans of the State.
- (c) The widening of U.S. Highway 90 to four lanes through the DCRA is also proposed by DOT. Although no precise time frame has been established for this project, it is clear that the citizens of the City of Milton are opposed to any such project since they feel it will eliminate on-street parking and demolish much of the downtown area. Once the bridge over the Blackwater River is widened, it appears that if the portion of U.S. 90 passing through the CBD is not widened that a "bottleneck" may result. Since there clearly is a conflict between the local citizens and the State of Florida regarding this issue, the City of Milton and the CRA should begin working with DOT immediately to insure that all future plans are as consistent as possible with the desires of the citizens of Milton.

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.

Parking Analysis

While parking facilities are physically well distributed throughout the CBD (See Figure 9), the allocation between spaces available to the general public for business and shopping purposes, and spaces designated and restricted for specific purposes is not adequate. There currently is 414 parking spaces located in the CBD and there will be 380 once planned construction are completed. Recent surveys of merchants and shoppers within

the DCRA reveal that the parking situation is currently the most pressing problem facing the redevelopment area. The parking lots designed for general public use are limited and are currently operating at or near capacity a significant amount of time during each day. The new 69-space, off-street lot has alleviated this problem to some extent, but it has not eliminated the problem.

Improvements scheduled for the area, including the jail expansion, bridge replacement, and U.S. 90 widening, will have a net effect of reducing further the number of parking spaces available to the public for shopping and business purposes (See Figure 10). An increase in parking demand resulting from present redevelopment within the CBD will reduce the number of parking spaces from 414 to 380 and will thus require that additional public parking be provided. The City should consider requiring all new redevelopment projects to provide off-street parking.

Parking outside the CBD is adequately provided since the area is predominantly residential in nature, and the present combination of on-street and off-street facilities meets 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 anticipated 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, retail business outlets are almost nonexistent in the DCRA compared with their numbers of 10 and 20 years ago. This decline has been brought about by several factors many of which are the same as the factors which 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 in 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 the demographic and social changes which have taken place over the past 3 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. 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 Central Business District has retained its function as the primary location of public facilities, commercial offices, and accessory services. 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 pressures of recent energy shortages, and the increased development costs now found in the 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 other commercial uses, and there is also an absolute increase in the amount of space devoted to office use in the area (See Table 12). There currently is approximately 79,455 square feet of space allocated for use as commercial office space, and 107,184 square feet utilized for commercial retail purposes in the DCRA. Of all the 260,009 square feet of commercial space located in the DCRA, 28.2% is presently vacant (See Table 13). Table 14 presents a listing of all the vacant commercial buildings located in the DCRA. Each of these structures is also geographically presented in Figure 5.

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-perpetuating; 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 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 than other parts of the City. For this to happen, it is essential that adequate parking be provided, preferably in off-street lots by the individual private developers of this office space.

The future of the Central Business District of the DCRA is office usage. The market has been proven for office space, and it appears likely that the trend in CBD office usage can be increased by continued private renovation of buildings and a combination of private and public projects. The public sector can encourage office renovation projects by providing additional public parking, sidewalk improvements, and can control this future development through the implementation of architectural reviews and corresponding controls.

The existing residential stock in the DCRA is predominantly older one- and two-family houses. While the housing is affordable, the general appearance of the DCRA and the state of deterioration (See Table 10) of many of the houses does not currently make this an attractive residential market area for most home buyers. 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 redevelopment the market can support. Residential redevelopment will also serve to support office space and specialty retail redevelopment since persons 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 which have been initiated in other areas of the City must be extended to the DCRA 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 and the residential density should be increased. Vacant parcels of property which 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 higher quality residential structures.

Existing Zoning

The existing zoning as applied throughout the DCRA substantially reflects present land use. A total of six zoning districts are in effect including Residential Zones R-1, R-2, and R-3; Commercial Zones C-2 and C-3, and Light Industrial Zone I-1. The application of these zones is illustrated on the accompanying map entitled "Existing Zoning" (See Figure 11).

The three residential zoning districts applied within the DCRA range from R-1 Single Family to R-3 Multiple Family. The range of density permitted is generally from six to nine dwelling units per acre. The pertinent characteristics of each of the residential districts is tabulated in Table 15.

Two commercial districts, C-2 and C-3, and one industrial district, I-1 are applied in the DCRA. The C-2 district is a general commercial district permitting retailing, major services, selected trade shops, and automobile repair. The C-3 district is a wholesale commercial district permitting wholesale distribution, storage, and light manufacturing.

The I-1 industrial district permits light industrial activities. It is limited in its application within the DCRA to the extreme southern portion along the L&N Railroad.

The types of uses permitted by the existing commercial and industry zoning districts have markets that are generally not viable in the DCRA today or in the foreseeable future. These markets include major services, automotive repair, wholesale distribution, storage, and light manufacturing. The encouragement of these types of markets would have a negative impact on redevelopment of the DCRA, and should be eliminated. It should also be noted that since the City of Milton does not possess cumulative zoning the highly restrictive nature of these present zoning applications serves to discourage redevelopment since it limits the flexibility provided to private developers.

It should be noted that the zoning districts and their application are an extension of the Land Use Element of the City's Comprehensive Plan. As previously referenced, they generally reflect existing development patterns and will need refinement after the redevelopment plan for the DCRA is established. These refinements should provide as much flexibility as possible to private developers and at the same time ensure that any future development is in keeping with the desired character of the area.

TABLE 6

LIST OF PUBLIC & SEMI PUBLIC
USES LOCATED IN MILTON DCRA

Name of Church, Public, or Semi-Public Agency
Santa Rosa County School Board Commodity Warehouse and Administrative Annex
Santa Rosa Professional Educators
Air Force - Navy Recruiters
United Way of Santa Rosa County
Salvation Army
County Appraisers Office
Curtis A. Golden, State Attorney
Civil Service Board, Santa Rosa County
Santa Rosa Lodge No. 16
Santa Rosa County Mental Health Prevention Program and Therapeutic Center
Peter Mitchell Public Defender
Milton Garden Center
First Methodist Church
Berryhill Elementary School
Church of Christ
First Baptist Church
Mount Bilgrim Baptist Church
Isaiah Chapel A.M.E. Zion Church
Susan Street Church of Christ
First Presbyterian Church

Pensacola Junior College
United States Post Office
St. Mary's Episcopal Church
Santa Rosa County Courthouse
Santa Rosa County Jail
Florida State Employment Service
The Learning Place
Santa Rosa County Historical Society
Future Railroad Depot Museum Under Development

TOTAL NUMBER OF CHURCHES = 8

TOTAL PUBLIC & SEMI PUBLIC USES = 28

Source: Survey by Gaines & Associates, Inc.,
Pensacola, Florida, January, 1983

TABLE 7

LIST OF COMMERCIAL ESTABLISHMENTS
LOCATED IN MILTON DCRA

Establishment Name
Taylor Parts and Supply
Florida Stores of Milton
Milton Quality Bakery
Milton Laundry and Dry Cleaners
Gas Station with Food Mart
Milton Truss Co.
Clover Farm
Top's TV and Appliance
Garcon Sea Food Mart
Holloway's Brake Alignment
Gas Station
Gas Station with Nugget Store
Greyhound Bus Lines
Santa Rosa Benevolence Association
Milton Glass and Art Supplies
Major's Chevron Service
Sugar Plum Tree Child Care
Get-it-Rental
Dockside Antiques and Interiors
Flea Market
Santa Rosa County Board of Realtors

Rebecca School of Dance
Gentry, Edwin & Cooke, C.P.A.'s
Presley Agency
Earl Lewis
Ye Old Music Shop
Johnson, Green & Westmoreland, Attorneys
Square Meal Coffee Shop
Steward and Reddick Lawyers
Richard M. Goldberg, Clinical Psychologist
Deborah G. Goldberg, Child Development
Morton Law Center
Kingry and Schultz Court Reporters
Mann Horace Life Insurance
Jean's Beauty Shop
The Independent Life and Accident Insurance
John Ducker, Accountant
Santa Rosa Office Supply
Godwin Shoe Store
Gulf Title and Guaranty Co.
Baskerville-Donovan Engineers
Yamaha of Milton
Bill's Pawn Shop
Frame Jewelers
Nix Realty
Bean, William

West Florida Title
Lindsay, Andrew, and Arnold, Attorney's
Milton Drug Store
Chelsea Title and Guaranty Co.
Panhandle Land Surveying Co.
Walt's Automotive Center
Gas Station
Kritter Korner
J and D Cleaners
Santa Rosa Realty and Insurance Agency
Design to a Tee
Santa Rosa Griffin Jewelers
Aloe Vera Center Beauty Aids
Riley Electric Co.
The Exchange Hotel Office Building
Metro-Merica McCall Realty and Investments, Inc.
Pensacola News Journal
Sta-Right Beauty Shop
Louise Beauty Shop
Nobles Appliance Repair
Richard Moss, Plumbing
Paul Fitzgerald - Attorney
Alan's Club

TOTAL NUMBER OF COMMERCIAL ESTABLISHMENTS = 69

Source: Survey by Gaines & Associates, Inc.,
Pensacola, Florida, January, 1983

TABLE 8

CITY OF MILTON, FLORIDA
DOWNTOWN COMMUNITY REDEVELOPMENT AREA
COMMERCIAL STRUCTURAL INFORMATION AND CONDITIONS
(See Figure 5 for Actual Location of Structures)
Map Code = Hexagon

Map Number	Occupancy Status	Occupant and Type of Use	Type of Construction	Size (Sq. Ft.)	Condition
1	Occupied	Taylor Parts and Supply - Commercial	Concrete Block	4,800	Standard in need of minor repair
2	Occupied	Florida Stores of Milton - Commercial	Concrete Block	11,750	Standard in need of minor repair
3	Occupied	Milton Quality Bakery - Commercial	Concrete Block	4,000	Standard
4	Occupied	Milton Laundry & Dry Cleaners - Commercial	Concrete Block	800	Standard in need of minor repair
5	Occupied	Gas Station with Food Mart - Commercial	Concrete Block with Wood	2,700	Standard
6	Occupied	Milton Truss Co. - Commercial	Wood and Tin	3,330	Standard in need of minor repair
7	Occupied	Clover Farm - Commercial	Concrete Block	5,280	Standard in need of minor repair
8	Vacant	N/A	Tin	650	Standard
9 a	Occupied	Top's TV and Appliance - Commercial	Concrete Block	3,000	Standard

b	Occupied	Garcon Sea Food Mart - Commercial	Concrete Block	3,780	Standard in need of minor repair
10	Occupied	Santa Rosa County School Board Commodity Warehouse and Administrative Annex - Public	Brick	8,100	Standard
11	Occupied	Holloway's Brake Alignment - Commercial	Concrete Block	1,660	Substandard in need of major repair
12	Occupied	Gas Station - Commercial	Wood	100	Substandard in need of major repair
13	Occupied	Gas Station with Nugget Store	Brick and Wood	3,600	Standard
14	Occupied	Santa Rosa Professional Educators - Semi Public	Concrete Block	3,000	Standard in need of minor repair
15	Occupied	Greyhound Bus Lines - Commercial	Concrete Block	800	Substandard in need of major repair
16	Occupied	Thrift Store Santa Rosa Benevolence Association - Commercial	Concrete and Tin	2,700	Substandard in need of major repair
17 a	Occupied	Milton Glass and Art Supplies - Commercial	Brick	1,000	Standard
b	Occupied	Church Offices - Semi-Public	Brick	1,000	Standard
18	Occupied	Major's Chevron Service - Commercial	Concrete Block	1,500	Standard
19	Occupied	Sugar Plum Tree Child Care - Commercial	Concrete Block and Wood	5,000	Standard

20	Occupied	Get-it-Rental - Commercial	Concrete Block and Wood	5,190	Substandard in need of major repair
21	Vacant	Formerly Santa Rosa Military Center	Concrete Block	10,000	Substandard in need of major repair
22	Occupied	Dockside Antiques and Interiors - Commercial	Wood	1,150	Substandard warranting clearance
23	Vacant	N/A	Concrete Block	800	Substandard in need of major repair
24	Occupied	Flea Market - Commercial	Wood	2,100	Substandard in need of major repair
25 a	Occupied	Santa Rosa County Board of Realtors - Commercial	Concrete Block	1,200	Substandard in need of major repair
b	Occupied	Rebecca School of Dance - Commercial	Concrete Block	1,400	Standard
c	Occupied	Gentry, Edwin & Cooke - Commercial	Concrete Block and Tin	1,400	Standard
d	Occupied	Presley Agency - Commercial	Wood	1,200	Standard
e	Occupied	Earl Lewis - Commercial	Brick	1,890	Standard
f	Occupied	Ye Old Music Shop - Commercial	Brick	1,890	Standard
26	Vacant	N/A	Concrete Block	3,600	Substandard in need of major repair

27	Vacant	N/A	Concrete Block	3,600	Substandard in need of major repair
28 a	Occupied	Johnson, Green & Westmoreland - Commercial	Brick	6,000	Standard
b	Vacant	N/A	Brick	3,000	Substandard in need of major repair
c	Vacant	N/A	Brick	3,000	Substandard in need of major repair
d	Occupied	Air Force - Navy Public	Brick	1,200	Standard
e	Occupied	Square Meal Coffee Shop - Commercial	Brick	1,890	Standard
f	Occupied	United Way of Santa Rosa County - Commercial	Brick	600	Standard
g	Occupied	Steward and Reddick Lawyers - Commercial	Brick	600	Standard
h	Occupied	Richard M. Goldberg Clinical Psychologist Commercial Deborah G. Goldberg Child Development Commercial	Brick	600	Standard
i	Occupied	Morton Law Center - Commercial	Brick	500	Standard
j	Occupied	Kingry and Schulz Court Reporters - Commercial	Brick	225	Standard
k	Occupied	Mann Horace Life Insurance - Commercial	Brick	400	Standard

1	Occupied	New York Life Insurance - Commercial	Brick	1,000	Standard	
m	Vacant	N/A	Brick	3,000	Substandard in need of major repair	
29	a	Occupied	Jean's Beauty Shop - Commercial	Concrete Block	506	Standard
b	Occupied	Salvation Army - Semi Public	Concrete Block	3,000	Standard	
c	Occupied	Godwin Shoe Store - Commercial	Concrete Block	3,000	Standard	
d	Occupied	Gulf Title and Guaranty Co. - Commercial	Concrete Block	1,680	Standard	
e	Occupied	Baskerville-Donovan Engineers - Commercial	Concrete Block	1,500	Standard	
f	Occupied	Yamaha of Milton - Commercial	Concrete Block	4,000	Standard	
g	Occupied	Bill's Pawn Shop - Commercial	Concrete Block	800	Standard	
h	Occupied	Frame Jewelers - Commercial	Concrete Block	1,200	Standard	
i	Occupied	Nix Realty - Commercial	Brick	600	Standard	
j	Occupied	William Bean - Commercial	Concrete Block	2,800	Standard	
k	Occupied	West Florida Title - Commercial	Concrete Block	1,800	Standard	
l	Occupied	Lindsay, Andrew and Arnold - Commercial	Concrete Block	1,700	Standard	
m	Occupied	Milton Drug Store - Commercial	Concrete Block	1,700	Standard	
30	Vacant	N/A	Wood	3,400	Substandard warranting clearance	

31	Vacant	Formerly Sam G. Cox Real Estate - Commercial	Concrete Block and Wood	3,000	Substandard warranting clearance
32 a	Occupied	The Independent Life and Accident Insurance Commercial	Brick	1,260	Standard in need of minor repair
	b	Occupied John Ducker - Commercial	Brick	900	Standard
	c	Occupied Santa Rosa Office Supply - Commercial	Brick	1,500	Standard in need of minor repair
	d	Vacant N/A	Wood	1,500	Substandard in need of major repair
33	Occupied	Chelsea Title and Guaranty Co. - Commercial	Concrete Block	3,600	Standard
34 a	Occupied	County Appraisers Office - Public	Concrete Block	1,800	Standard
	b	Occupied Curtis A. Golden State Attorney - Public	Concrete Block	1,800	Standard
	c	Occupied Civil Service Board Santa Rosa County - Public	Concrete Block	1,800	Standard
35 a	Occupied	Panhandle Land Surveying Co. - Commercial	Brick	1,600	Standard
	b	Vacant N/A	Brick	1,800	Standard in need of minor repair
36	Occupied	Walt's Automotive Center - Commercial	Concrete Block	1,250	Standard in need of minor repair

37	Occupied	Gas Station - Commercial	Concrete Block	1,880	Standard
38	Occupied	Kritter Korner - Commercial	Wood	1,800	Standard
39	Occupied	Santa Rosa Lodge No. 16 - Semi Public	Wood	6,000	Standard
40	Occupied	J and D Cleaners - Commercial	Concrete Block	3,000	Standard in need of minor repair
41	Occupied	Santa Rosa Realty and Insurance Agency - Commercial	Brick	1,200	Standard
42	Occupied	Design to a Tee - Commercial	Concrete Block	1,500	Standard
43	Occupied	Santa Rosa Griffin Jewelers - Commercial	Concrete	1,000	Standard
44 a	Vacant	Formerly Pitman's Print Shop - Vacant	Concrete Block	1,500	Substandard in need of major repair
b	Vacant	Formerly Scott's Angle Trading Post - Vacant	Concrete Block	1,500	Substandard in need of major repair
c	Vacant	Formerly Aerobic Studio - Vacant	Concrete Block	1,500	Substandard in need of major repair
d	Occupied	Aloe Vera Center Beauty Aids - Commercial	Concrete Block	1,800	Standard
e	Occupied	Riley Electric Co. - Commercial	Concrete Block	800	Standard
45	Occupied	The Exchange Hotel Office Building - Commercial	Brick	7,000	Standard

46	Vacant	N/A	Brick	16,720	Substandard in need of major repair
47	Occupied	Metro-Merica McCall Realty and Investments, Inc., - Commercial	Concrete Block	1,600	Standard
48	Vacant	N/A	Brick	13,500	Standard
49	Vacant	Formerly Santa Rosa Diesel and Hydraulic - vacant	Wood and Tin	5,400	Substandard warranting clearance
50	Occupied	Pensacola News Journal Commercial	Brick	1,650	Standard
51	Vacant	N/A	Wood	3,000	Standard in need of minor repair
52	Occupied	Sta-Right Beauty Shop Commercial	Wood	400	Standard in need of minor repair
53	Occupied	Louise Beauty Shop - Commercial	Wood	600	Standard
54	Occupied	Nobles Appliance Repair - Commercial	Wood	600	Substandard in need of major repair
55	Occupied	Richard Moss - Commercial	Wood	600	Standard in need of minor repair
56 a	Occupied	Santa Rosa County Mental Health - Prevention Program and Therapeutic Center Public	Wood	1,800	Standard
b	Occupied	Paul Fitzgerald Attorney - Commercial	Wood	2,700	Standard

c	Occupied	Peter Mitchell Public Defender - Public	Wood	2,700	Standard
57	Occupied	Alan's Cab - Commercial	Mobile Home	500	Substandard in need of major repair
58	Vacant	N/A	Wood	800	Substandard warranting clearance
59	Vacant	N/A	Wood and Concrete Block	1,200	Substandard warranting clearance
60	Vacant	N/A	Wood	900	Substandard warranting clearance

Source: Survey by Gaines & Associates, Inc.,
Pensacola, Florida, January, 1983

TABLE 9

CITY OF MILTON, FLORIDA
 DOWNTOWN COMMUNITY REDEVELOPMENT AREA
 PUBLIC AND SEMI-PUBLIC STRUCTURAL LOCATIONS
 (See Figure 5 for Actual Location of Structures)
 Map Code = Square

Map Number	
1	Milton Garden Center
2	First Methodist Church
2 a	First Methodist Church Office
3	Berryhill Elementary School
4	Church of Christ
5	First Baptist Church Garage
6	Baptist Sunday School
6 a	Baptist Preschool
7	First Baptist Church
8	First Baptist Church Office
9	Mount Bilgrim Baptist Church
10	Isaiah Chapel A.M.E. Zion Church
11	Susan Street Church of Christ
12	First Presbyterian Church
12 a	First Presbyterian Fellowship Hall Pastor's Study
13	Pensacola Junior College
14	United States Post Office
15	St. Mary's Episcopal Church
15 a	St. Mary's Episcopal Parish House
16	Santa Rosa County Courthouse
17	Santa Rosa County Jail
18	Florida State Employment Service
19	The Learning Place
20	Pensacola Junior College - Milton Campus
21	Santa Rosa Historical Society - Future Museum Under Development

Source: Survey by Gaines & Associates, Inc.,
 Pensacola, Florida, January, 1983

TABLE 10
 STRUCTURAL CONDITIONS
 CITY OF MILTON DCRA

Condition	Number of Structures	% of Structure
<u>Residential</u>		
Standard	148	52.5
Standard in need of minor repair	70	24.8
Substandard in need of major repair	37	13.1
Substandard warranting clearance	27	9.6
TOTAL	282	100.0
<u>Commercial</u>		
Standard	29	48.3
Standard in need of minor repair	10	16.7
Substandard in need of major repair	14	23.3
Substandard warranting clearance	7	11.7
TOTAL	60	100.0

Source: Survey by Gaines & Associates, Inc.,
 Pensacola, Florida, March, 1983

TABLE 11
TRAFFIC COUNTS ON U.S. HIGHWAY 90

Station Number	Date	Count
1503*	11/05/80	10,397
1507**	07/21/82	11,033

*On U.S. 90, 100 yards east of intersection with Highway 191

**On U.S. 90, 100 yards east of eastern City limits

Source: State of Florida, Department of Transportation

TABLE 12

ANALYSIS OF MOVEMENT OF
COMMERCIAL BUSINESSES IN THE
CITY OF MILTON DCRA

Total Number of Commercial Businesses in July, 1982	Total Number of Commercial Businesses Located in DCRA in March, 1983	Businesses which left DCRA	New Business Located in DCRA	Net Change
44	45	11	12	+1
<u>Offices</u>				
31	37	6	12	+6

Source: Survey by Gaines & Associates, Inc.,
Pensacola, Florida, March, 1983

TABLE 13

LISTING OF SIZE AND USE OF
COMMERCIAL BUILDINGS LOCATED IN
THE CITY OF MILTON'S DCRA

Map Number	Size (Sq. Ft.)			TOTAL
	Commercial	Offices	Vacant	
1	4,800			4,800
2	11,750			11,750
3	4,000			4,000
4	800			800
5	2,700			2,700
6	3,330			3,330
7	5,280			5,280
8			650	650
9	6,780			6,780
10		8,100		8,100
11	1,440			1,440
12	100			100
13	3,600			3,600
14		3,000		3,000
15	800			800
16	2,700			2,700
17	1,000			1,000
18	1,500			1,500
19	5,000			5,000
20	5,190			5,190
21		10,000		10,000
22	1,150			1,150
23			800	800
24	2,100			2,100
25	3,290			3,290
26			3,600	3,600
27			3,600	3,600
28	2,490	10,525	9,000	22,015
29	14,204	9,080		23,284
30			3,400	3,400
31			3,000	3,000
32		3,600	1,500	5,160
33		3,600		3,600
34		5,400		5,400
35		1,600	1,800	3,400
36	1,250			1,250
37	1,880			1,880
38		1,800		1,800
39		6,000		6,000

40	3,000			3,000
41		1,200		1,200
42	1,500			1,500
43	1,000			1,000
44	2,600			2,600
45	7,600			7,600
46			16,720	16,720
47		1,600		1,600
48			13,500	13,500
49			5,400	5,400
50	1,650			1,650
51			3,000	3,000
52	400			400
53	600			600
54	600			600
55	600			600
56		7,200		7,200
57	500			500
58			800	800
59			1,200	1,200
60			900	900
TOTALS	107,184	79,455	73,370	260,009
	41.2%	30.6%	28.2%	100.0%

TABLE 14
 VACANT COMMERCIAL BUILDINGS
 IN THE CITY OF MILTON DCRA

Map Number		Type of Construction	Size (Sq. Ft.)	Condition
8	Vacant	White Tin	650	Standard
23	Vacant	Concrete Block	800	Substandard in need of major repairs
26	Vacant	Concrete Block	3,600	Substandard in need of major repairs
27	Vacant	Concrete Block	3,600	Substandard in need of major repairs
28	40% Vacant	Brick	9,000	Substandard in need of major repairs
30	Vacant	Wood	3,400	Substandard warranting clearance
31	Vacant	Concrete Block & Wood	3,000	Substandard warranting clearance
32	29% Vacant	Wood	1,500	Substandard in need of major repairs
35	53% Vacant	Brick	1,800	Substandard in need of major repairs
44	63% Vacant	Concrete Block	4,500	Substandard in need of major repairs
46	Vacant	Brick	16,720	Substandard in need of major repairs
48	Vacant	Brick	13,500	Standard

49	Vacant	Wood & Tin	5,400	Substandard warranting clearance
50	Vacant	Wood	3,000	Standard in need of minor repairs
58	Vacant	Wood	800	Substandard warranting clearance
59	Vacant	Wood and Concrete Block	1,200	Substandard warranting clearance
60	Vacant	Wood	900	Substandard warranting clearance

TOTAL VACANT COMMERCIAL BUILDINGS = 17

PERCENTAGE OF TOTAL COMMERCIAL BUILDINGS = 28.3%

TOTAL VACANT COMMERCIAL SQUARE FOOTAGE = 73,370

PERCENT OF TOTAL COMMERCIAL SPACE = 28.2%

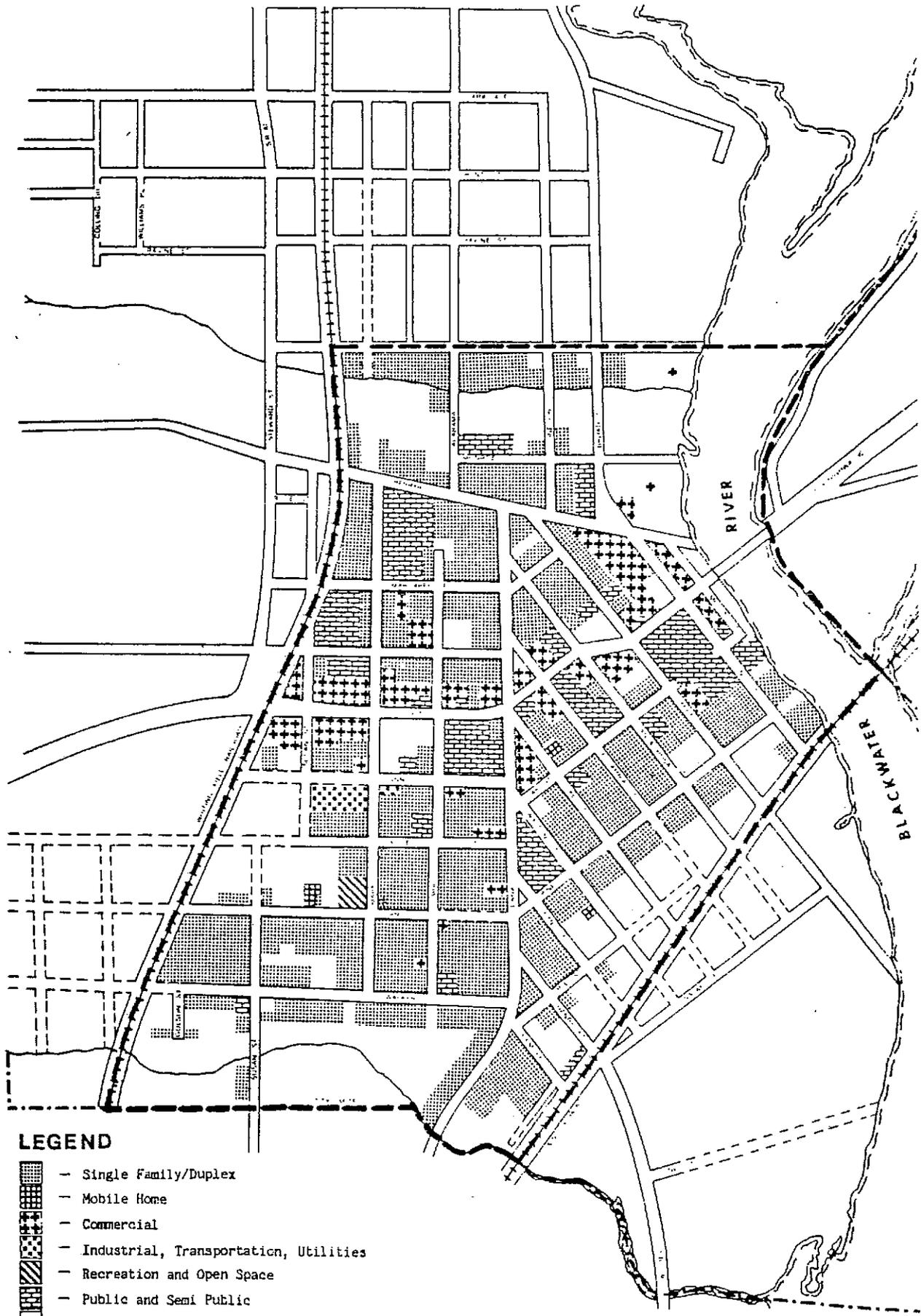
Source: Survey by Gaines & Associates, Inc.,
Pensacola, Florida, March, 1983

TABLE 15
RESIDENTIAL ZONING CHARACTERISTICS

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

*If platted prior to adoption of ordinance.

Source: City of Milton Zoning Ordinance



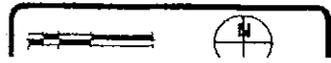
LEGEND

-  - Single Family/Duplex
-  - Mobile Home
-  - Commercial
-  - Industrial, Transportation, Utilities
-  - Recreation and Open Space
-  - Public and Semi Public
-  - Vacant

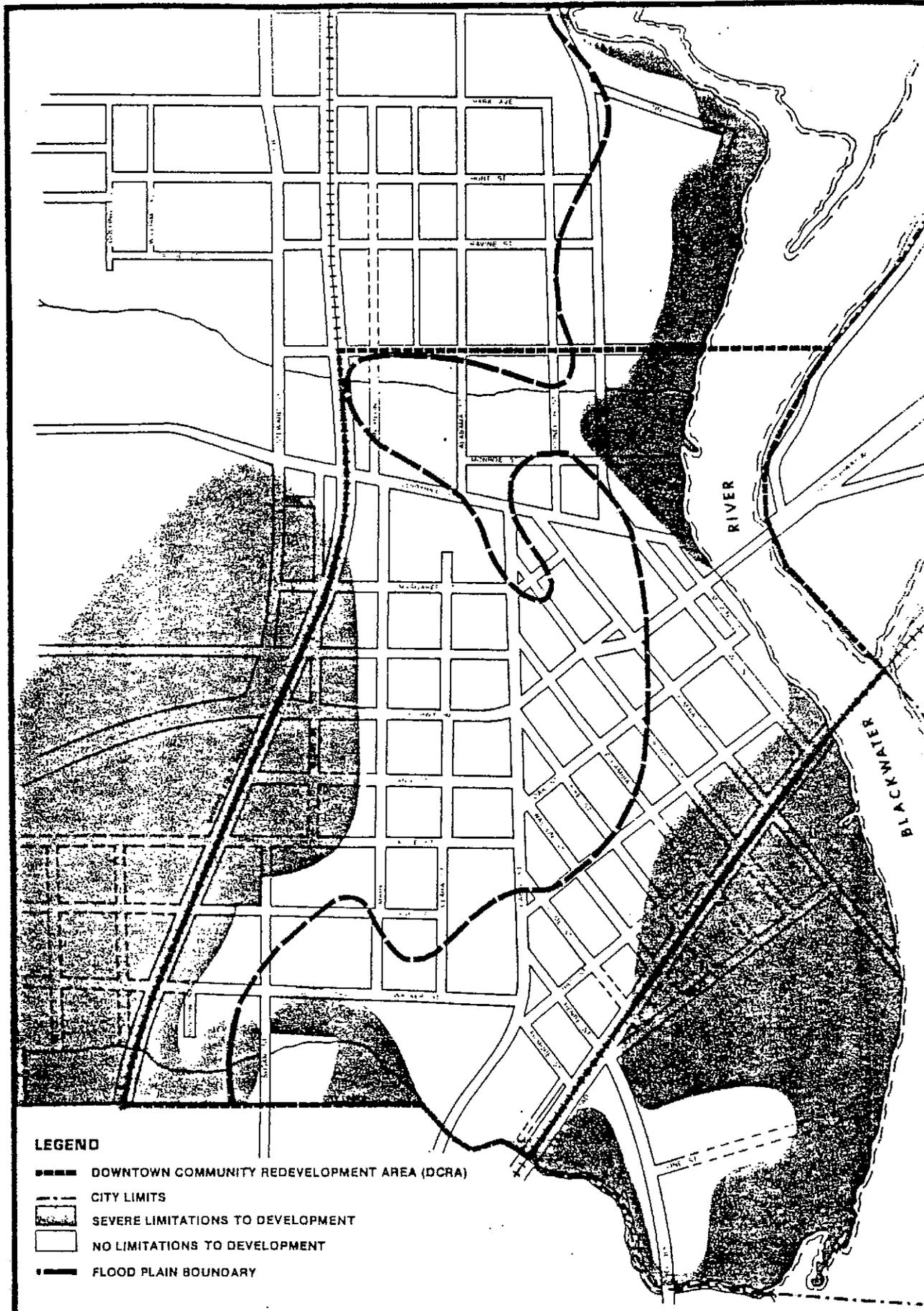
EXISTING LAND USE

CITY OF MILTON FLORIDA
DOWNTOWN REDEVELOPMENT PLAN

DATE 6.21.83
SCALE 1" = 100'



Gaines & Associates, Inc.
PLANNERS



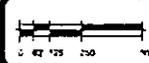
LEGEND

-  DOWNTOWN COMMUNITY REDEVELOPMENT AREA (DCRA)
-  CITY LIMITS
-  SEVERE LIMITATIONS TO DEVELOPMENT
-  NO LIMITATIONS TO DEVELOPMENT
-  FLOOD PLAIN BOUNDARY

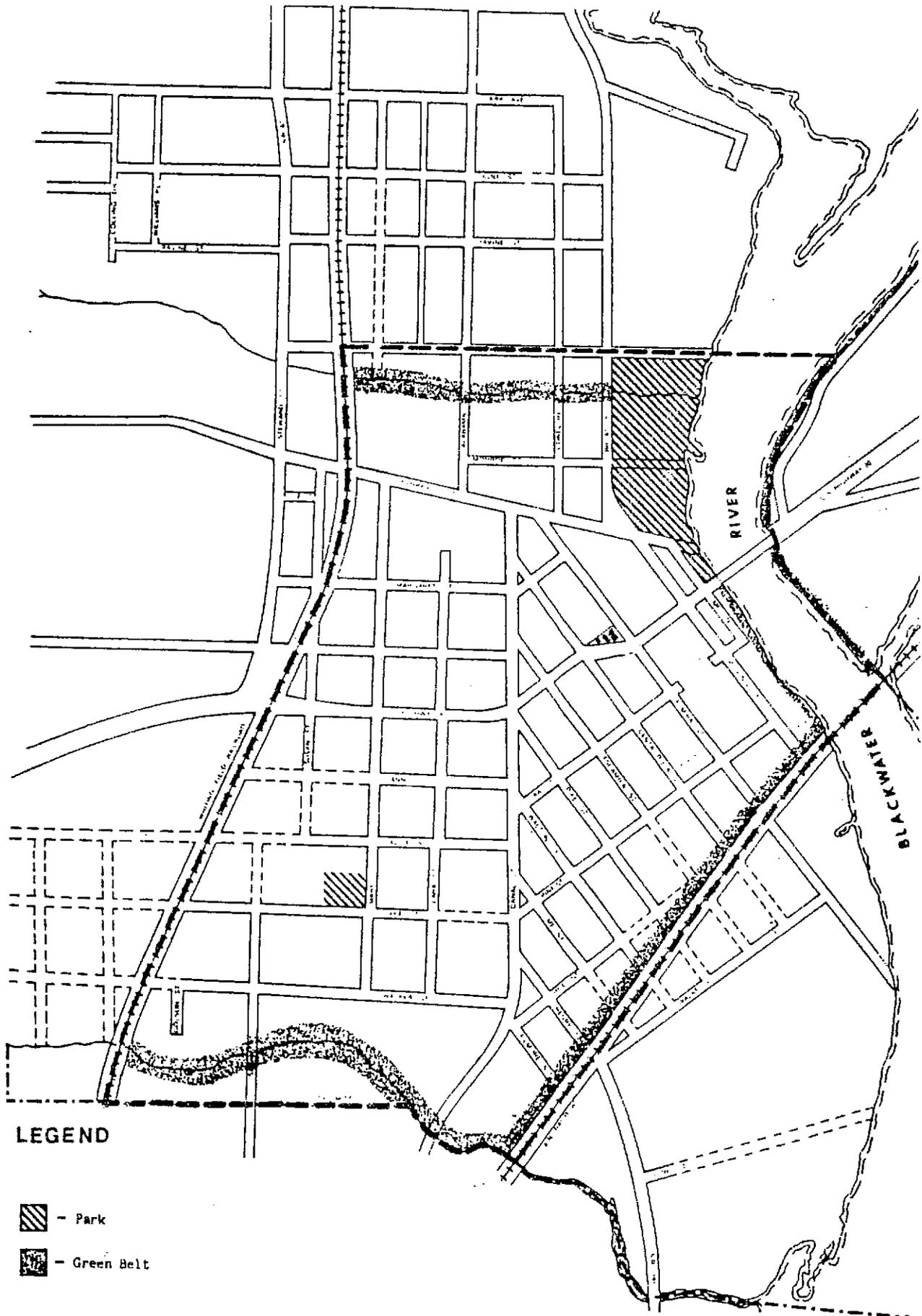
SOIL CONDITIONS

SOURCE: CITY OF MILTON COMPREHENSIVE PLAN, 1979

CITY OF MILTON FLORIDA DOWNTOWN REDEVELOPMENT PLAN	DATE 1981
	FIGURE 6

	
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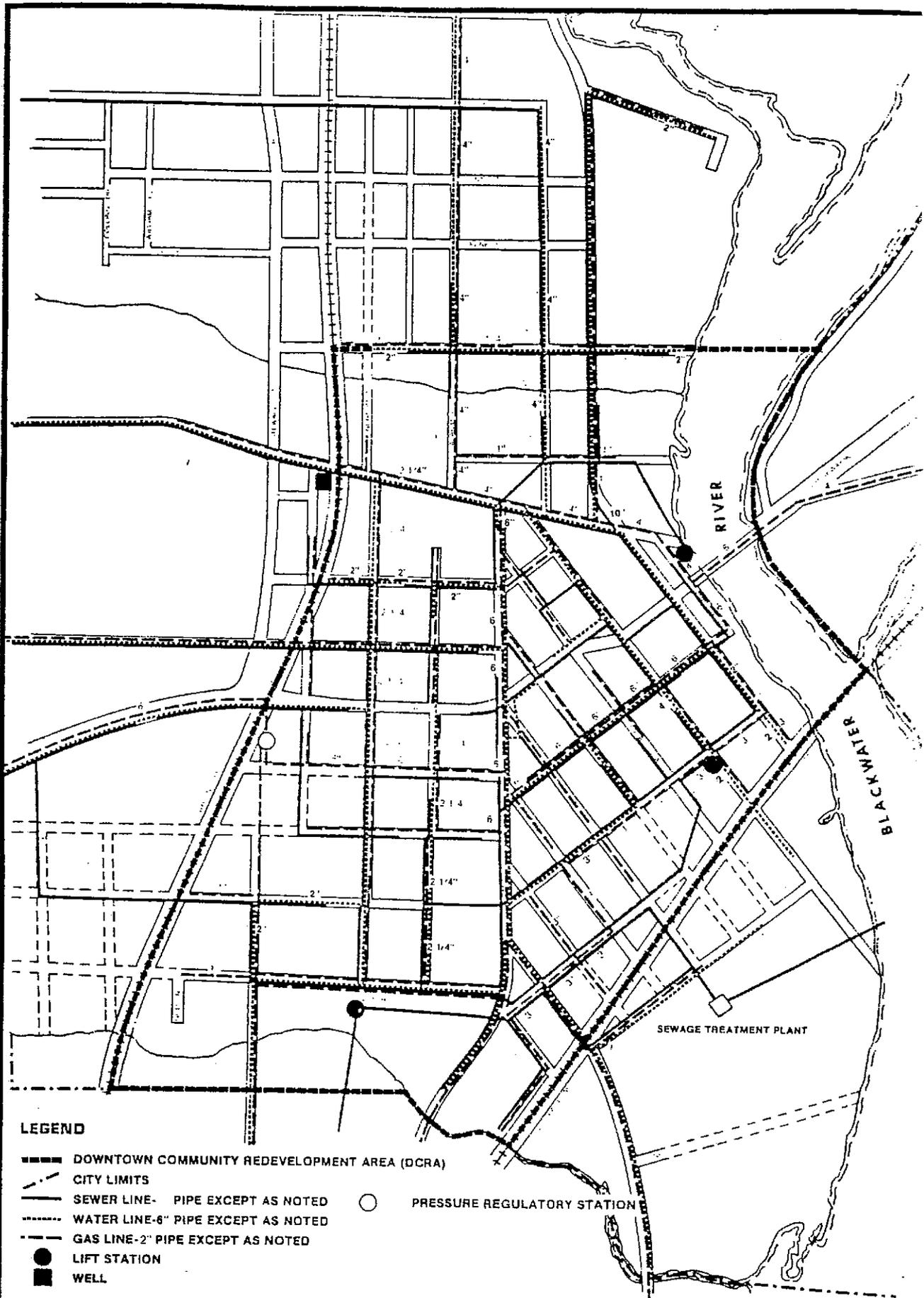
	RUSSELL & AXON ENGINEERS PLANNERS ARCHITECTS INCORPORATED
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LEGEND

-  - Park
-  - Green Belt

PARK AND GREEN BELTS



LEGEND

- DOWNTOWN COMMUNITY REDEVELOPMENT AREA (DCRA)
- CITY LIMITS
- SEWER LINE- PIPE EXCEPT AS NOTED
- WATER LINE-6" PIPE EXCEPT AS NOTED
- GAS LINE-2" PIPE EXCEPT AS NOTED
- LIFT STATION
- WELL
- PRESSURE REGULATORY STATION

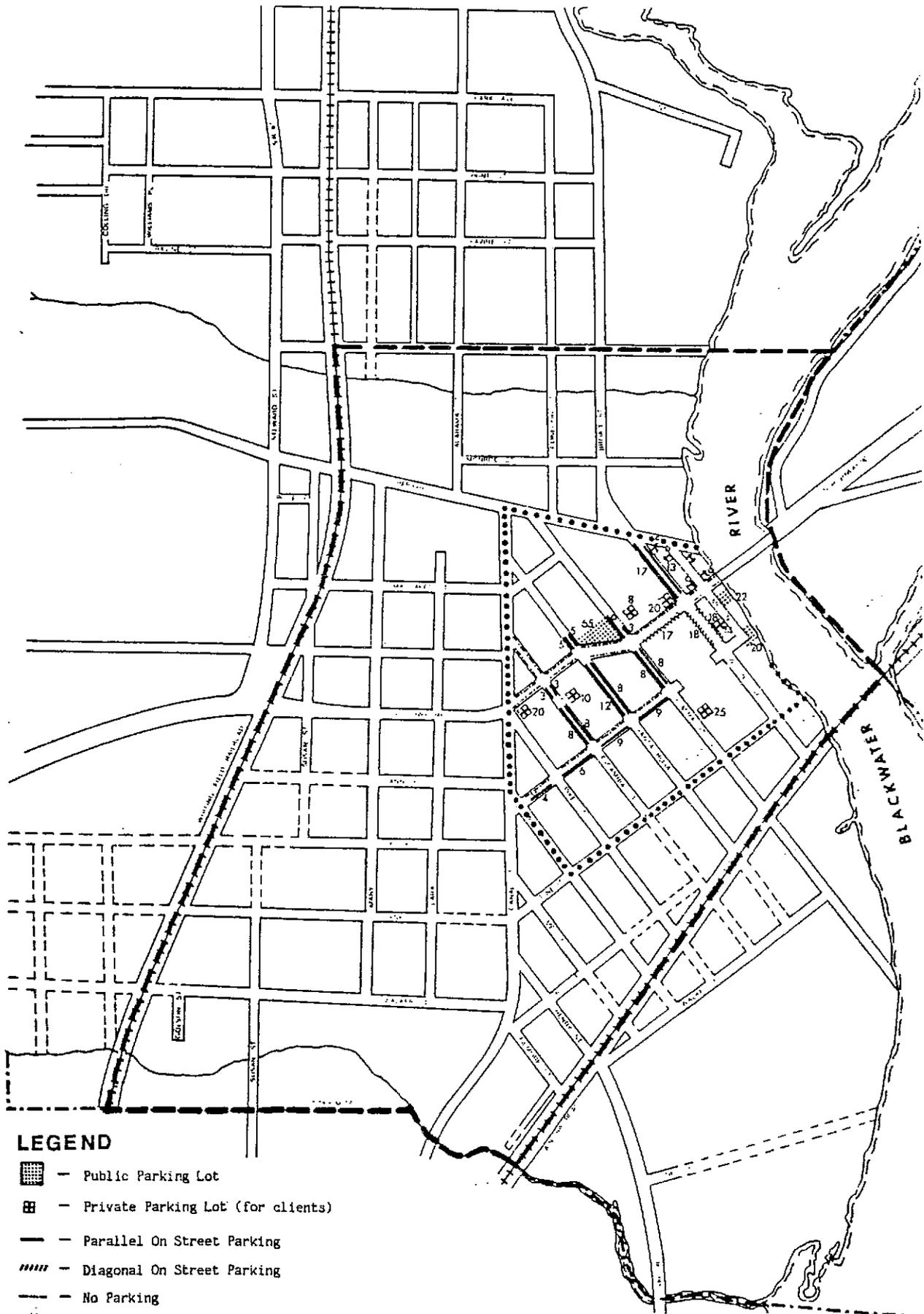
UTILITIES

SOURCE CITY OF MILTON COMPREHENSIVE PLAN '74

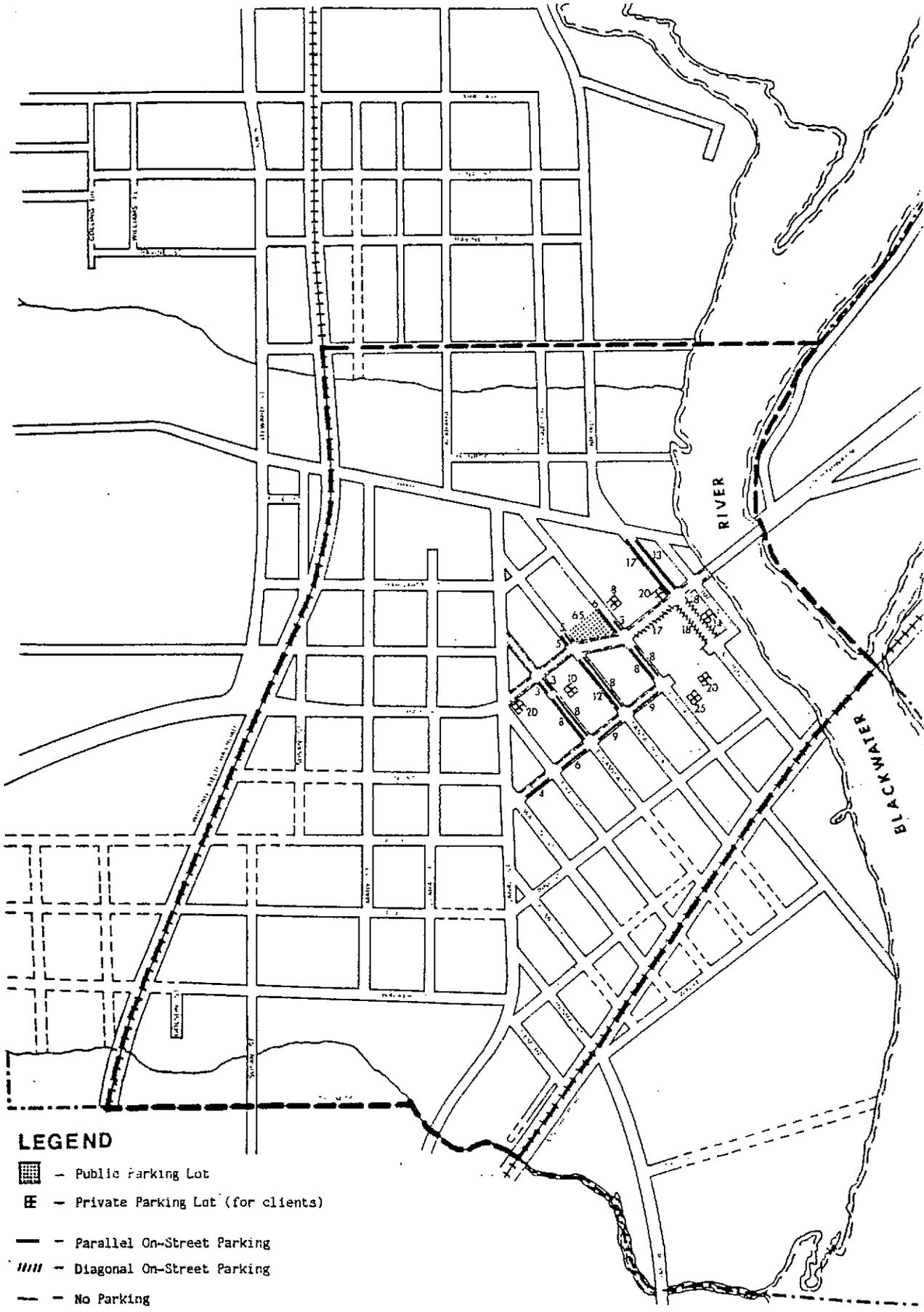
CITY OF MILTON FLORIDA
 DOWNTOWN REDEVELOPMENT PLAN

DATE	1981
SCALE	8

RIJSEL & AXON
 ENGINEERS PLANNERS ARCHITECTS
 INCORPORATED



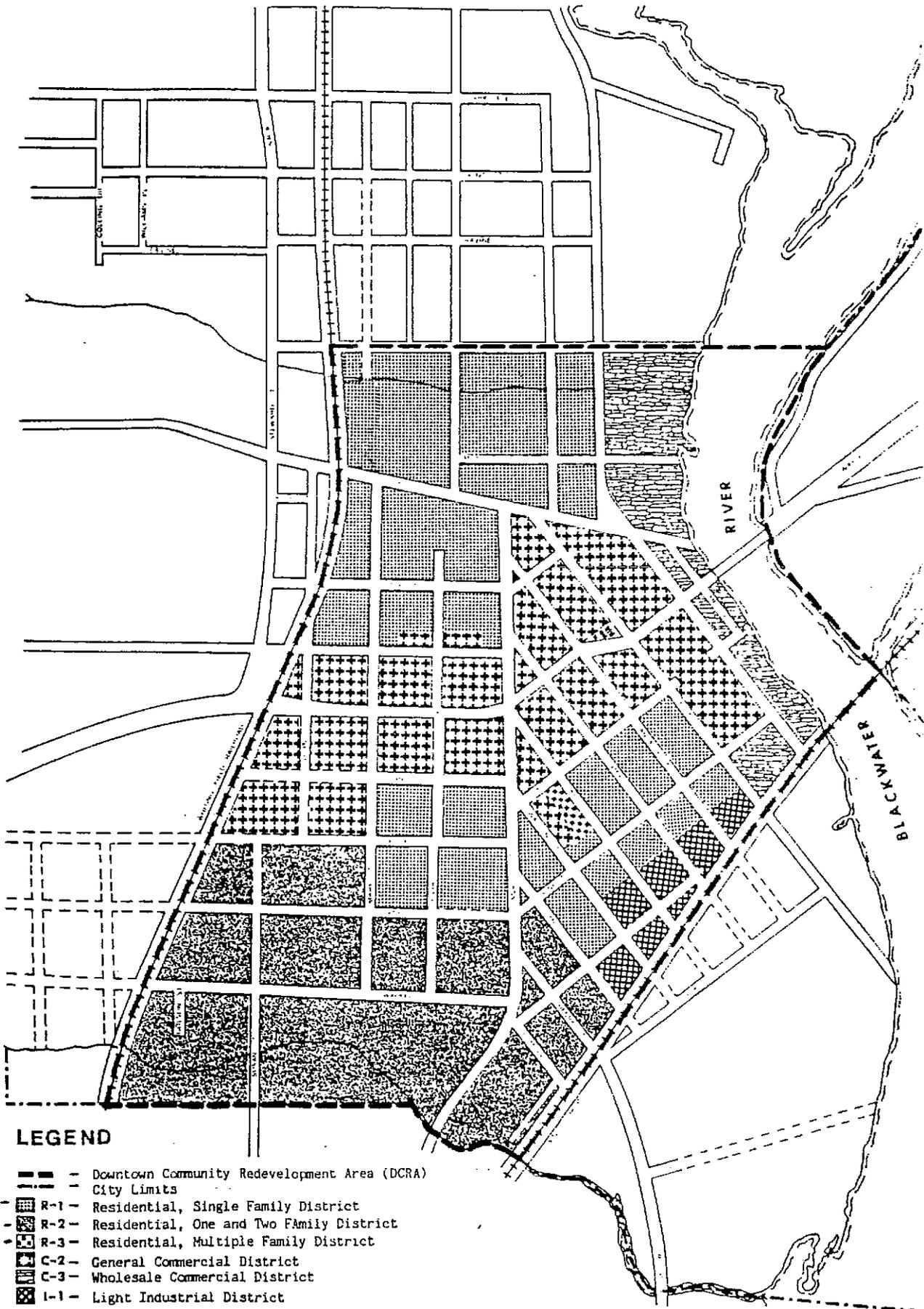
CENTRAL BUSINESS DISTRICT - EXISTING PARKING SPACE



LEGEND

-  - Public Parking Lot
-  - Private Parking Lot (for clients)
-  - Parallel On-Street Parking
-  - Diagonal On-Street Parking
-  - No Parking
-  - # - Number of Spaces

PARKING REMAINING AFTER CONSTRUCTION



LEGEND

- — Downtown Community Redevelopment Area (DCRA)
- - - City Limits
- R-1- Residential, Single Family District
- R-2- Residential, One and Two Family District
- R-3- Residential, Multiple Family District
- C-2- General Commercial District
- C-3- Wholesale Commercial District
- I-1- Light Industrial District

EXISTING ZONING

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 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 a slum or blighted area exists in the area and that the 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 state law slum and blighted areas are:

- (a) "Slum area" means an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; the existence of conditions which endanger life or property by fire or other causes; or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare.
- (b) "Blighted area" means either"
 - (a) an area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:
 1. Predominance of defective or inadequate street layout;
 2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 3. Unsanitary or unsafe conditions;
 4. Deterioration of site or other improvements;
 5. Tax or special assessment delinquency exceeding the fair value of the land; and
 6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

(b) an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.

The City of Milton DCRA is clearly a slum and blighted area based on the preceding examinations of existing conditions, and for this reason the Milton City Council adopted a resolution (No. 705) on January 12, 1982, finding and defining the slum and blighted areas. The elimination of slum and 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 which should be corrected if slum and blight is to be eventually eliminated. These have been identified and are presented in the following list.

- (a) Inadequate off-street and on-street parking in the CBD for existing land use patterns and likely to get worse with redevelopment
- (b) General deteriorated and unattractive appearance of the DCRA
- (c) Disjointed street layout
- (d) General deteriorated and unattractive appearance of the waterfront
- (e) Decrepit condition of the housing stock
- (f) Lack of economic activity in the DCRA
- (g) 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 implemented, will serve to encourage redevelopment and the corresponding elimination of slum and blight.

Community Development 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 citizen's of Milton.

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

- Land Use
- Rehabilitation and Conservation
- Zoning
- Traffic
- Parking
- Utilities
- Reuse Plan

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 Proposed Land Use Map as well as in areas designated as single family districts and one and two family districts (See Figure 12). 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 insure 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 Architectural Review Board whose purpose it will be to review all redevelopment projects to insure that they are consistent with the mixed use zoning ordinance, and any other architectural controls established by the Board. 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 use should be permitted in this mixed use district. This will permit a transition from commercial use, which will most likely be located 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 the mixed use district may be different than for 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 conversions meet with the approval of the Architectural Review Board and the City Building Inspector, and providing that all such conversions meet all applicable building codes.

Mixed low 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 which currently exists in the residential portion of the DCRA and is designated on Figure 12 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 12.

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 will be of the neighborhood commercial variety, including eating and drinking places and selected specialty retailers. Since a new zoning ordinance will need to be drafted to coincide with the creation of this mixed use district, the specific types of retail uses allowed in the district can and should be formulated at that time. 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/Recreation Areas

Land use devoted to open space and parks should be increased. The types of open space and parks to be added in the DCRA are: (1) landscaped areas and a riverwalk along both sides of the river; (2) conservation easements in a "green belt" around the DCRA; and (3) a fully developed park located on the north side of U.S. Highway 90 on west side of Blackwater River. The location of all of these proposed open space and park areas is presented in Figure 7. In addition, the City should strive to improve and fully maintain all existing park and recreational areas, such as the one located on the northwest corner of Mary Street and Jane Street.

The public sector should be involved in the acquisition and maintenance of this existing park and the proposed riverfront park to be located on the northside of U.S. Highway 90 (See Table 7). 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 lower maintenance costs, this riverfront park should be developed as a passive recreation site, and should be utilized as the location for all special activities such as "scratch ankle". This will encourage people to come back downtown.

Public involvement in the acquisition of all other green areas, parks, and recreational areas located in the DCRA should be 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 an 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 not be allowed to increase unless adequate provision is made for offstreet parking for both visitors and employees (See Figure 12). 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.

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 DCR and the City of Milton Zoning Board, since when the new mixed use zoning ordinance is formulated it will be possible to insure the level of specificity necessary to encourage rehabilitation and conservation.

Zoning

The City of Milton's existing zoning ordinances are not adequate for the application of uses and zoning changes recommended in the land use strategy (See Figure 13). Since this strategy calls for the creation of a new RC-1 or mixed use zoning district, it will be necessary for the DCR agency to work with the City of Milton Zoning Board in order to arrive at suitable land use controls and the specific types of uses which will be allowed in this district.

The City of Milton Zoning Ordinance, adopted January 11, 1973, specifies limitations in type, size, height, and density of buildings permitted to each zone. These specifications should be adequate for all other proposed land use districts although they should be closely reviewed by the DCR agency and the City of Milton Zoning Board and revised as necessary.

Once this new RC-1 zoning classification has been created, it will be necessary to amend this redevelopment plan in such a manner so that the

controls, specified uses, and the densities associated with each of these mixed uses can be incorporated as part of this document. In order for this to be accomplished, the City of Milton's Comprehensive Plan will also have to be amended in order to coincide with the proposals outlined in this plan.

Traffic

The only street closings which are recommended at this time coincide with the plans of DOT and the County. These street closings and notifications will be the direct result of the expansion and elevation of the new bridge in the Simpson Street area. These street modifications should create a much more aesthetically pleasing riverfront and will coincide with the planned development of the riverfront park.

The remainder 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, such as those found along Canal Street, should be redesigned. It should be noted that emergency access for fire protection could be blocked by trains on the L&N 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.

Parking

Parking for the public facilities located in the area appears adequate. A shortage of parking for private sector offices currently exists, and will continue to worsen in the future as a result of the currently planned and proposed construction. This parking situation will be further complicated when redevelopment occurs and by the elimination of existing parking facilities due to present construction.

Parking has been identified by shoppers, merchants and public officials as one of the most severe problems presently facing the DCRA. As long as this reality continues to exist, redevelopment efforts will be curtailed. Since it is clear from the data presented in Tables 16 and 17 that the parking which is needed is needed by the private sector, it would appear that it should be the private sector that should provide additional parking. In the case of new construction this is the most prudent course of action to follow, and all zoning ordinances should be updated to require the provision of off-street parking. In the case where redevelopment occurs, it is in many instances unfeasible for any private sector developer to construct off-street parking due to present land use patterns, and building coverage. We must remember that the CBD developed in an era where walking was one primary means of transportation and the building designs reflect this. We must also remember that this lack of parking was one of the primary reasons why the CBD declined in the first place and it is unlikely that the area will redevelop until such parking is provided. For these reasons, it is critically important that the public sector work with the private sector to assure that adequate parking is available, and that the private sector not be required to provide for offstreet parking in connection with redevelopment projects. Public sector provision of this space will clearly enhance the potential for redevelopment.

New parking should be designed so as to be compatible with the character of existing downtown and located so as not to detract from natural features. For example, parking should not be permitted next to the river as it would detract from an important natural feature. It is recommended that whenever possible parking should be screened from the river by new buildings or landscaping and from the Courthouse area by the natural contours of the land. The Architectural Review Board can lend great assistance with this area of the redevelopment strategy.

Utilities

No new gas, electric, or water lines are recommended. Since the present sewage treatment facility is scheduled to be upgraded additional treatment capacity should not be required. The City should strive to insure that all recommendations of the "201" study are implemented and that all facilities are adequate to handle present and future demand.

The existing drainage problem at Clara Street and U.S. 90 should be corrected. If drainage is a problem in the residential areas of the DCRA, this should also be corrected. New construction should include upgraded storm sewers if the construction causes additional rain water runoff.

Reuse Plan

Refinements to the existing zoning are shown in Tables 18 and 19. The corresponding parcel numbers are shown on Figure 15. Forty-two parcels had their zoning changed to a less intense zone, 19 to a more intense zone, and 20 parcels had no change in zoning. The overall effect is the creation of more compatible zoning in the DCRA, zoning that is reflective of current and proposed land use, and zoning that is consistent with existing markets.

Proposed land use is presented in Table 12. The general land use categories proposed in this plan are not totally consistent with future land use presented in the Comprehensive Plan. The maximum number of dwelling units which could potentially be built if the entire RC-1, or mixed use district developed as higher density residential will be 1,146 units (See Table 21). This constitutes a 46.7 increase over the current allowable maximum of 754 (See Table 20). This portion of the Downtown Community Redevelopment Plan may need to be amended if the densities allowed for residential development change from those currently allowed in multiple family districts.

TABLE 16
 PARKING SPACE EVALUATION
 SANTA ROSA COURTHOUSE AND COURTHOUSE ANNEX

Total Number of Square Feet in Building	Number of Spaces Normally Needed for Every 1,000 Sq. Ft.	Normal Parking Demand
26,666	4.0	107

Source: Survey by the City of Milton,
 Community Redevelopment Agency

TABLE 17

ANALYSIS OF COMMERCIAL OFFICE
AND RETAIL COMMERCIAL
PARKING REQUIREMENTS

Total Number of Presently Occupied and Vacant Sq. Ft.	Number of Spaces Normally Needed for Every 1,000 1,000 Sq. Ft.	Normal Parking Demand
Commercial Office/ Occupied - 79,455	4.0	318
Retail Commercial/ Occupied - 107,184	4.0	429
Vacant Space 73,320	4.0	293
Total Commercial Space Needed if all buildings were redeveloped 260,009	4.0	1,040

Source: Survey by Gaines & Associates, Inc.
Pensacola, Florida, March, 1983

TABLE 18

ZONING CHANGES

Parcel Number	Current	Proposed	Zoning Changed
1	C-3	RC-1	Yes
2	R-1	R-1	No
3	R-1	R-1	No
4	R-1	R-1	No
5	R-1	R-1	No
6	R-1	R-1	No
7	R-1	R-1	No
8	C-3	RC-1	Yes
9	C-3	RC-1	Yes
10	C-3	RC-1	Yes
11	C-2	RC-1	Yes
12	C-2	RC-1	Yes
13	R-1	R-1	No
14	R-1	R-1	No
15	R-1	R-2	Yes
16 a	R-1	R-2	Yes
16 b	C-2	R-2	Yes
17 a	R-1	R-2	Yes
17 b	C-2	R-2	Yes
18	C-2	RC-1	Yes
19	C-2	RC-1	Yes
20	C-3	RC-1	Yes
21	C-3	RC-1	Yes
22	C-2	RC-1	Yes
23	C-2	RC-1	Yes
24	C-2	RC-1	Yes
25	C-2	RC-1	Yes
26	C-2	RC-1	Yes
27	C-2	RC-1	Yes
28	C-2	RC-1	Yes
29	C-2	C-1	Yes
30	C-2	C-1	Yes
31	C-2	C-1	Yes
32	C-2	C-1	Yes
33	C-2	C-1	Yes
34	C-2	C-1	Yes
35	C-2	C-1	Yes
36	R-1	R-2	Yes
37	R-1	R-2	Yes
38	C-2	R-2	Yes
39	C-2	R-2	Yes
40	R-2	R-2	No

41		R-2	R-2	No
42		R-1	R-2	Yes
43	a	R-1	R-2	Yes
43	b	R-2	R-2	No
44		R-1	RC-1	Yes
45	a	C-2	RC-1	Yes
45	b	R-2	RC-1	Yes
45	c	R-1	RC-1	Yes
46		R-1	RC-1	Yes
47		R-1	RC-1	Yes
48		R-1	RC-1	Yes
49	a	C-2	RC-1	Yes
49	b	C-2	RC-1	Yes
50		C-3	RC-1	Yes
51		C-3	RC-1	Yes
52	a	R-1	R-2	Yes
52	b	I-1	R-2	Yes
53	a	R-1	R-2	Yes
53	b	I-1	R-2	Yes
54	a	R-1	R-2	Yes
54	b	I-1	R-2	Yes
55	a	R-1	R-2	Yes
55	b	I-1	R-2	Yes
56		R-1	R-2	Yes
57		R-2	R-2	No
58		R-2	R-2	No
59		R-2	R-2	No
60		R-2	R-2	No
61		R-2	R-2	No
62		R-2	R-2	No
63		R-2	R-2	No
64		R-2	R-2	No
65		R-2	R-2	No
66		R-2	R-2	No
67		I-1	R-2	Yes
68		I-1	R-2	Yes
69		I-1	R-2	Yes

TABLE 19

ZONING CHANGE SUMMARY
CHANGE TO LESS INTENSE USE

From	To	Number of Occurances
C-3	RC-1	8
C-2	RC-1	16
C-2	C-1	7
C-2	R-2	4
I-1	R-2	7

CHANGE TO MORE INTENSE USE

R-1	R-2	12
R-1	RC-1	5
R-2	RC-1	1

TABLE 20
EXISTING ZONED RESIDENTIAL ACREAGE

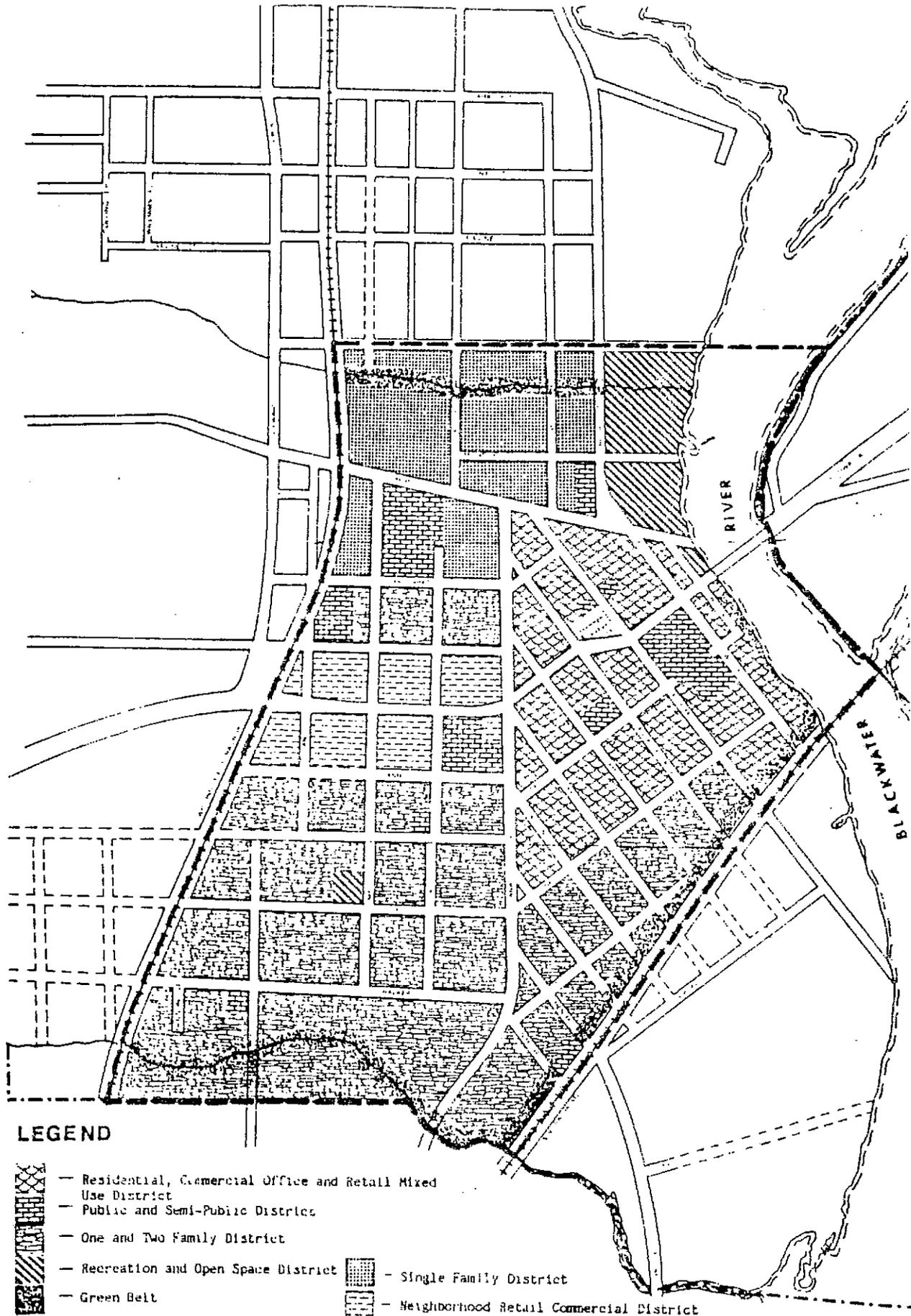
Use	Approximate Acres Including Streets	Max. Number Dwelling Units/Acre	Maximum Total Dwelling Units
Residential, Single Family	45	6	203
Residential, One and Two Family	62	10	465
Residential, Multiple Family	1	14	11
TOTAL			781

*Less 25% for streets

TABLE 21
PROJECTED LAND USE ACREAGES

Use	Approximate Acres Including Streets	Max. Number Dwelling Units/Acre	Maximum* Total Dwelling Units
Residential, Single Family	25	6	113
Residential, One and Two Family	83	10	623
Potential Residential, Multiple Family Contained in Mixed Use District	39	14	410
Open Space (Parks, Recreation, and Green Belt)	19	N/A	N/A
Maximum Total Dwelling Units			1,146

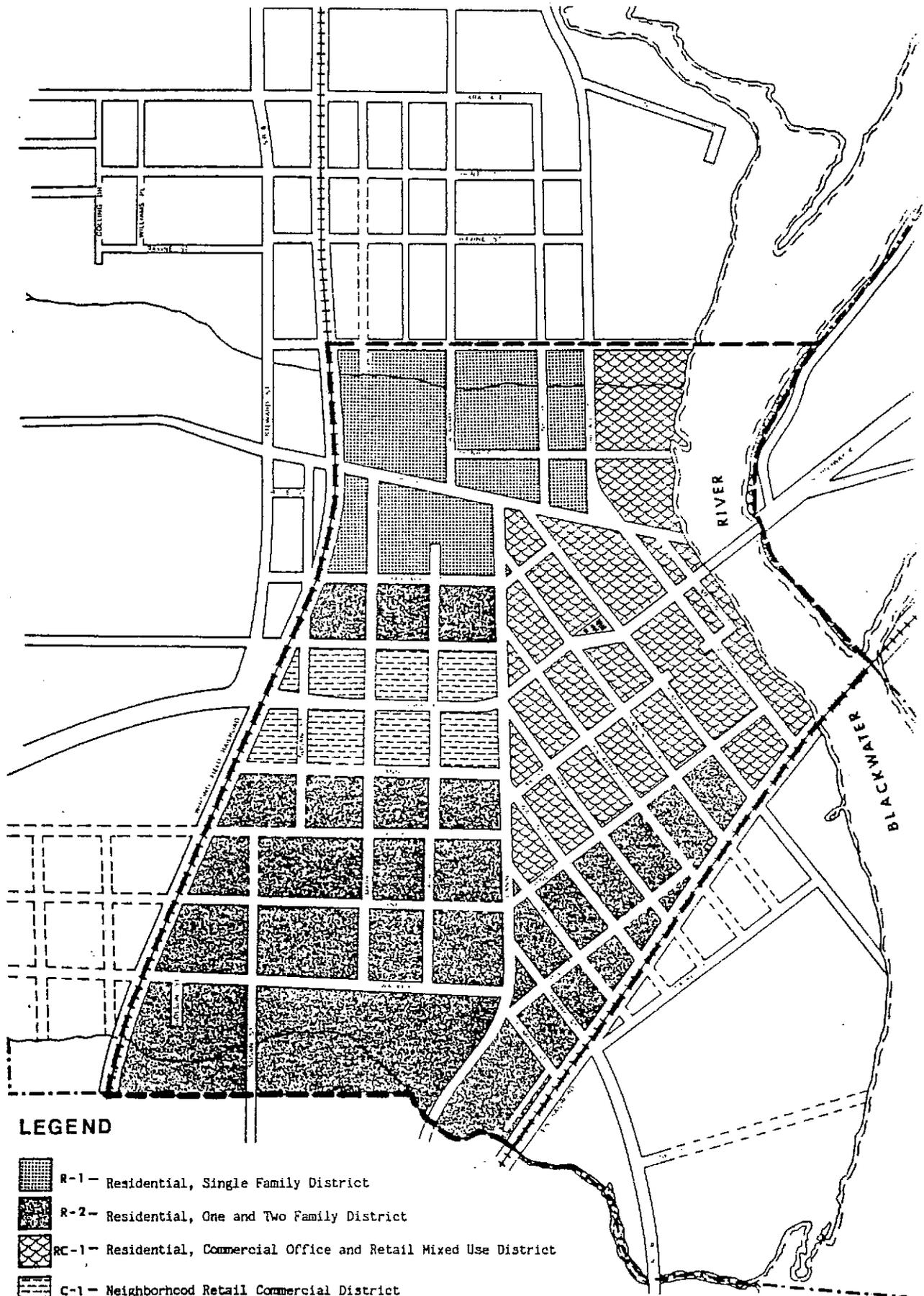
*Less 25% for streets



LEGEND

-  Residential, Commercial Office and Retail Mixed Use District
-  Public and Semi-Public Districts
-  One and Two Family District
-  Recreation and Open Space District
-  Green Belt
-  Single Family District
-  Neighborhood Retail Commercial District

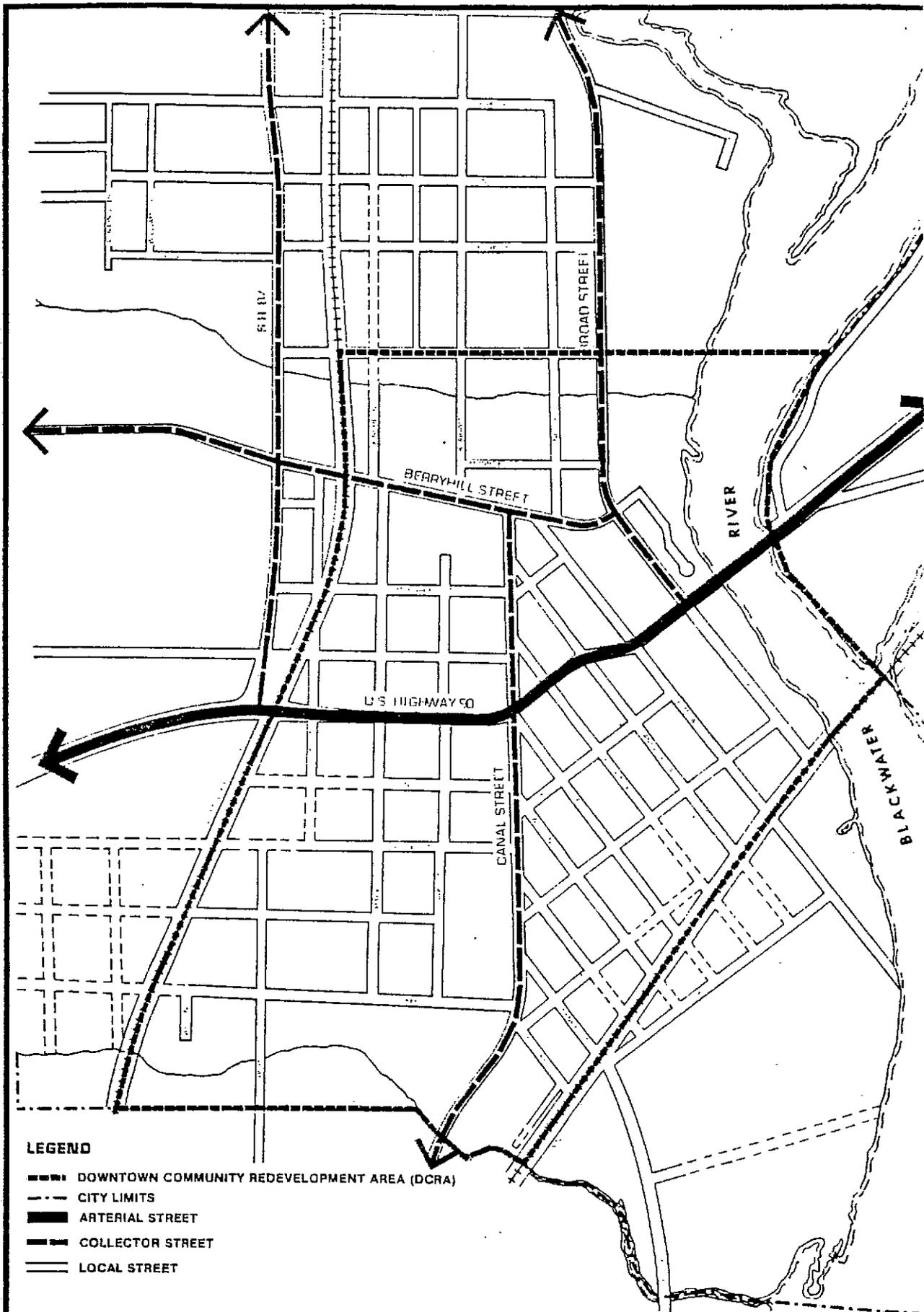
PROPOSED LAND USE



LEGEND

-  R-1 - Residential, Single Family District
-  R-2 - Residential, One and Two Family District
-  RC-1 - Residential, Commercial Office and Retail Mixed Use District
-  C-1 - Neighborhood Retail Commercial District

PROPOSED ZONING



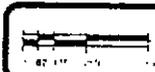
LEGEND

-  DOWNTOWN COMMUNITY REDEVELOPMENT AREA (DCRA)
-  CITY LIMITS
-  ARTERIAL STREET
-  COLLECTOR STREET
-  LOCAL STREET

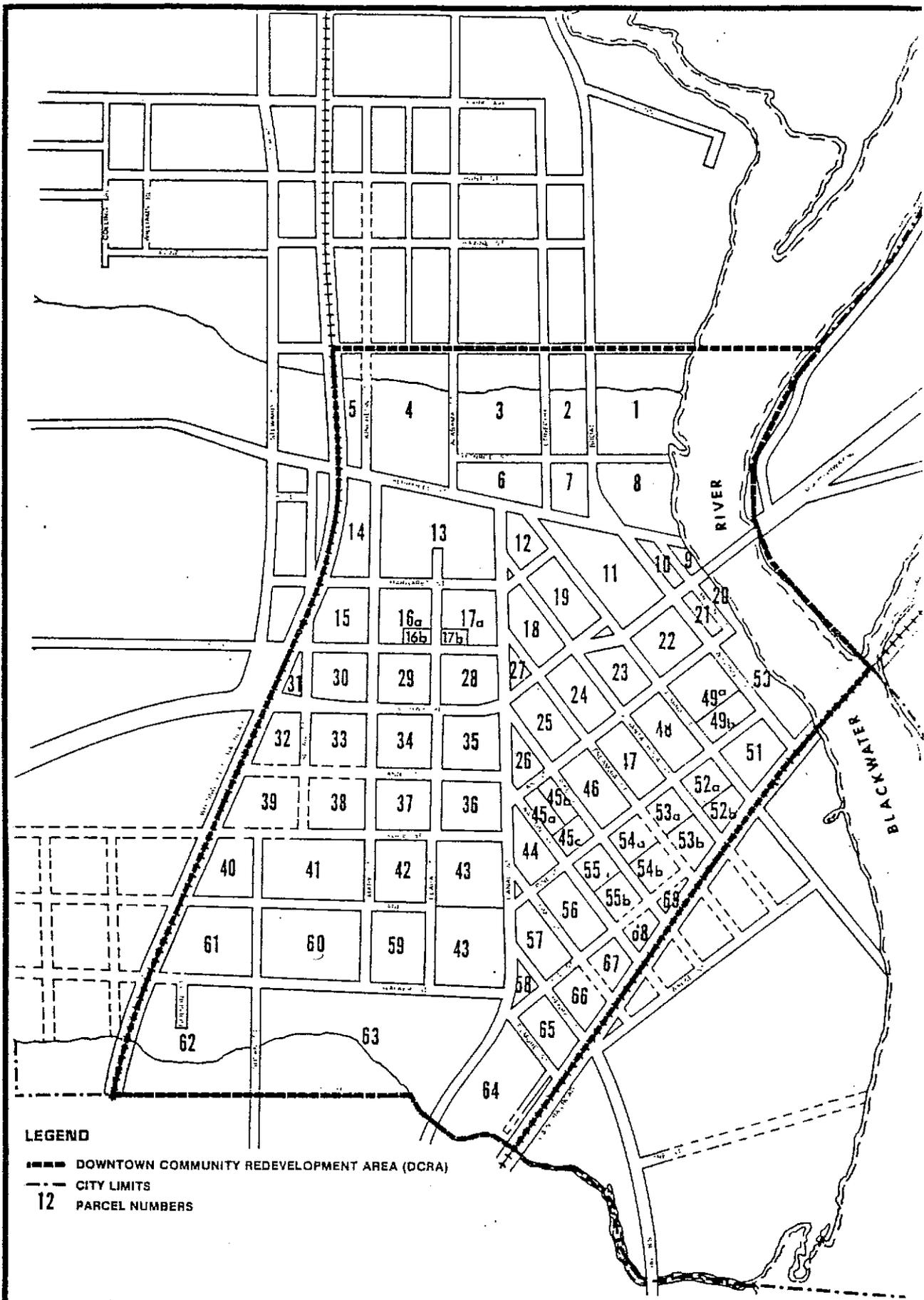
PROPOSED TRAFFIC SYSTEM

CITY OF MILTON FLORIDA
DOWNTOWN REDEVELOPMENT PLAN

DATE 1981
SCALE 1:4



FUSSELL & AXON
ENGINEERS PLANNERS ARCHITECTS
INCORPORATED

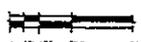


LEGEND

-  DOWNTOWN COMMUNITY REDEVELOPMENT AREA (DCRA)
-  CITY LIMITS
-  12 PARCEL NUMBERS

PARCEL NUMBERS

CITY OF MILTON FLORIDA DOWNTOWN REDEVELOPMENT PLAN	DATE: 1981
	FIGURE: 15

	
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	RUSSELL & AXON ENGINEERS PLANNERS ARCHITECTS INCORPORATED
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Acquisition

The parcels indicated in Figure 16 shall be acquired for the express purpose of redeveloping a riverfront park. No other land should be acquired at this time.

As additional projects become feasible, such as green belt acquisition or residential redevelopment, this plan will be amended to include acquisition of those parcels as necessary.

Relocation Plan

Relocation assistance will be provided for persons and businesses displaced as a result of the implementation of this plan. The Milton Community Development Program will administer relocation consistent with the City of Milton's proposed Relocation Plan. Whenever Federal funds are utilized, relocation assistance will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

Residential Use Element

Residential use existed in the DCRA prior to the adoption of the Plan. Provision has been made in the Plan to continue and increase the amount and quality of residential units in the project area. Further information on existing and proposed residential use may be found in the Existing Conditions, Community Redevelopment Strategy, and Neighborhood Impact Element sections of this report.

Neighborhood Impact Element

The DCRA contains housing occupied by a substantial number of low and moderate income families. This DCRA plan proposes to increase the quality of housing available to these families as well as increase the amount of moderate, middle income, and upper income housing. The overall effect of the plan is to improve the quality of life in the neighborhood while increasing the neighborhood's economic viability.

The impact of all projects in the DCRA will be largely limited to the DCRA. The reasons for this are twofold. The major reason is that most of the DCRA is physically isolated from adjacent parts of the City. The second reason is that the major projects will occur in the central and eastern portion of the DCRA so that the impact will be felt on adjacent areas which are also within the DCRA.

Relocation Impact

The construction of new housing could require the relocation of a few families. The new housing where relocation is required, will be predominately of the garden and townhouse apartment type. This plan hereby mandates that new construction contain low and moderate income units equal to or exceeding the number of low and moderate income families displaced. This assures that any low and moderate income families displaced will have affordable housing available in the same neighborhood.

Acquisition and clearing of land along the river for the riverfront park will require the displacement of 1 family. Comparable housing will be offered in accordance with the City of Milton Relocation Plan. In addition, the acquisition and clearing of land along the river for the riverfront park will require the displacement of 5 commercial establishments. Sufficient vacant commercial space suitable for office use is available in the immediate area to accommodate these users. They will also have the option of occupying the new office buildings when constructed.

All relocation will be done according to the City of Milton Relocation Plan. The net impact of relocation on low and moderate income families will be to place the affected families in higher quality housing in the same neighborhood that has been improved as a result of implementation of the plan.

Traffic Circulation

Traffic circulation will not be changed in the residential portion of the DCRA. An increase in traffic volume is expected as housing density increases. The existing streets have adequate capacity to absorb this increase.

Pedestrian traffic will also increase in residential areas of the DCRA as housing density increases and neighborhood retail activities come back to the area. Therefore, this plan hereby mandates that all new construction requires the building of public sidewalks to specifications 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 to 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 the 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 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 or 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 DCRA residents and employees. Construction of the River Walk, the Riverfront 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.

Implementation

In order for redevelopment to occur in the City of Milton's DCRA, a realistic plan for implementation must be developed and be based on the proposed redevelopment strategy and the availability of financial and community resources. In addition, this plan for implementation must take into account both present and future economic and physical factors which can serve to effect the plan's viability. The types of these factors which will most affect the Milton DCRA are: the combined movement of retail establishments from the area; the large number of vacant buildings; the generally decrepit residential structural conditions; increased office space utilization; the population shift away from downtown; and the aesthetically pleasing built and natural features.

Other factors must also be considered in developing a course of action for the DCRA. The most important factor that must be constantly considered is that the DCRA did not decline overnight. It happened over a period of at least 10 years, and the origins of the decline go back 20 to 30 years. Marked improvement to the area will not occur overnight. It will take years to reverse the physical and economic decline of the DCRA.

Another significant factor is the limited amount of resources available to the City of Milton. There is a very limited amount of financial and personnel resources available to deal with the substantial problems of the area. All areas needing attention and all projects that are possible cannot be done immediately because of these limited resources. Private sector resources must, therefore, be used whenever possible. Public funding should complement and not compete with private funding, although it is very likely that additional public funding will have to be expended in the DCRA before many large scale private sector redevelopment projects will be initiated.

Because of these factors, priorities are assigned to programs and projects. Implementation efforts will usually be initiated in priority order. However, lower priority projects may be implemented before higher priority projects due to funding availability, feasibility, or shorter time involvement needed for implementation. If this is done, care must be taken to insure that the initiation of the lower priority project will not affect the financial feasibility of a higher priority project.

Besides the priority assigned, consideration should also be given to the land use district (Figure 12) in which the project is located. As a general rule, projects in the mixed use zone should be implemented first. Those projects located in the surrounding residential and commercial districts should then be implemented as the market demands.

As the name implies, the mixed use zone is an area in which commercial office, limited retail commercial, and all levels of residential redevelopment should take place. This is the area of the DCRA that has suffered the most physical and economic deterioration. It is also the area that has the most potential for redevelopment primarily due to the physical characteristics of

the buildings, and the location of the river. This is the zone in which any new office/limited retail area will be developed, and in which the rehabilitation of commercial buildings as office and retail facilities will take place. It is also the zone in which the jail expansion has occurred and in which the new bridge will be built. In addition, low, medium, and high residential development will occur in the area where economically and physically feasible.

The residential and neighborhood commercial district will be the last area to feel the impact of the implementation of the DCRA plan. Residential development, except for rehabilitation, probably will not take place until additional housing is needed for the employees of renovated and new office buildings. This does not mean that new housing construction should not take place independent of other projects if it is feasible. This is especially true in the mixed use district. All projects should be implemented whenever possible, including housing.

The private sector should be the primary resource in developing most projects since this is keeping with state law. Developers and individual businesses should be the primary funding source for both residential and commercial development of all types. Available local, state and federal programs should be utilized whenever possible. Preferably, funds from public sources should be utilized for infrastructure improvements designed to encourage private sector investment. Private foundations should be used when other resources are not available.

All funding options for a given project should be fully explored before a decision is made on what course of action to take. The amount of effort and skill put into resource development will determine whether sufficient resources are available to complete projects. Funding resource development should be treated as the full-time professional job it is.

The recommended implementation plan has 18 prioritized and sequenced projects. For this reason, the sequencing of these projects has been arranged in such a manner so that they are classified as being immediate priority, short-range priority, and on-going priority. The implementation of these projects is clearly necessary to reverse the decline of the Downtown Community Redevelopment Area. This entire plan of action should be implemented as soon as possible, but in the many cases the time of initiation will be predicated by economic factors, which to a large degree are beyond the control of the City.

The projects include:

- a) DCR Agency Establishment and Funding
- b) Creation of New Zoning Ordinances and Changing of Existing Ordinances to Match Proposed Land Use Plan
- c) Establishment of Enterprise Zones and Tax Credits for Community Revitalization
- d) Amendment of the City of Milton's Comprehensive Plan to Coincide with Proposed Land Use Plan and Zoning

- e) Amendment of Downtown Community Redevelopment Plan to Include New and Revised Zoning Ordinances
- f) Establishment of Architectural Review Board
- g) Computation of Financial Impacts of Redevelopment
- h) Public Sidewalk, Streetscape, and Parking Improvements
- i) Commercial Facade Improvements
- j) Improvement and Maintenance of Existing Parks
- k) Riverfront Park Development
- l) Commercial Office Redevelopment
- m) Retail Commercial Redevelopment
- n) Marketing
- o) Housing Construction
- p) Housing Rehabilitation
- q) Correct Drainage Problems
- r) Eliminate Street/Triangles

PROJECTS

Priority I

DCR Agency Establishment and Funding

To implement most of the projects, it is recommended that the Downtown Community Redevelopment (DCR) Agency play a leading role. If the agency is not involved, most of the projects will not come to fruition. Therefore, the establishment of the DCR Agency and its funding become crucial to the successful implementation of the redevelopment plan. As projects are implemented, land is bought and sold, and tax increment financing is received, the DCR Agency should become reasonably self-sufficient.

Responsible Implementing Agency

City of Milton

Financing

General Tax Revenues

CDBG

(Note: Due to the conditions of the three-year CDBG grant, CDBG funds cannot be used to implement most parts of this plan until the end of the three-year cycle in 1983).

Tax Increment Financing (after established)

Priority II

Creation of New Mixed Use Zoning Ordinances and Applicable Changes in Existing Zoning Ordinances

To encourage desirable development and to prevent undesirable development, zoning and enforcement changes must be made to make the zoning ordinance consistent with this plan.

Responsible Implementing Agency

City of Milton Zoning Board

Financing

Current Budget Should be Sufficient

General Tax Revenues

CDBG

Priority III

Establishment of Enterprise Zones and Tax Credits for Community Revitalization

A variety of incentives can be developed to attract business to enterprise zones and thus to the DCRA if it's approved as such. The application process is fairly simple and quick to complete.

Responsible Implementing Agency

City of Milton

Financing

General Tax Revenues

CDBG

Priority IV

Amendment of the City of Milton's Comprehensive Plan to Coincide with Proposed Land Use and Zoning Presented in the Downtown Community Redevelopment Plan

Since it is State Law that this plan must coincide with the City's Comprehensive Plan, if the proposals outlined in this plan are accepted the Comprehensive Plan will have to be changed accordingly.

Responsible Implementing Agency

City of Milton

Financing

Current Budget should be Sufficient

General Tax Revenues

CDBG

Priority V

Amendment of Downtown Community Redevelopment Plan to Include New or Revised Zoning Ordinance

Since the Community Redevelopment Act requires that for all Community Development Plans to include specific information relative to type, size, height, number, and proposed use of all buildings to be located in the DCRA, it is essential that these specifications be included in this plan as soon as they are finalized.

Responsible Implementing Agency

City of Milton

Financing

Current Budget Should be Sufficient

General Tax Revenues

CDBG

Priority VI

Establishment of an Architectural Review Board

An architectural review board should be established to insure that all future development within the DCRA is in keeping with the desires of the community. This board should possess a broad range of expertise and representation, but most importantly should be committed to the redevelopment of the DCRA.

Responsible Implementing Agency

City of Milton

Financing

General Tax Revenues

CDBG

Priority VII

Marketing

In order to facilitate desirable development, the DCRA must be marketed. A well thought out professionally developed marketing program should be implemented as soon as it is financially feasible and should be on-going.

Responsible Implementing Agency

DCR Agency

Financing

Agency Staff for Initial Effort

Tax Increment

General Tax Revenue

CDBG

Other Federal and State Grants

Priority VIII

Computation of the Financial Impacts of Redevelopment

Once all applicable zoning ordinances have been adopted, land use types and densities will be developed and it will be possible to evaluate the financial impact of various possible redevelopment profiles. This will be critical if any long-range financing is contemplated in the future. These financial projections should also take into account the cost of all infrastructure improvements proposed in this plan.

Responsible Implementing Agency

DCR Agency

Financing

General Tax Revenues

CDBG

Priority IX

Public Sidewalk, Streetscape, and Parking Improvements

In order to prevent its further demise and to encourage redevelopment, it is recommended that the public sector initiate programs aimed at upgrading and expanding the sidewalk, streetscape, and parking systems. These improvements should be concentrated in the immediate area around the courthouse since this is the present center of economic activity. These improvements can be coordinated such that they coincide with Commercial Facade Improvements, but it is likely that these storefront improvements will not begin until the public sector initiates the process.

Responsible Implementing Agency

The DCR Agency

Financing

General Tax Revenues

CDBG

Tax Increment Financing

Other Federal and State Grants

Priority X

Commercial Facade Improvements

A commercial facade improvement program is needed to improve the appearance of the CDB and is also simple to administer. It is a program to provide incentives to merchants to improve the appearance of their buildings. These incentives can be directly linked to public sector improvements for sidewalks, streetscapes, and parking.

Responsible Implementing Agency

DCR Agency

Financing

General Tax Revenues

Tax Increment Financing

CDBG

Other Federal and State Grants

Priority XI

Improvements of Existing Parks

There currently is a park located in the DCRA which is in need of maintenance and improvement. This should be accomplished before any commitment is made toward developing new additional park and recreational areas.

Responsible Implementing Agency

City of Milton and DCR Agency

Financing

General Tax Revenues

CDBG

Other Federal and State Grants

Priority XII

Riverfront Park Development

The development of a riverfront park on the northside of U.S. Hwy. 90 is a key part of revitalizing the DCRA. Park development should begin next to the bridge and extend outward from there. Line of sight from the courthouse to the river should be created so as to make the river an integral part of downtown. Although this is a critical part of the overall downtown redevelopment process, it should not be initiated before additional public sector improvements designed to directly encourage private sector redevelopment such as the provision of additional public parking, and improvements to the sidewalks and streetscapes are initiated.

Responsible Implementing Agency

City of Milton and DCR Agency

Financing

General Tax Revenues

CDBG

Tax Increment

Other Federal and State Grants

Priority XIII

Commercial Office Redevelopment

Commercial office redevelopment should occur as it becomes economically feasible. All future office redevelopment should comply with applicable zoning regulations, and should be approved by the Architectural Review Board.

Responsible Implementing Agency

The City of Milton Zoning Board,
The Architectural Review Board, and
The DCR Agency

Financing

Private Developers
Private Lenders

Priority XIV

Retail Commercial Redevelopment

Retail commercial redevelopment should occur as it becomes economically feasible. All future retail redevelopment should comply with all applicable zoning regulations, and should be approved by the Architectural Review Board.

Responsible Implementing Agency

The City of Milton Zoning Board,
The Architectural Review Board, and
The DCR Agency

Financing

Private Developers
Private Lenders

Priority XV

Housing Construction

The construction of new and renovated office buildings in the DCRA along with the occupancy of vacant stores and possible construction of additional retail space will create a demand for additional housing. This housing should

be constructed as soon as possible. Private developers should do most or all of the new housing construction. Construction must comply with all applicable zoning ordinances and should be approved by the Architectural Review Board.

Responsible Implementing Agency

DCR Agency and Architectural Review Board

Financing

Private Developers

CDBG

Private Lenders

Other Federal and State Grants

Priority XVI

Housing Rehabilitation

In accordance with the program that the City has initiated, rehabilitation of existing housing should be accomplished where the cost of rehabilitation does not exceed the market value of the house. Houses slated for acquisition and/or demolition should not be rehabilitated. Renovations should comply with all applicable zoning ordinances and should be approved by the Architectural Review Board.

Responsible Implementing Agency

City of Milton CD Program, DCR Agency

Financing

CDBG

Private Developers

Private Lenders

Other Federal and State Grants

Priority XVII

Correct Drainage Problems

Periodic flooding and standing water create traffic and health hazards as well as lower the aesthetics of the affected areas. The exact extent of the problem must be defined, causes of the problem determined, and the responsible agency prodded to correct the problem.

Responsible Implementing Agency

City of Milton Initially

Agency Responsible for Correcting Problem

Financing

General Tax Revenue

CDBG

Other Federal and State Grants

Priority XVIII

Eliminate Street Triangles

Where feasible, street triangles should be eliminated to increase traffic safety and reduce road and right-of-way maintenance costs.

Responsible Implementing Agency

City of Milton Street Department

Financing

DOT

Federal Highway Administration

CDBG

General Tax Revenues

Provisions for Amending Plan

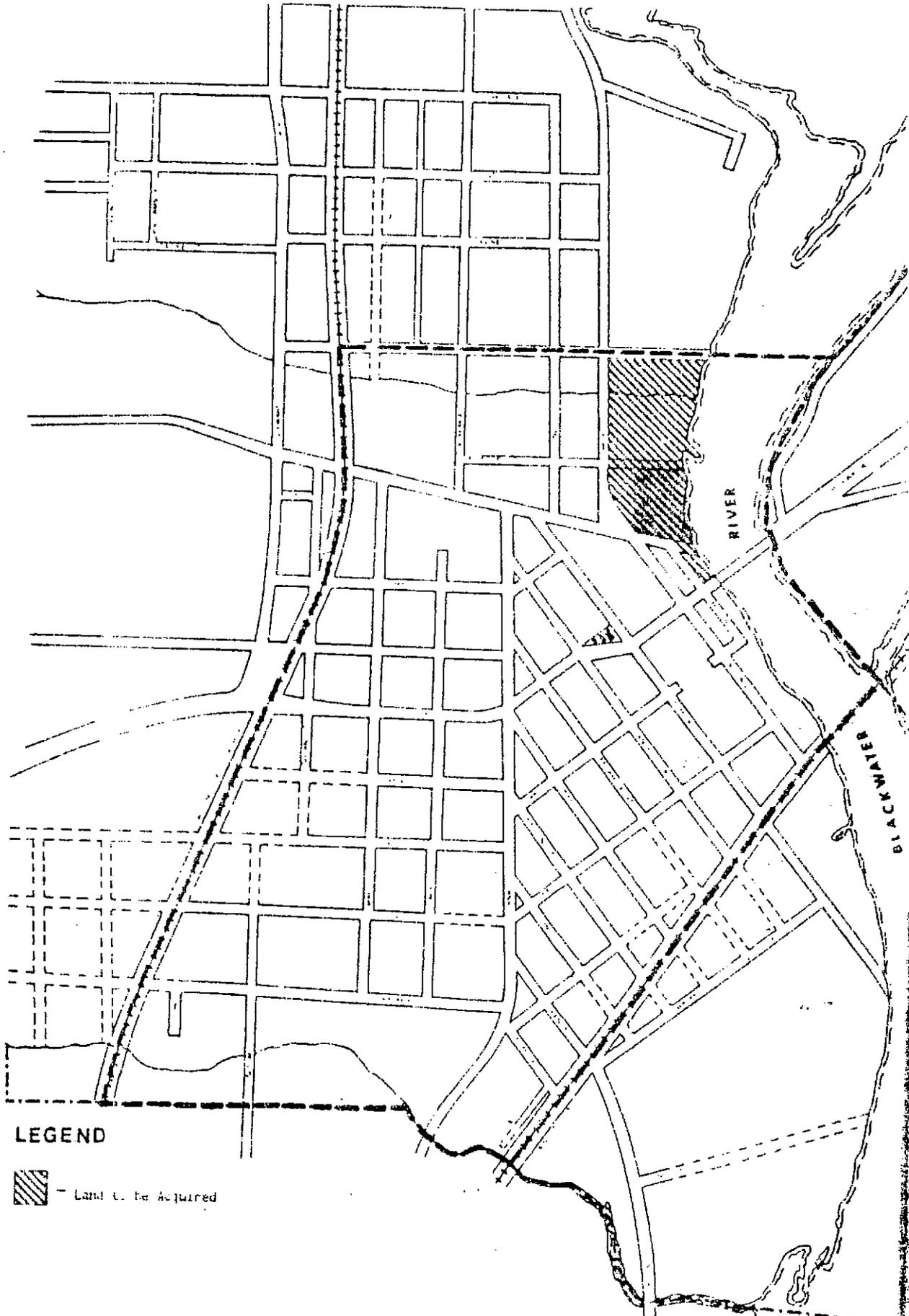
The Downtown Community Redevelopment Plan may be refined as conditions require. Any changes will be done in compliance with the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes.

This plan shall be in full force for a period of 25 years from the date of approval, unless otherwise amended or terminated.

TABLE 22

PROJECT SEQUENCING

Project	Immediate Priority (less than 6 months)	Short-Range Priority (6 mos - 5 years)	On-going Priority
DCR Agency	X		
Zoning Ordinance Creation	X		
Amendment of DCRA Plan	X		X
Enterprise Zones	X		
Amendment of Comprehensive Plan	X		
Architectural Review Board	X		
Marketing	X		
Financial Impact Computations	X		X
Public Sidewalk, Parking, etc., Improvement		X	X
Commercial Facade Improvements		X	X
Existing Park Improvements		X	X
Riverfront Park		X	
Commercial Office Redevelopment			X
Retail Commercial Redevelopment			X
Housing Construction			X
Housing Rehabilitation			X
Drainage Problems		X	
Street Triangles		X	



LEGEND

 - Land to be Acquired

PROPOSED LAND ACQUISITION BY CITY OF MILTON

CITY OF MILTON DEPARTMENT OF PLANNING AND DEVELOPMENT	MAP 62183		Gainer & Associates
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ORDINANCE NO. 687

AN ORDINANCE APPROVING THE PLAN FOR THE REDEVELOPMENT OF DOWNTOWN MILTON, FLORIDA; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF MILTON, FLORIDA:

Section 1: Pursuant to the authority contained in Chapter 163, Florida Statutes, the Community Redevelopment Plan attached hereto and made a part hereof is hereby adopted and approved.

Section 2: All ordinances or parts of ordinances in conflict or inconsistent herewith are hereby repealed to the extent of such conflict or inconsistency.

Section 3: If any part of this ordinance shall be held invalid by a court of competent jurisdiction, the remaining parts shall be severable and shall continue to be in full force and effect.

Section 4: This ordinance shall take effect immediately upon passage by the City Council.

PASSED by the City Council of the City of Milton, Florida, on the 8th day of June, 1982.

MILTON CITY COUNCIL

By: Clyde L. Gracey
Clyde L. Gracey, Mayor
President, City Council

Attest:

Virginia M. Kirk
City Clerk

FIRST READING 6-8-82
SECOND READING 7/13/82

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