



2010

# Warrington Redevelopment Plan

Adopted By the Board of County Commissioners  
December 1995

Amended as to Boundaries  
January 1999

First Update Adopted By the Board of County  
Commissioners  
April 2001

Second Update Adopted By the Board of County  
Commissioners  
August 2010

Community & Environment Bureau

**Community Redevelopment Agency**



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**PLAN CONTENT AND ORGANIZATION**

The Warrington Redevelopment Plan was created through a series of community meetings with the Warrington Revitalization Committee, field surveys, analysis and observations. As with earlier plans, the intent of this update is to facilitate positive transformation, preservation, and revitalization of the neighborhoods and commercial centers located throughout the redevelopment area. Input gathered from the community workshops support the implementation of the original plan objectives while expanding upon plan objectives relating to the overall appearance of the area, security, zoning, and land use policies.

**Section 1 – Overview**

The plan is comprised of seven chapters starting with Section 1, Overview, a series of informational maps, and appendices.

**Section 2 – Area Accomplishments**

This section details program and project accomplishments since 2001 when the Board of County Commissioners adopted the previous plan. For ease of reference, the list of accomplishments is divided into area wide, neighborhood specific, commercial reinvestment, and ongoing initiatives and/or programs.

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### **Section 3 – Redevelopment Objectives and Strategies**

Section 3 presents the overall plan objectives to support redevelopment throughout the area with accompanying implementation strategies. The strategies provide detailed actions for redevelopment as it relates to specific neighborhoods and commercial centers.

### **Section 4 - Capital Improvement Program (CIP)**

Section 4 presents a list of projects to be implemented within the short term one to five years, midterm five to ten years, and long term beyond ten years. This chapter also presents project cost estimates and proposed funding sources. These projections are used by the CRA for budgeting and planning purposes.

### **Section 5 – Inventory and Analysis**

This section presents a summary of existing conditions and analysis of the information. The data was generated from Escambia County CRA field surveys, Escambia County Property Appraiser GIS database, Escambia County Sheriff’s Office, and estimates from the 2000 U.S. Census by University of West Florida’s Haas Center for Business Research and Economic Development.

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### **Section 6 – Plan Implementation**

This section provides the framework for the plan implementation. It identifies financial and non-financial considerations that will be needed for the successful implementation of the redevelopment program. Stakeholders and County personnel are identified that will provide fundamental input and resources to the successful plan implementation.

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### **Section 7 – Neighborhood Impact Analysis**

As per statutory requirements, this chapter provides the neighborhood impact analysis. This analysis must be completed if the redevelopment area contains low or moderate-income housing.

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***Warrington Redevelopment Area Maps***

Warrington Redevelopment Area

Warrington Redevelopment Area: Existing Land Use

Warrington Redevelopment Area: Future Land Use

Warrington Redevelopment Area: Current Zoning

Warrington Redevelopment Area: Housing Conditions

Warrington Redevelopment Area: Status of Commercial and Industrial Properties

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Appendix A. Legal Description

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## EXECUTIVE SUMMARY

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Escambia County's Redevelopment Strategy was initiated in 1995 as a result of efforts in Warrington to protect and strengthen communities adjacent to the Navy bases. At that time, the Board of County Commissioners designated four areas for redevelopment: Brownsville, Englewood, Palafox, and Warrington. In 2002, the Board also designated the Barrancas Redevelopment Area located adjacent to the east of Warrington. As Warrington's redevelopment program continues to be implemented, it will be important to look at the redevelopment areas from a regional perspective to build on the synergy created from revitalization of these five interconnected areas.

Warrington is the largest redevelopment area within unincorporated Escambia County. The original plan for redevelopment was adopted by the Board in 1995 in conjunction with the Tax Increment Financing (TIF) Trust Fund. An update to this plan was adopted in 2001. The area has undergone three expansions incorporating the neighborhoods of Beach Haven and Navy Point. Since many of the capital improvement projects identified in the 2001 plan have been completed, it is time to update the redevelopment program for the area.

The Warrington Revitalization Committee was formed shortly after the area's designation and continues to play an important role in guiding the community's revitalization efforts. Input for this plan was gathered over the course of several meetings with the Warrington Revitalization Committee, area business owners and residents, and county personnel. Input gathered from the public meetings, analysis, and observed existing conditions were used to build the area redevelopment program. CRA will continue to work with area stakeholders and rely on the Warrington Revitalization Committee and area stakeholders to provide input during the plan implementation.

There has been significant reinvestment in the area in the fifteen years since it was designated. A list of accomplishments from 2001, the last plan update, through 2009 is presented in Section 2. The redevelopment strategies for the area remain largely the same as in the 2001 plan update with additional emphasis placed on zoning and land use issues. The heart of the plan continues to be the Redevelopment Objectives and Strategies identified in Section 3 and the Capital Improvement Program detailed in Section 4. The plan presents redevelopment strategies and proposed capital projects that will enhance the overall appearance of the

community and support continued private sector reinvestment in the area. The redevelopment program spans 10 plus years. The proposed enhancement projects will be implemented based on an annual assessment of available funding and manpower.

The Redevelopment Plan is a resource and guide to be used by community leaders, area stakeholders, and county personnel to enhance and preserve the historic, village like quality of the neighborhoods within the redevelopment area while encouraging and facilitating private sector reinvestment in both the residential neighborhoods and commercial centers. Future actions targeted in this area are anticipated to follow the objectives and strategies outlined in the plan. The redevelopment objectives, strategies, and proposed enhancement projects establish the framework for allocating funds from the TIF Trust Fund. The plan will be used as a long-term guide for redevelopment. As such, it must be flexible and should be monitored and updated to reflect unanticipated changes in the area or opportunities for private sector reinvestment.

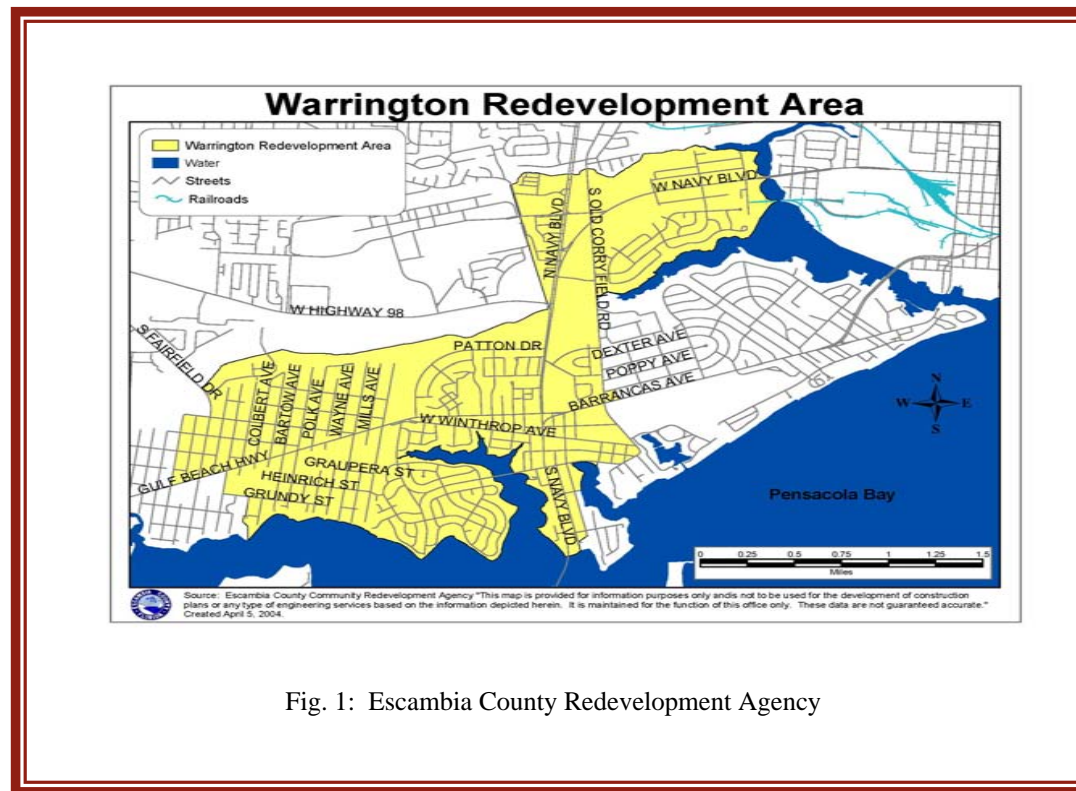


Fig. 1: Escambia County Redevelopment Agency

## SECTION 1 OVERVIEW

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## 1.1 REDEVELOPMENT AREA BOUNDARY

The Warrington Redevelopment area is located in the south central section of Escambia County (Fig. 1). It is bound by the head waters of Bayou Chico and the Jones Swamp Preserve to the north; Bayou Grande to the south; Old Corry Field Road, and Bayou Davenport to the east; and Bainbridge and Calhoun Avenues to the west. The legal description is presented in Appendix A. The area encompasses 1,709 acres and is the largest redevelopment area in Escambia County. The redevelopment area is comprised of several distinct neighborhoods and commercial centers.

Warrington is one of five redevelopment areas located within Escambia County (Fig. 2). Warrington is bound by three bayous, Chico, Davenport and Grande, which provide water access for the public and makes this area a unique community. The close proximity to the water provides excellent opportunities for redevelopment. This area also has a rich history with a long standing military presence and serves as the gateway for two Navy bases, Naval Air Station Pensacola and Naval Technical Training Center Corry Field.

To support the county's redevelopment initiative and stimulate private sector reinvestment, the Board has adopted redevelopment plans for each of the areas depicted on the above referenced map. The Barrancas and Brownsville Redevelopment Areas share boundaries to the east and north of the Warrington Area. Barrancas Redevelopment Area, located

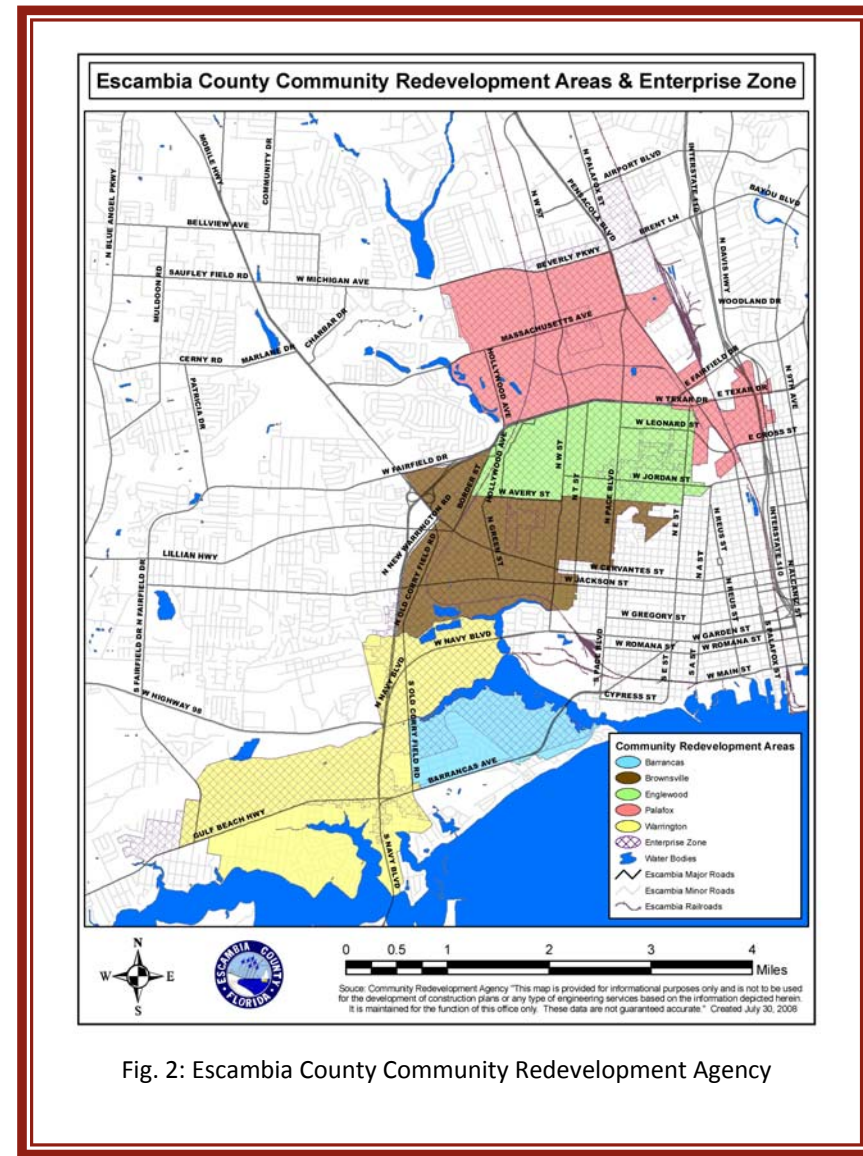


Fig. 2: Escambia County Community Redevelopment Agency

adjacent to the east, also shares a common theme with a significant area of water fronting properties. Similar to the Warrington plan, the other plans support strategies to address environmental code enforcement, reduce crime rates, address housing needs, upgrade the commercial corridors and centers, support infrastructure improvements, and provide enhanced amenities.

As plan implementation moves forward, it will be important to view the redevelopment effort from a regional perspective. This will allow the county to plan strategically for the redevelopment of the area as a whole while building on the synergy created by the five interconnected areas.

## **1.2 SUMMARY OF PREVIOUS PLANS**

### **Warrington Redevelopment Plans**

Escambia County Growth Management Department, 1995

Escambia County Community Redevelopment Agency 2001

In 1995 Escambia County completed the first Community Redevelopment Study. The Warrington area was identified as one of four areas characterized by deteriorated conditions that could benefit from revitalization. The 1995 Warrington Redevelopment Plan marked the beginning of Escambia County's redevelopment initiative. The initiative in Warrington was intended to protect and strengthen the neighborhoods located near the area Navy bases to reduce the potential of Base Realignment and Closure activities in the area. This initial plan identified the following seven key objectives to stimulate redevelopment:

**Appearance:** Update the visual quality of the commercial corridors which also constitute gateways to major Navy installations and tourist attractions with special emphasis on the "town center" on Barrancas Avenue just east of Navy Boulevard.

**Code Compliance:** Utilize systematic and targeted code enforcement to assure on-going compliance with all key county codes, particularly the land development code.

**Congestion:** Eliminate the congestion points in the Arterial road system and achieve conformance with county and state level of service standards.

Infrastructure: Upgrade streets, sidewalks, street lighting, traffic signalization, drainage and parks where appropriate, with a special emphasis on sewer extensions.

Navy Installations: Respond to the land use, safety, aesthetic and other concerns of the base commanders to strengthen the area as a home for continuation of the Navy facilities.

Reinvestment: Achieve reinvestment, particularly in substandard or vacant residential and commercial buildings. Use public action to improve the climate for such private investments.

Security: Improve neighborhood security particularly at known crime locations.

One tool used to begin accomplishing these objectives was the establishment of a commercial overlay district. The C-3(OL) Warrington commercial overlay district was adopted in 1996 and has served as a tool to enhance the overall appearance of the commercial corridors within Warrington.

During 1999 the redevelopment area boundaries were amended to include the neighborhoods of Beach Haven and Navy Point. To address needs within the expansion neighborhoods and since many of the capital improvement projects had been completed, the plan was updated in 2001. Many of the projects identified in the 2001 update have been accomplished as presented in Section 2, Area Accomplishment. This update continues to support and expand upon the original plan objectives and area specific strategies.

## Enterprise Zone Strategic Plan Community Redevelopment Agency, 2003

In February 2004, portions of the five county redevelopment areas were awarded Enterprise Zone (EZ) designation by the state (Fig. 3). A significant portion of the Warrington redevelopment area falls within the EZ. The EZ Strategic Plan was created with input from stakeholders over the course of several meetings. During the plan development process, the following six key goal areas were identified. These goal areas are supported by specific strategies and action steps for implementation.

**Business Development:** Goal – Retain, expand, develop and recruit businesses that create livable wage jobs in the EZ.

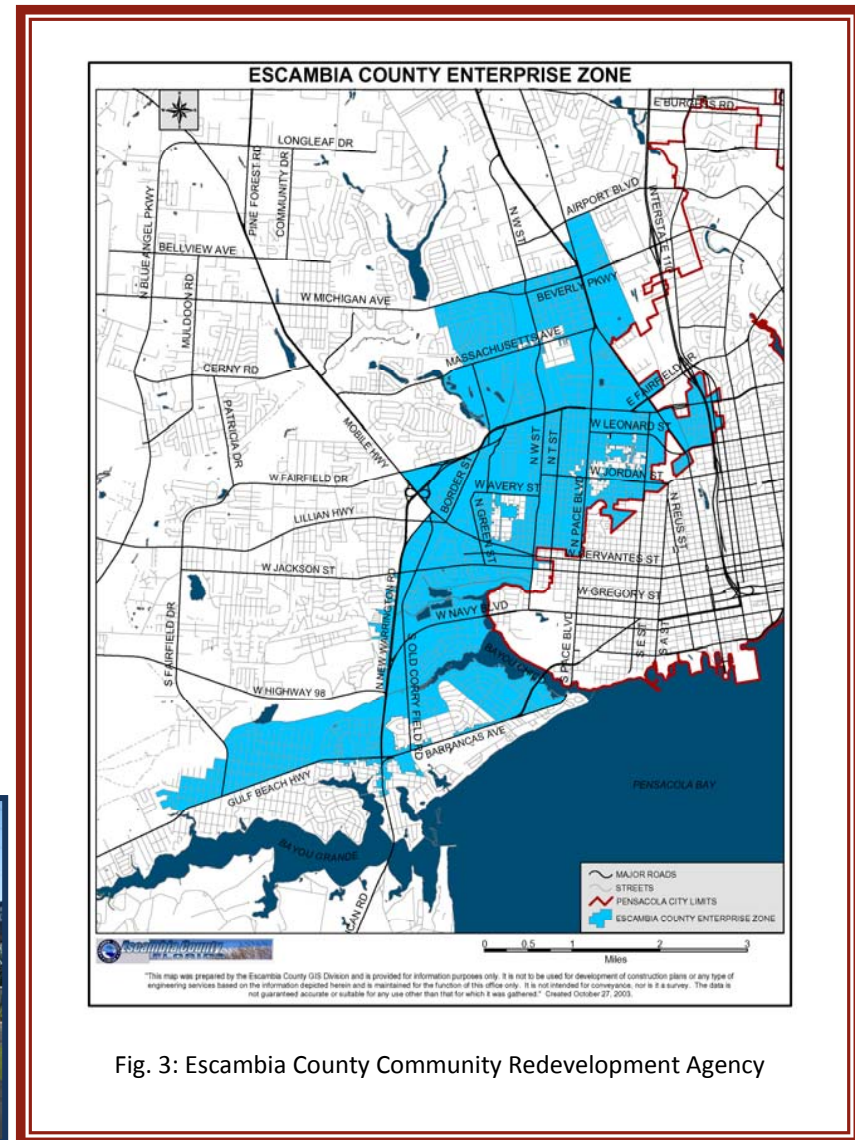


Fig. 3: Escambia County Community Redevelopment Agency

Environment: Goal – Promote achievement of a cleaner, healthier environment in the EZ to attract new businesses and sustain economic and residential development over the long-term.

Infrastructure: Goal – Improve public infrastructure in the EZ.

Neighborhood and Housing Development: Goal – Actively promote residential and neighborhood revitalization within the EZ.

Physical Appearance: Goal – Improve the physical appearance of the EZ.

Public Safety and Security: Goal – Develop a safer, more secure environment for residents in the EZ to live, work and play.

Workforce Development: Goal – Identify and develop workforce capability in the EZ to reduce unemployment and underemployment, empower more residents to be able to obtain livable wage jobs, and promote business growth and expansion.

In 2007, CRA staff working with the Pensacola Bay Area Chamber of Commerce consolidated the Enterprise Zone goals to reflect the following three major objectives, Business Development, Quality of Place, and Talent & Workforce Development. These three objectives were adopted by the Chamber and Escambia County in 2006 as a road map for economic development in the community. The Enterprise Zone Development Agency Board (EZDA) meets on a quarterly basis and continues to support revitalization initiatives in the redevelopment areas.

## SECTION 2 AREA ACCOMPLISHMENTS

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## 2.1 ACCOMPLISHMENTS 2001-2009

Since 2001, a great deal has been accomplished within the redevelopment area. A compilation of area accomplishments and ongoing initiatives is presented in Tables 2.1 through 2.3. For review purposes, accomplishments are presented under the following three headings: Neighborhood Accomplishments, Commercial and Other Accomplishments, and Ongoing Plan Implementation.

<b>Warrington Accomplishments 2001-2009</b>			
<b>Table 2.1 Neighborhood Accomplishments</b>			
<b>Project</b>	<b>Description</b>	<b>Cost</b>	<b>Funding Source</b>
<b>2<sup>nd</sup> &amp; Sunset Environmental Restoration</b>	Stormwater enhancement	\$517,700	Local Option Sales Tax (LOST) II, Northwest Florida Water Management District (NFWFMD)
<b>Bayou Chico Dredging</b>	Dredge the turning basin in Bayou Chico	\$2,365,000	LOST II, U.S Army Corp of Engineers, NFWFMD
<b>Beach Haven</b>	Drainage basin study	\$87,253	Community Development Block Grant (CDBG)
<b>Chief's Way</b>	Reconfigured, landscape enhancements	\$722,000	LOST II
<b>Corry Park I</b>	Tree planting	\$4,186	County Tree Mitigation Fund
<b>Corry Heights and Entrance Road Drainage, Paving and Sewer Improvements</b>	Stormwater drainage improvements, sanitary sewer, and paving/resurfacing	\$660,000	CDBG
<b>Davenport Bayou</b>	Stormwater pond and water quality enhancements	\$469,144	LOST II and NFWFMD
<b>Dickson Park</b>	Park improvements	\$60,000	CDBG
<b>Glenn Key Linear Park</b>	Stormwater pond, board walk, and educational kiosk	\$1,203,671	Florida Department of Environmental Protection (FDEP) Grant and Tax Increment Financing Trust Fund (TIF)
<b>Gulf Beach Highway and Sorrento Road Resurfacing Sunset Boulevard</b>	Resurfacing and sidewalks providing safe pedestrian access to area retail centers	\$5,000,000	Florida Department of Transportation (FDOT)
	Resurface and install speed tables	\$539,471	LOST II
<b>Jackson Branch Lakes</b>	Stormwater retrofit	\$1,220,812	FDEP Stormwater Retrofitting Grant and LOST I & II

<b>Warrington Accomplishments 2001-2009</b>			
<b>Table 2.1 (cont.) Neighborhood Accomplishments</b>			
<b>Project</b>	<b>Description</b>	<b>Cost</b>	<b>Funding Source</b>
Jones Swamp Wetlands Preserve, Decatur Street	Water quality improvement project and enhancements to proposed trail head.	\$250,000	U.S. Environmental Protection Agency Wetlands State Program Development Grant
Jones Swamp Wetlands Preserve, Patton Drive Entrance	Enhancement to entrance of Jones Swamp Wetland Preserve	\$12,000	LOST II
Navy Boulevard	Resurfacing, enhancements sidewalk and bike path	\$3,518,000	FDOT
Navy Point Triangle Park	Enhanced landscaping	\$25,000	TIF
Navy Point Waterfront Park	Enhancements to include walking path, playground, exercise stations, observation points, plant 215 trees	\$1,433,254	FDOT Enhancement grant, TIF, Division of Forestry Grant
Warrington Gateway Park	Enhancements to include fountain and seating area	\$110,000	Private donations and TIF
Sewer Expansion Edgewater	Provide sewer service to the neighborhood.	\$1,339,133	Emerald Coast Utilities Authority (ECUA)
Sewer Expansion Carver Heights	Provide sewer service to the neighborhood.	\$906,584	CDBG/DRI and ECUA
Sewer Expansion Navy Point Phase I & II	Provide sewer service to the neighborhood.	\$2,933,617	CDBG/DRI and ECUA
Sewer Expansion Wynn Oaks	Provide sewer service to the neighborhood.	\$254,706	CDBG
Edgewater Phase I Boeing and Frisco Sidewalks/Road Resurfacing	Sidewalk improvements to provide connectivity to area park and elementary school	\$324,632	TIF
Edgewater Phase II Chaseville Sidewalks/Road Resurfacing	Sidewalk improvements to provide connectivity from the neighborhood to area commercial centers.	\$439,431	TIF
Brigadier and Patton Sidewalks	Sidewalk improvements to provide connectivity from the neighborhood to area commercial centers.	\$281,542	CDBG
Bayou Chico Bridge Replacement	Replace 66 year old bridge on West Navy Blvd.	\$6,300,000	FDOT
Streetscape E. Navy Boulevard	Install decorative lighting on new Bayou Chico FDOT bridge	\$98,000	CDBG & TIF
<b>TOTAL</b>		<b>\$31,075,136</b>	



<b>Warrington Accomplishments 2001-2009</b>			
<b>Table 2.2 Commercial and Other Accomplishments</b>			
<b>Project</b>	<b>Description</b>	<b>Cost</b>	<b>Funding Source</b>
<b>Brownfields Program</b>	Two sites designated, One site assessment	\$17,338	CDBG
<b>Commercial Façade, Landscape and Infrastructure and Sign Grants</b>	38 Matching grants to businesses in the area	\$206,018	CDBG & TIF
<b>Enterprise Zone Incentives</b>	45 applications submitted to the State	\$196,784	Florida Department of Revenue (FDOR)
<b>Residential Rehab Program</b>	38 Matching grants to residents for home improvements	\$118,960	TIF
<b>Enhanced Clean Sweeps</b>	One time all residential neighborhoods in the area	\$44,653	TIF
<b>Enhanced Law Enforcement</b>	Off duty deputies	\$157,720	TIF
<b>TOTAL</b>		<b>\$741,413</b>	



**Pete Moore Chevrolet Façade Before**



**Pete Moore Chevrolet Façade After**

## Warrington Accomplishments 2001-2009

**Table 2.3 Ongoing Plan Implementation (2009 Estimates)**

Project	Description	Cost	Funding Source
C-3 Warrington Commercial overlay district	Revised overlay district language in 2003	N/A	
Chief's Way Maintenance	Landscape maintenance	\$5,120	TIF/annually
Clean Sweeps	2 Clean Sweeps annually in the area	\$24,000	TIF/annually
Navy Boulevard Maintenance	Landscape maintenance	\$11,500	TIF/annually
Navy Point Triangle Park and Chief's Way Irrigation	Irrigation for landscape	\$760	TIF/annually
Navy Point Waterfront Park portelets	Restroom facilities along trail	\$2,100	TIF/annually
Warrington Gateway Park Maintenance & Power	Park and fountain maintenance	\$10,300	TIF/annually
Streetlights	Ongoing energy expense	\$92,000	TIF/annually
Current 9/2009			
Legend:			
CDBG - Community Development Block Grant			
CDBG/DRI - Community Development Block Grant Disaster Recovery Initiative			
ECUA - Emerald Coast Utilities Authority			
FDEP - Florida Department of Environmental Protection			
FDOR - Florida Department of Revenue			
FDOT - Florida Department of Transportation			
LOST - Local Option Sales Tax			
NFWFMD - Northwest Florida Water Management District			
TIF - Tax Increment Financing			

CRA staff will continue to work with stakeholders and community partners to support the redevelopment program in the area. Private sector reinvestment in the area will continue to be supported through incentive programs such as the Brownfields Program, Enterprise Zone program, and county initiatives and programs to sustain both commercial and residential reinvestment in Warrington. CRA, working with community partners, will continue to provide infrastructure enhancements that will support area revitalization.



**Warrington Gateway Park**



**Navy Point Waterfront Park**

## SECTION 3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

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### 3.1 PLAN OBJECTIVES

This redevelopment plan is intended to accomplish a series of objectives. With the exception of the objective addressing zoning and land use issues, the following objectives reflect the findings identified in earlier plans. The following objectives are listed in alphabetical order for ease of reference.

#### Appearance

Upgrade the visual quality of the commercial corridors which also constitute gateways to major Navy installations and tourist attractions. Upgrade and enhance the visual quality of the residential neighborhoods and public recreational areas.



Blue Moon Facade Grant Before



Blue Moon Facade Grant After

#### Citizen and Business Involvement

Continue to involve citizens and business owners in the redevelopment process and build a sense of community pride.

#### Code Compliance

Utilize systematic and targeted code enforcement to assure on-going compliance with all key county codes, particularly the nuisance abatement and land development codes.



## **Community Facilities and Programs**

Provide the opportunity for programs for the elderly and youth living within the area.

## **Congestion**

Eliminate the congestion points in the arterial road system and achieve conformance with county and state level of service standards.

## **Infrastructure**

Upgrade streets, sidewalks, street lighting, traffic signalization, drainage and parks where appropriate, with a special emphasis on sewer expansions.

## **Maintenance**

Assure that all public improvement projects include adequate funding and other provisions for on-going maintenance, and that existing public rights-of-way and properties are properly maintained.

## **Navy Installations**

Respond to the land use, safety, aesthetic and other concerns of the base commanders to strengthen the area as a home for continuation of the Navy facilities.

## **Reinvestment**

Achieve reinvestment, particularly in substandard or vacant residential and commercial buildings. Use public action to improve the climate for such private investments.

## **Security**

Improve neighborhood security particularly at known crime locations and to generally discourage criminal activity in the area. Provide support for innovative law enforcement programs and initiatives.

## **Zoning and Land Use**

Continue to support and implement zoning policies that protect residential neighborhoods and encourage compatible commercial reinvestment.

### 3.2 AREA WIDE STRATEGIES

A number of plans and studies have been developed for the Warrington Redevelopment Area. The CRA and community partners will continue to strive to preserve the historic waterfront, village character of the community by supporting innovative land use planning, law, and code enforcement initiatives to encourage safe, clean, pedestrian friendly neighborhoods and commercial centers. Programs will support rehabilitation of existing housing and commercial properties and construction of new compatible infill housing and commercial reinvestment. Economic development opportunities will continue to be supported through the Enterprise Zone, Brownfields Redevelopment initiatives, and county incentive programs.

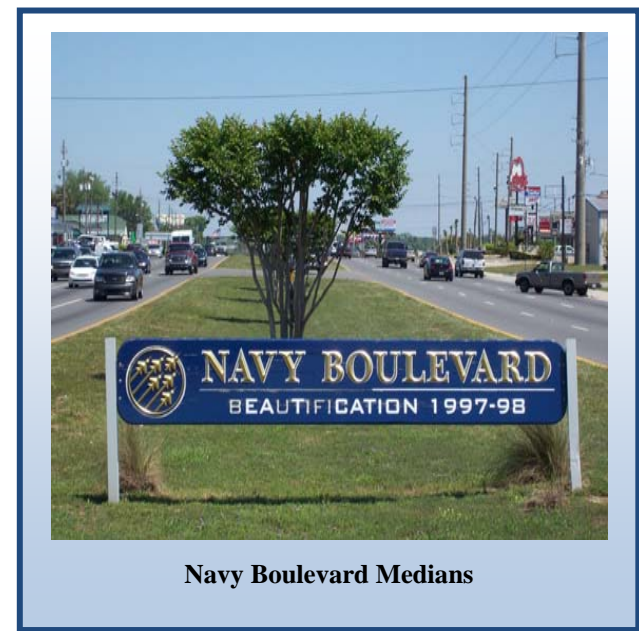
The following strategies were compiled from the 2001 Warrington Redevelopment Plan, data analysis, county personnel observations, and discussions with the Warrington Revitalization Committee (Appendix B Public Workshops). The following strategies address area wide and neighborhood specific issues. They are presented in alphabetical order for ease of reference.

#### ***Arterial Highways***

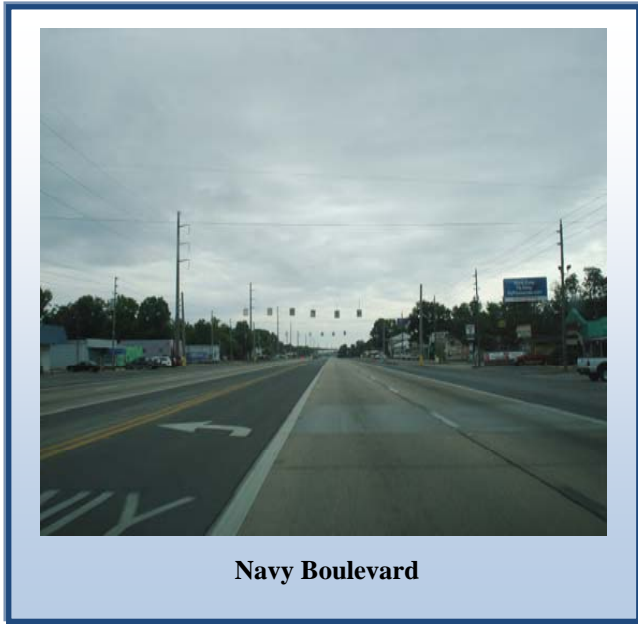
##### Objective

There are three arterial highways located within the Warrington Area, Gulf Beach Highway/Barrancas Avenue, Navy Boulevard, and West Navy Boulevard. There are two main issues impacting these roadways, capacity and streetscape. While the CRA and Florida Department of Transportation (FDOT) have completed several projects along these roadways there are still issues to be addressed.

Currently, Gulf Beach Highway is nearing capacity. This roadway is used as a major connector to the southwest section of the county and the State of Alabama to the west. The capacity issues are leading to congestion and safety concerns for citizens traveling this roadway.







**Navy Boulevard**

While several enhancement projects have been completed along North Navy Boulevard, the section south of the Gulf Beach Highway intersection, which serves as the gateway to Naval Air Station Pensacola, has not benefited from these projects.

West Navy Boulevard, which serves as a gateway to the City of Pensacola and Naval Technical Training Center Corry Field, is a five lane highway with an extensive right-of-way, antiquated stormwater features, no access management, and no streetscape features.

#### Action Strategies

To address capacity issues, the regional Transportation Planning Organization is currently working with a consultant to conduct a Corridor Management Study for the section of Gulf Beach Highway from the intersection at Navy Boulevard west to Blue Angel Parkway. This study will address capacity issues and provide recommendations for redesign of this roadway. The county will monitor this

process and support creative traffic management solutions to assure this roadway continues to function as a safe, convenient east west connector. In conjunction with this study, the county's Traffic Division is assessing the intersection of Sunset Drive and Gulf Beach Highway.

As part of a recent road resurfacing project, FDOT constructed sidewalks along Gulf Beach Highway from Navy Boulevard to Patton Drive. Continued coordination with FDOT to install additional pedestrian and bicycle features along Gulf Beach Highway should be a priority and considered in the Corridor Management Study.

A portion of the redevelopment area is designated as a Traffic Concurrency Exception Area (TCEA). The CRA will continue to support this designation, which has assisted commercial redevelopment in the area.

In recent years, FDOT supplemented the CRA's Navy Boulevard median landscaping with a sidewalk/bike path along the rights-of-way north of the intersection at Gulf Beach Highway. Efforts to continue the long term maintenance of these improvements needs to stay in place and be supported financially. To support the ongoing revitalization of the area and since this roadway serves as a gateway to Naval Air Station Pensacola, enhancement projects should also be implemented along South Navy Boulevard including the intersection at Gulf Beach Highway.

In previous plans, a pedestrian overpass over Navy Boulevard opposite the Warrington Elementary School was proposed. Due to recent school closures in the area, before this project can move forward, there will need to be close coordination between the CRA, Escambia County School Board, and FDOT.

## ***Code Enforcement***

### Objective

For redevelopment of the area to be successful, it is essential that a high priority be given to addressing environmental code enforcement concerns. A strong program of complaint-based code enforcement must continue.

### Action Strategies

Neighborhood organizations working with the CRA and county Environmental Code Enforcement Division must be vigilant in reporting violations particularly to the Land Development Code (includes zoning, access management, signs, etc.) and the various nuisance abatement codes.

Periodic code enforcement "sweeps" should be continued whereby the officers sweep through a neighborhood citing observed blatant violations. The Clean Sweep program should be supported to allow residents an amnesty day to dispose of household hazardous waste, debris, and vegetative overgrowth.



## ***Crime Reduction***

### Objective

For redevelopment to be successful in Warrington crime and the perception of criminal activity needs to continue to be addressed.

### Action Strategies

The CRA, the Warrington Revitalization Committee, and the individual Neighborhood Watch Programs must continue to work closely with the Escambia County Sheriff's Office notifying the deputies of the latest "hot spot". Continued monitoring of these sites is one way to reduce the crime rate in Warrington.

The CRA, Warrington Revitalization Committee, and neighborhood watch organizations should continue to support community policing innovations, such as but not limited to, the installation of surveillance cameras in "hot spot" locations, bicycle patrols, and cooperative efforts with other county bureaus to address factors that support criminal activity.

Crime Prevention Through Environmental Design (CPTED) or similar concepts should be incorporated into all redevelopment projects.

## ***Drainage***

### Objective

While drainage basin studies have been completed for the Warrington area, there is still a lack of necessary infrastructure to adequately address stormwater management and flooding concerns.



**Chaseville Standing Water**

### Action Strategies

The CRA in conjunction with the county's Public Works Bureau will continue to seek funding to implement identified drainage projects in the area. Priority should be given to those areas with known flooding issues such as the Beach Haven neighborhood located to the north of Gulf Beach Highway, Edgewater neighborhood, and Patton Drive neighborhood.

### ***Housing***

#### Objective

While many housing needs have been addressed in the Warrington area, there continues to be vacant, underutilized parcels and pockets of substandard housing in the area. The community's close proximity to the water also presents a unique set of storm mitigation issues.

#### Action Strategies

The CRA in conjunction with Neighborhood Enterprise Foundation, Inc (NEFI) must continue to target housing rehabilitation programs and hurricane mitigation programs to the Warrington area. Infill new construction, homeownership programs, and rehabilitation programs should continue to be targeted to the area. The county will continue to work with developers willing to undertake new subdivisions and rental complexes in the area such as the Wynn Oaks development south of Patton Drive and the Pines at Warrington located on West Navy Boulevard.

### ***Natural Disaster Recovery***

#### Objective

In the event of a natural disaster impacting Warrington, there could be a need for major unforeseen improvements to the area.



### Action Strategies

CRA, in cooperation with stakeholders, Federal and State agencies, would work to identify projects and funding sources for rebuilding and mitigation improvements for Warrington.

### ***Neighborhood Pride***

#### Objective

A primary purpose of the redevelopment program is to increase neighborhood pride and citizen involvement.

#### Action Strategies

At the invitation of the Warrington Revitalization Committee, the CRA will continue to attend meetings to gather input from the community and provide information regarding upcoming programs and projects. One way to further neighborhood awareness and pride is “gateway” welcome signs or banners at major neighborhood entrances. These design elements should be incorporated into streetscape and community projects.

Another method of promoting neighborhood pride is through festivals and public events. Warrington has a rich history that could be shared with visitors. The county should encourage the neighborhood organizations to offer events highlighting their history and unique setting.

### ***Sewer Expansion***

#### Objective

The lack of sewer in the area continues to be a factor slowing redevelopment. While some sewer expansion has occurred, there is still a need for service to be expanded to several residential neighborhoods and commercial centers.

#### Action Strategies

The CRA will work with Emerald Coast Utilities Authority (ECUA) and community partners to continue expanding sewer service in the area with priority being placed on waterfront properties and commercial corridors.

## **Zoning**

### Objective

Since much of this area was built prior to the county adopting a zoning code, it is not unusual to encounter incompatible uses or zoning districts on adjacent properties.

To support reinvestment and conservation opportunities in the area, the following three areas should be evaluated to determine if rezoning initiatives are warranted. The county owned Jackson Lakes property located north of West Navy Boulevard; county owned property located west of Navy Point Waterfront Park, and updating the Warrington C-3 Commercial overlay district to establish design guidelines for “Warrington Town Center” and South Navy Boulevard.

### Action Strategies

Efforts should be made to support the creation of compatible zoning following best practices and preserve the traditional waterfront “village” neighborhoods. No “spot” rezoning should be approved unless a truly unique set of circumstances occurs. Retention of the predominantly C-1 Commercial zoning along the arterial highways is particularly important. This has been the practice since the original plan was adopted in 1995 and has supported the redevelopment of the area.

CRA working with the Development Services Bureau and the community will determine if the county owned land including the Jackson Lakes parcels located to the north of West Navy Boulevard should be rezoned to support redevelopment of these parcels.

County property extends to the west fronting Bayou Grande from Navy Point Waterfront Park. To limit additional encroachment and development, CRA working with area stakeholders, will review ownership of the property and determine if it would benefit from conservation zoning.

The Warrington commercial overlay zoning district was adopted in 1996 to give an added level of protection to the commercial corridors through a special review process plus spacing standards for certain potentially incompatible types of businesses. This has worked well and should be continued. To enhance the gateway to Naval Air Station Pensacola, design guidelines should be created for South Navy Boulevard and the intersection of Gulf Beach Highway. The new design criteria should be incorporated into the existing Warrington overlay zoning district.

### 3.3 NEIGHBORHOOD STRATEGIES

#### Beach Haven Neighborhood

##### *Beach Haven Wetland Restoration*

###### Objective

A wetland area exists to the south of Gulf Beach Highway between Fairfield Drive and Sunset Boulevard. Currently, this area provides minimal stormwater mitigation for the Beach Haven neighborhood. The wetlands appear to be compromised with the presence of invasive plants and vegetative overgrowth.

###### Action Strategies

Working with a consultant and area stakeholders a wetland restoration plan should be created to include stormwater retrofit features to address the lack of stormwater management in the community. Once the plan is developed, the county can seek alternative funding sources to finance the plan implementation.

##### *Dickson Park*

###### Objective

Formerly a privately owned baseball field complex, this four acre site has been redesigned as a neighborhood park. It now serves as a focal point for the residents of Beach Haven located north of Gulf Beach Highway.

###### Action Strategies

Continue to support improvements to the park and create a link from the Jones Swamp Preserve/Southwest Greenway Trail, adjoining the neighborhood to the north, to this recreation facility. Provide a link for the residents located to the south of Gulf Beach Highway to this neighborhood enhancement. Continue to work with the Water Quality and Land Management Division to support enhancement



**Dickson Park**

and development of the Jones Swamp Preserve/Southwest Greenway Trail as an ecotourism destination.

### ***Sidewalks***

#### Objective

Gulf Beach Highway remains a heavily traveled pedestrian and bicycle route for residents in the Warrington community. FDOT has installed sidewalks on both sides of Gulf Beach Highway from Navy Boulevard to Patton Drive. Pedestrian features do not extend beyond the Patton Drive intersection. The Jones Swamp Preserve/Southwest Greenway Trail borders this neighborhood to the north. A sidewalk system is needed to provide safe pedestrian features along Gulf Beach Highway connecting neighborhoods, public recreation areas, and provide pedestrian access to the designated trailheads for this ecotourism attraction.

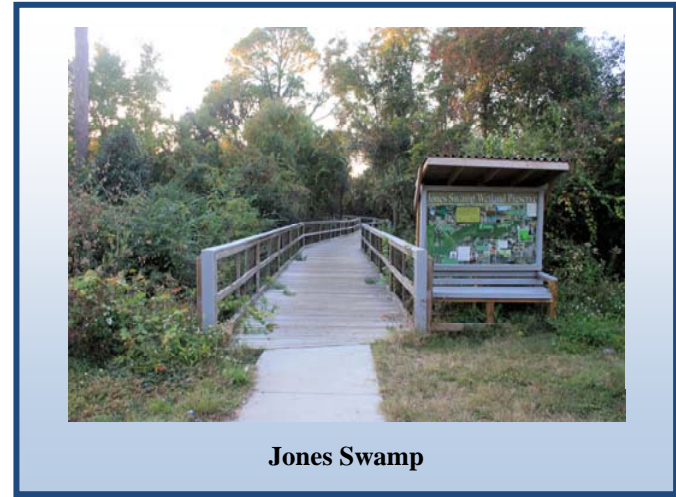
#### Action Strategies

Design and develop a multi use path along Gulf Beach Highway and adjacent neighborhoods to include pedestrian and bicycle features. Design and install a sidewalk system to safely route pedestrian traffic throughout the neighborhood linking Dickson Park with the entrances to the Jones Swamp Preserve/Southwest Greenway Trail, and other recreation areas.

### ***Bayou Grande County Owned Property***

#### Objective

While currently not used as an active park, the county owned land fronting Bayou Grande to west of Navy Point Waterfront Park has been plagued with encroachment issues and in several locations has been developed for private use.





Action Strategies

CRA, Marine Resources Division and the county Attorney’s Office should coordinate with the property owners to determine how to return this property to conservation.

**Corry Neighborhood**

***Corry Park I and II***

Objective

While recent enhancements such as planting additional trees in Corry Park I have been completed, these parks could benefit from the installation of enhancements to provide additional recreation facilities for area residents.

Action Strategies

Work with area residents and the Park Maintenance Division to identify additional park amenities that would benefit the neighborhood and result in more use and recreational activities in the park.

***Sidewalks***

Objective

Currently, there are limited sidewalks linking the neighborhood parks within the area and providing safe pedestrian routes to commercial centers on Old Corry Field Road, Barrancas Avenue, and Navy Boulevard.

Action Strategies

CRA should work with the neighborhood to design a sidewalk system that will link the neighborhood parks, provide access to area commercial centers, Lexington Terrace Regional Park, and other recreational areas.



## **Corry Heights Neighborhood**

### ***Naval Technical Training Center Corry Field***

#### Objective

This neighborhood borders the entrance to Naval Technical Training Center Corry Field. As a gateway to the naval facility, it is important to maintain and enhance the visual appearance of this roadway, the adjoining neighborhood, and commercial businesses.

#### Action Strategies

In 2005, a streetscape and roadway redesign project was completed. This roadway serves as the primary entrance to Naval Technical Training Center Corry Field. It will be important to provide funding sources to maintain the streetscape enhancements. Additionally, it is important to work with Environmental Code Enforcement to ensure that the properties along this roadway comply with current Escambia County codes.



To increase reinvestment and desirability of this neighborhood, the area stakeholders working with Environmental Code Enforcement and the CRA must continue a strong program that addresses perceived code violations.

## **Davenport Bayou Neighborhood**

### ***Civitan Park***

#### Objective

Currently, this park provides public access to Bayou Davenport, acts as a public gathering spot, and a children's playground area.

### Action Strategies

While many enhancements have occurred at this park, funding sources need to be dedicated to maintain these enhancements and continue to develop this park as an asset for the neighborhood and ecotourism destination.

### ***Sidewalks***

#### Objective

Currently, there are no sidewalks linking the neighborhood parks or providing safe pedestrian routes to commercial centers on Barrancas Avenue or Navy Boulevard.

#### Action Strategies

Develop a sidewalk system to link Lexington Terrace Regional Park, Civitan Park, and Navy Point Waterfront Park. Develop a sidewalk system to provide safe pedestrian access to commercial centers on Barrancas Avenue and Navy Boulevard.

## **Edgewater Neighborhood**

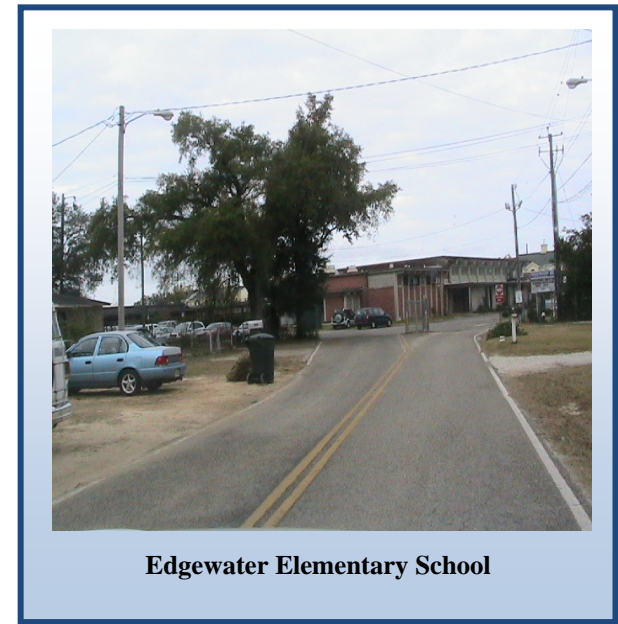
### ***Edgewater Elementary School***

#### Objective

The Edgewater Elementary School acted as an institutional anchor in this community for many years. Due to reduced student enrollment, the Escambia County School Board closed the school in 2009. Abandoned, vacant properties contribute to the decline of an area and deter private sector reinvestment.

#### Action Strategies

The CRA working with area stakeholders and the Escambia County School Board will support and encourage a compatible reuse of this facility. The neighborhood will



**Edgewater Elementary School**

need to monitor the condition of the facility and report any illegal use or maintenance issues to the Escambia County School Board and Escambia County Sheriff's Office.

### ***Jaunita Williams Park – Observation Pier***

#### Objective

This park serves as an enhancement for the Edgewater neighborhood, provides a location for recreational activities, and a scenic access to Bayou Chico. Phase I improvements to this park were completed during earlier redevelopment plan implementations.

#### Action Strategies

To further enhance this park an observation pier has been proposed as an additional amenity. Working with area stakeholders, the Parks Maintenance Division, and the Marine Resources Division, the design and construction of the observation pier and updates to the community center/pavilion should be considered.

### **Navy Point Neighborhood**

#### ***Former Palm Mattress Factory Site and Triangle Park***

#### Objective

The former mattress factory facility has been demolished and is ready for redevelopment by the private property owner. The county owned Triangle Park adjacent to the site was enhanced with additional vegetative planting prior to Hurricane Ivan and restoration work was completed post Hurricane Ivan. The



**Palm Mattress - Before**



**Palm Mattress - After**

triangle acts as a “town green” for the community and is integral to the revitalization of the neighborhood.

Action Strategies

Currently, the private property owner is planning to redevelop the former Palm Mattress Factory site as a single family residential subdivision. CRA should support a reuse that is compatible with the surrounding neighborhood.

Once plans are finalized for the reuse of the former mattress factory site, the county should complete enhancements to the Triangle Park that will support the redevelopment and maintain the “town green” look of the park.

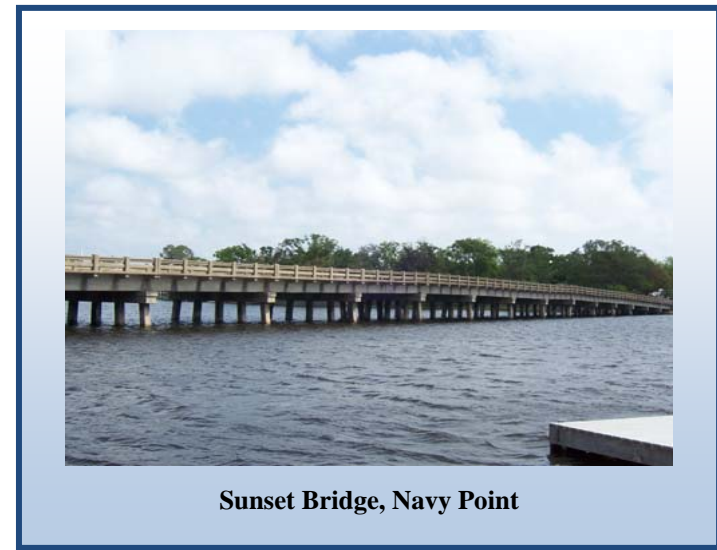
***Navy Point Bridge***

Objective

This bridge serves as one of two main entrances into the Navy Point subdivision. The bridge has been found to be functionally obsolete and lacks adequate pedestrian and bicycle features.

Action Strategies

The bridge replacement has been included on a list of projects submitted by the county to the federal government seeking federal stimulus funding. Once funding is secured and the design for the bridge replacement moves forward, the construction design plans, at a minimum, should include design elements that will recognize the historic significance of this community and provide gateway, pedestrian, and bicycle features.



## ***Navy Point Waterfront Park Shoreline Restoration***

### Objective

Navy Point Waterfront Park is a three mile park fronting Bayou Grande. Due to numerous storm events and wave action, the shoreline of the park has eroded. This has resulted in lost vegetation and more severe impact to area housing stock since the park is not acting as a natural barrier from storm surge and flooding.

### Action Strategies

CRA working with area stakeholders, Marine Resources Division, and Water Quality and Land Management Division, should hire a consultant to prepare a shoreline restoration plan. Once the plan is developed, county personnel can pursue funding sources for the shoreline restoration plan implementation.

## ***Sidewalks***

### Objective

While several sidewalk projects have been completed in Navy Point, there is still a need for a sidewalk system designed to link the Waterfront Park with other recreation facilities in the area.

### Action Strategies

CRA working with area stakeholders should design a sidewalk system to link Navy Point Waterfront Park with neighboring Civitan Park and ultimately with Lexington Terrace Regional Park.

## **Patton Drive Neighborhood**

### ***Sidewalks***

#### Objective

While several sidewalk segments have been constructed in this neighborhood, there is still a need to provide safe pedestrian features for access to Navy Point Elementary, the neighborhood elementary school, and access to neighborhood commercial centers.

#### Action Strategies

Continue to support the sidewalk program that was initiated in 1995. Identify streets that provide connectivity to the neighborhood elementary school and commercial centers.

### **Parks**

#### Objective

While improvements have been made to Maria Ella Davis Park, there is still a need for enhancements.

#### Action Strategies

CRA, working with area stakeholders, will identify future upgrades for this facility.

## 3.4 COMMERCIAL STRATEGIES

### West Navy Boulevard Revitalization

#### Objective

This roadway serves as a gateway to downtown Pensacola, Naval Technical Training Center Corry Field, and Pensacola Naval Air Station. In 1997 a schematic urban design plan was prepared for the Navy Boulevard corridor. Phase I of this plan has been implemented along North Navy Boulevard; however, West Navy Boulevard is still in need of revitalization. This road segment still consists of unrestricted left turn movements, lack of landscaping in the parking areas and rights-of-way, vacant and deteriorated structures, and a lack of sign control.

#### Action Strategies

FDOT is currently constructing a new bridge on the eastern terminus of this roadway. As a project enhancement, CRA has funded decorative lighting to be installed on the bridge. To build upon this reinvestment and stimulate revitalization in the area, an enhanced traffic management study should be conducted incorporating streetscape design elements. The study and plan should address traffic management issues, stormwater management needs, and streetscape design elements. State and county economic development incentives should be aggressively marketed to the existing businesses located on this roadway to stimulate private sector revitalization efforts. As new development projects come forward they should be monitored through the Development Review Committee process to make sure the private sector developers are aware of the economic development incentives available in this targeted area.

Currently there are several vacant or underutilized parcels along this roadway. This presents an opportunity for the CRA to assemble property for future redevelopment.



## **Gulf Beach Highway Commercial Frontage**

### Objective

The existing businesses west of Harris Street are scattered in location, and some are not aesthetic enhancements to the surrounding neighborhoods. Few of the businesses provide services to the residents in the surrounding neighborhoods. Additionally, as revitalization occurs along Gulf Beach Highway, pressure will increase for rezoning.

### Action Strategies

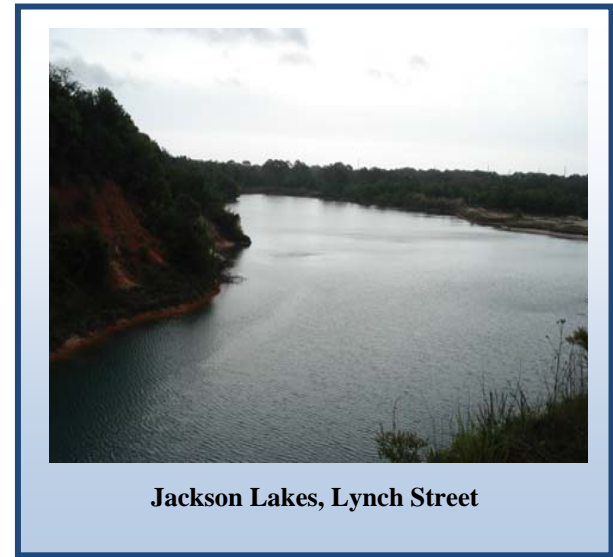
This area should continue to be targeted for revitalization. Revitalization programs and incentives should be marketed to the existing businesses in the area to include the State Enterprise Zone and Brownfield incentives and county matching Grant Programs. New development projects should be monitored through the Development Review Committee process to make sure the private sector developers are aware of the economic development incentives available in this targeted area.

The predominant R-5 zoning should remain until more of the existing commercially zoned frontage, at the intersection of Gulf Beach Highway and Fairfield Drive and frontage along Fairfield Drive, is developed, particularly since R-5 permits light commercial uses such as professional offices and day care centers that would provide the much needed services to the residents in the adjoining neighborhoods.

## **Jackson Lakes Redevelopment**

### Objective

The county acquired approximately sixty acres which included the site of a former sand and gravel extraction business located to the north of West Navy Boulevard. Approximately twenty-five acres is available for redevelopment. Currently, this area is fenced with no public access.



### Action Strategies

The CRA should investigate the possibility of redeveloping this area that will showcase the existing lakes as aesthetic enhancements to a project. CRA should work with the Development Services Bureau to develop a zoning strategy that will support future redevelopment of these parcels in a manner that will enhance the surrounding residential and commercial uses.

## **Old Corry Field Road Corridor**

### Objective

With the construction of the Lexington Terrace Regional Park, Glenn Key Boardwalk and Stormwater enhancement, and Jones Creek Stream Restoration projects, the county has concentrated significant resources in this area for redevelopment. While there has been some private sector reinvestment in the area, this corridor still has the potential to be redeveloped as a quality business park corridor.

### Action Strategies

Continue to build upon the county's investment in the area, to stimulate private sector reinvestment. Aggressively market the state and county's economic development incentive programs to the existing businesses to encourage revitalization in the area. Monitor new projects through the Development Review Committee process to make sure the private sector is aware of the economic development incentives available in this target area. Currently there are several deteriorated structures and vacant parcels located on this roadway, these parcels may present an opportunity for future property assemblage to stimulate private sector redevelopment in the area.



## **Warrington Town Center & Gateway to Naval Air Station Pensacola**

### Objective

This commercial frontage on Barrancas Avenue from Navy Boulevard to Old Corry Field Road is considered by many in the area as the historic commercial core in Warrington. In recent years the CRA and area stakeholders completed the Gateway Park enhancement; however, this area still contains numerous vacant parcels and deteriorated structures. South Navy Boulevard and the intersection of Gulf Beach Highway act as the gateway to Naval Air Station Pensacola and also consists of vacant underutilized parcels, and lacks streetscaping, a design theme, and sign controls.

### Action Strategies

As previously noted in the Zoning Strategy, the Warrington commercial overlay zoning district should be updated to incorporate design criteria encompassing the “Warrington Town Center” and gateway to Naval Air Station Pensacola. CRA should work with a consultant and area stakeholders to create “gateway” features to the entrance to Naval Air Station Pensacola. The design criteria should be developed for the intersection of Gulf Beach Highway and South Navy Boulevard extending to the main gate of Naval Air Station Pensacola. The design criteria should address, but not be limited to, streetscape elements, signage, building scale, and design issues. Once the design guidelines are created, they should be adopted as part of the existing Warrington C-3 commercial overlay zoning district.

Currently there are several vacant or underutilized parcels along this roadway. These parcels present an opportunity for the CRA to assemble property for future redevelopment.

An aggressive marketing effort of the state and county economic development incentives should be launched in this area to stimulate private sector reinvestment.



## SECTION 4 CAPITAL IMPROVEMENT PROGRAM

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## **4.1 CAPITAL IMPROVEMENT PROGRAM**

The following is a list of public facility improvements together with preliminary cost estimates. Timetables will be determined in part by availability of tax increment financing and other funding sources. This list was compiled in part from input gathered from area stakeholders at public meetings held during 2009.

As capital investment in improvement projects continue to be targeted to the Warrington community, the function and aesthetic quality of the area will continue to be enhanced providing the ground work to leverage private redevelopment interests. The following tables (Tables 4.1 through 4.3) present a list of proposed enhancement projects that could be pursued by the county to implement the objectives and strategies of this Redevelopment Plan.

To facilitate budgeting and prioritization of the enhancement projects, they are divided into short-term (within 5 years), mid-term (5-10 years), and long term (10+ years). It is important to note that these proposed enhancement projects do not present a pledge to expend funds on a given project in a given year. Actual project and program funding will be determined annually through the county's budget process and funding opportunities. It should be noted that the enhancement projects are flexible in nature. As the plan is implemented, priorities may change and the enhancement projects and proposed implementation timeframes may need to be amended to reflect these changes.

The CRA's implementation strategy is based upon an assessment of available funding and man power. The project costs are based on a best estimate and will be refined during the design and construction phases of any given project. As a tool for establishing project priorities and identifying funding sources, the CRA will continue to prepare annual budgets as well as establish five-year and long –range work programs.

The CRA and other county bureaus will be pursuing multiple elements of the Redevelopment Plan at all times.

<b>Table 4.1 Capital Improvement Program: Years 1 through 5</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Drainage/Stormwater</b>			
<b>Shoreline Restoration Navy Point Waterfront Park</b>	Collect necessary data and prepare a shoreline restoration plan	\$50,000	TIF
<b>Parks</b>			
<b>Civitan Park Kayak Launch</b>	Construct kayak launch	\$28,000	CDBG/TIF
<b>Mary Ella Davis Park</b>	Identify & install amenities	\$20,000	CDBG/TBD/TIF
<b>Upgrades to Jaunita Williams Park</b>	Design and construct observation pier & other improvements observation	\$125,000	CDBG/TBD/TIF
<b>Sewer Expansion</b>			
<b>Beach Haven Neighborhood</b>	Design and construct	\$400,000	CDBG/ECUA/LOST/TIF
<b>Sidewalks</b>			
<b>Sidewalk system for Beach Haven Neighborhood</b>	Design and construct sidewalk system linking Dickson Park, Jones Swamp Preserve/Southwest Greenway Trail and Bayou Grande	\$458,000	CDBG/LOST/TBD/TIF

<b>Table 4.1 (cont.) Capital Improvement Program: Years 1 through 5</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Sidewalk system for Davenport Bayou Neighborhood</b>	Design and construct sidewalk system linking neighborhood to area commercial centers and recreation areas Lexington Terrace Park, Civitan Park, Navy Point Waterfront Park, and Bayou Grande	\$387,500	CDBG/LOST/TBD/TIF
<b>Streetscape</b>			
<b>Warrington Town Center &amp; Gateway to Naval Air Station Pensacola</b>	Create design guidelines and amend Warrington commercial overlay zoning district to include the guidelines	\$50,000	CDBG/FDOT/TBD/TIF
<b>West Navy Boulevard Revitalization</b>	Conduct enhanced corridor management study including streetscape and stormwater management elements	\$150,000	CDBG/FDOT/LOST/TIF/TBD
<b>Total</b>	<b>Total Short Term (1-5 Years)</b>	<b>\$1,668,500</b>	

<b>Table 4.2 Capital Improvement Program: Years 6 through 10</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Drainage/Stormwater</b>			
<b>Beach Haven Wetland Restoration</b>	Prepare a plan for wetland restoration	\$150,000	CDBG/LOST/TBD/TIF
<b>Shoreline Restoration Navy Point Waterfront Park</b>	Implement shoreline restoration plan	TBD	CDBG/TBD/TIF
<b>Parks</b>			
<b>Corry I &amp; II</b>	Coordinate with residents to identify and install park enhancements	\$45,000	CDBG/LOST/TBD/TIF
<b>Dickson Park</b>	Coordinate with residents to identify and install park enhancements	\$45,000	CDBG/LOST/TBD/TIF
<b>Navy Point Triangle Park</b>	Coordinate with residents to identify and install park enhancements	\$150,000	CDBG/LOST/TBD/TIF
<b>Property Acquisition</b>			
<b>Old Corry Field Road</b>	Land Acquisition of vacant and underutilized land for redevelopment	TBD	LOST/TIF/TBD
<b>West Navy Boulevard</b>	Land Acquisition of vacant and underutilized land for redevelopment	TBD	LOST/TIF/TBD
<b>Warrington Town Center &amp; Gateway to Naval Air Station Pensacola</b>	Land Acquisition of vacant and underutilized land for redevelopment	TBD	LOST/TIF/TBD



<b>Table 4.2 (cont.) Capital Improvement Program: Years 6 through 10</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Sidewalks</b>			
<b>Sidewalk system Corry Neighborhood</b>	Design and construction sidewalk system to link Corry neighborhood to area commercial centers and parks	\$125,000	CDBG/LOST/TBD/TIF
<b>Streetscape</b>			
<b>Navy Point Bridge Replacement</b>	Develop and include gateway design features in the reconstruction of the bridge	\$3,000,000	CDBG/FDOT/LOST/TBD/TIF
<b>Warrington Town Center &amp; Gateway to Naval Air Station Pensacola</b>	Implement design criteria and streetscape improvements	TBD	CDBG/FDOT/LOST/TBD/TIF
<b>Total</b>	<b>Total Mid Term (6 to 10 Years)</b>	<b>\$3,515,000</b>	

<b>Table 4.3 Capital Improvement Program: 10 + Years</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Drainage/Stormwater</b>			
<b>Stormwater management and infrastructure</b>	Beach Haven area 12 phase drainage improvement	\$8,000,000	CDBG/LOST/TBD/TIF
<b>Stormwater management and infrastructure</b>	Provide stormwater management infrastructure for the Edgewater and Patton Drive neighborhoods	TBD	CDBG/LOST/TBD/TIF
<b>Natural Disaster Recovery</b>	Identify and secure funding for rebuilding & mitigation projects	TBD	CDBG/LOST/TBD/TIF
<b>Property Acquisition</b>			
<b>Park areas</b>	Acquire land to support ecotourism and recreation development in the area	TBD	CDBG/LOST/TBD/TIF
<b>Sewer Expansion</b>			
<b>Davenport Bayou Neighborhood</b>	Coordinate with Escambia ECUA to expand sanitary sewer service in the area	TBD	CDBG/ECUA/LOST/TBD/TIF

<b>Table 4.3 (cont.) Capital Improvement Program: 10 + Years</b>			
<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Funding Source</b>
<b>Patton Drive Neighborhood</b>	Coordinate with Escambia County ECUA to expand sanitary sewer service in the area	TBD	CDBG/ECUA/LOST/TBD/TIF
<b>Navy Point Neighborhood</b>	Coordinate with Escambia County ECUA to expand sanitary sewer service in the area	\$2,000,000	CDBG/ECUA/LOST/TBD/TIF
<b>South Navy Boulevard</b>	Coordinate with Escambia County Utilities Authority (ECUA) to expand sanitary sewer service in the area	TBD	CDBG/ECUA/LOST/TBD/TIF
<b>Sidewalks</b>			
<b>Patton Drive Neighborhood</b>	Building on the existing sidewalk system design and construct a sidewalk system linking the neighborhood to area commercial centers	\$150,000	CDBG/LOST/TBD/TIF
<b>Gulf Beach Highway to Fairfield</b>	Coordinate with FDOT to design and construct sidewalks on both sides of the highway	\$725,000	CDBG/FDOT/LOST/TBD/TIF
<b>Streetscape</b>			
<b>West Navy Boulevard</b>	Implement traffic management and streetscape plan	\$3,000,000	CDBG/FDOT/LOST/TBD/TIF
<b>Total</b>	<b>Total Long Term 10+ Years</b>	<b>\$13,875,000</b>	

## SECTION 5 INVENTORY AND ANALYSIS

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## 5.1 EXISTING LAND USE

The Warrington Redevelopment Area encompassing 4,369 parcels within 1,709 acres, excluding roads and rights-of-way (Table 5.1 Distribution of Land Uses). To obtain a current picture of the land use for the area, CRA staff conducted a windshield survey during 2009. The survey results are presented in Fig. 4. Four primary land uses are represented: Residential (making up over half of the land uses 51.5%), Commercial (comprising approximately 13.5%), Parks/Conservation (comprising approximately 10.9%) and Vacant/Utility (comprising approximately 14.4%). A more detailed description of the land use types follows.

Table 5.1: Distribution of Land Uses

Land Use	Acreage	Percent	Parcel Count	Percent
Residential	880	51.5%	3434	78.6%
Commercial	231	13.5%	293	6.7%
Industrial	12	0.7%	18	0.4%
Institutional	43	2.5%	34	0.8%
Public	111	6.5%	14	0.3%
Parks/Conservation	186	10.9%	10	0.2%
Vacant/Utility	246	14.4%	569	13%
<b>Total</b>	<b>1,709</b>	<b>100</b>	<b>4,369</b>	<b>100</b>

Escambia County Community Redevelopment Agency

### Residential

Residential uses make up over half (51.5%) the total acreage in the area and account for over three quarters (78%) of the parcel uses. This is the most dominant land use type in the area. With the exception of the Navy Boulevard commercial corridor, residential uses are dispersed in neighborhood settings throughout the redevelopment area. Single family residential accounts for 40.9% of the residential land use. The remaining 10.6% includes multi family, mobile homes, and mobile home parks. Mobile home uses are predominantly located on the western edge of the redevelopment area to the north or Gulf Beach Highway. While this area is zoned to accommodate mobile home uses, the long term sustainability of locating mobile homes in close proximity to major water bodies and an area historically impacted by storm surge and hurricane force winds should be reviewed.

## Commercial

Commercial use is the second largest land use category that occupies 231 acres or 13.5% of the area. The commercial uses are predominantly located along Navy Boulevard and Barrancas Avenue which make up the major commercial corridors in the area. A scattering of commercial uses are located west of Navy Boulevard along Gulf Beach Highway. These roadways are all state roads. While streetscape enhancements have been implemented along North Navy Boulevard from the intersection of Gulf Beach Highway, there is still a need for improvement to South and West Navy Boulevard. A windshield survey reveals more vacant and underutilized parcels fronting these sections of roadway. Based upon current zoning, a quarter of the area is zoned for commercial use. Since current commercial uses only represent 13.5% of the land use in the area, it appears there is potential for continued commercial redevelopment in the area.

## Vacant/Utilities

Vacant land comprises the third largest land use category with 246 acres and 14.4 % of the area. A windshield survey revealed there are 569 vacant parcels in the area. Most of the parcels are scattered throughout the area and present an opportunity for infill development. There is a large group of vacant parcels located to the south of Gulf Beach

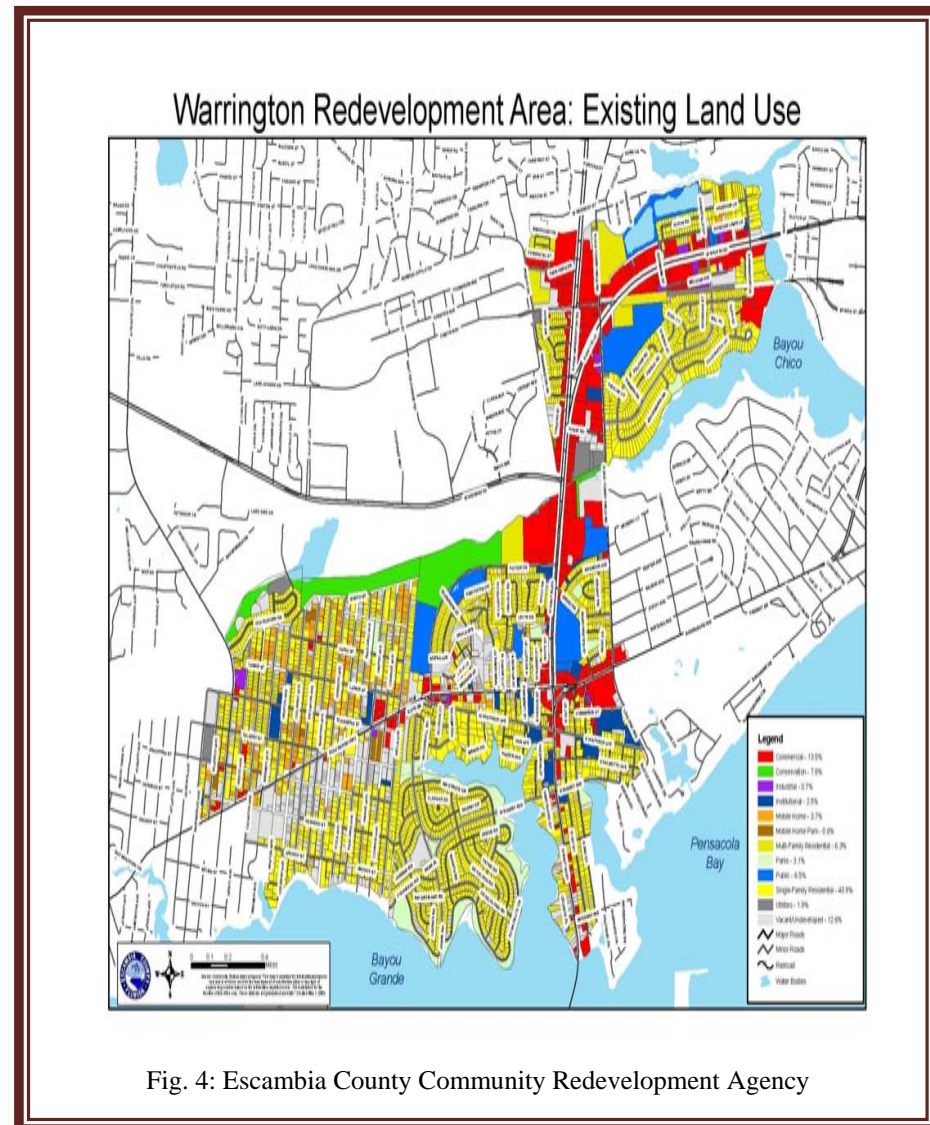


Fig. 4: Escambia County Community Redevelopment Agency

Highway. While much of this land may not be suited for redevelopment due to wetland conditions, it could be incorporated into long term stormwater and water quality enhancements in the area to continue to build upon this areas future as an ecotourism destination.

### **Parks/Conservation**

Parks and conservation uses make up the fourth largest land use category with 10.9 % of the area being used for recreational purposes. Almost every neighborhood is served by a local park with some areas benefiting from extraordinary waterfront parks. The redevelopment area adjoins the Jones Swamp Preserve/Southwest Greenway Trail to the north of the Beach Haven and Patton Drive neighborhoods. This greenway is being developed as a regional ecotourism destination. The abundance of parks providing access to the water and green space in Warrington provides a unique opportunity for residents and serves as a major asset to stimulate redevelopment.

### **Institutional and Public**

These two land use categories comprise 9 % of the total acreage. They include churches, other faith based organizations, schools, and other public facilities. Based upon decreasing class size, the School Board recently closed Edgewater Elementary School which presents an opportunity for redevelopment of this site. As the School Board continues to evaluate needs in the area, more redevelopment opportunities may become available.

### **Industrial**

Industrial is the smallest land use type in the redevelopment area. It accounts for less than 1% of the total acreage. Industrial uses are located on the western edge of the redevelopment area on Fairfield Drive and the far eastern edge of the area on West Navy Boulevard. As redevelopment occurs on East Navy Boulevard these uses should transition to less intense uses.

## 5.2 FUTURE LAND USE AND COMPREHENSIVE PLAN

The Escambia County Comprehensive Plan is a guiding document that sets forth goals, objectives and policies to support orderly growth management within the county. This is accomplished through a broad interpretation of the general guidelines and principals used for the planning and regulation of development and land use in the county. It also corresponds with the county's Future Land Use Map (Fig. 5). With the exception of the Navy Boulevard corridor, the Warrington Redevelopment Area is predominantly shown as mixed use future land use category. Mixed-use categories promote a complementary mix of residential, commercial, and recreation uses. By allowing a variety of uses in close proximity to one another it minimizes the impact of new development on existing resources. Mixed-use designation supports the redevelopment strategies presented in this plan.

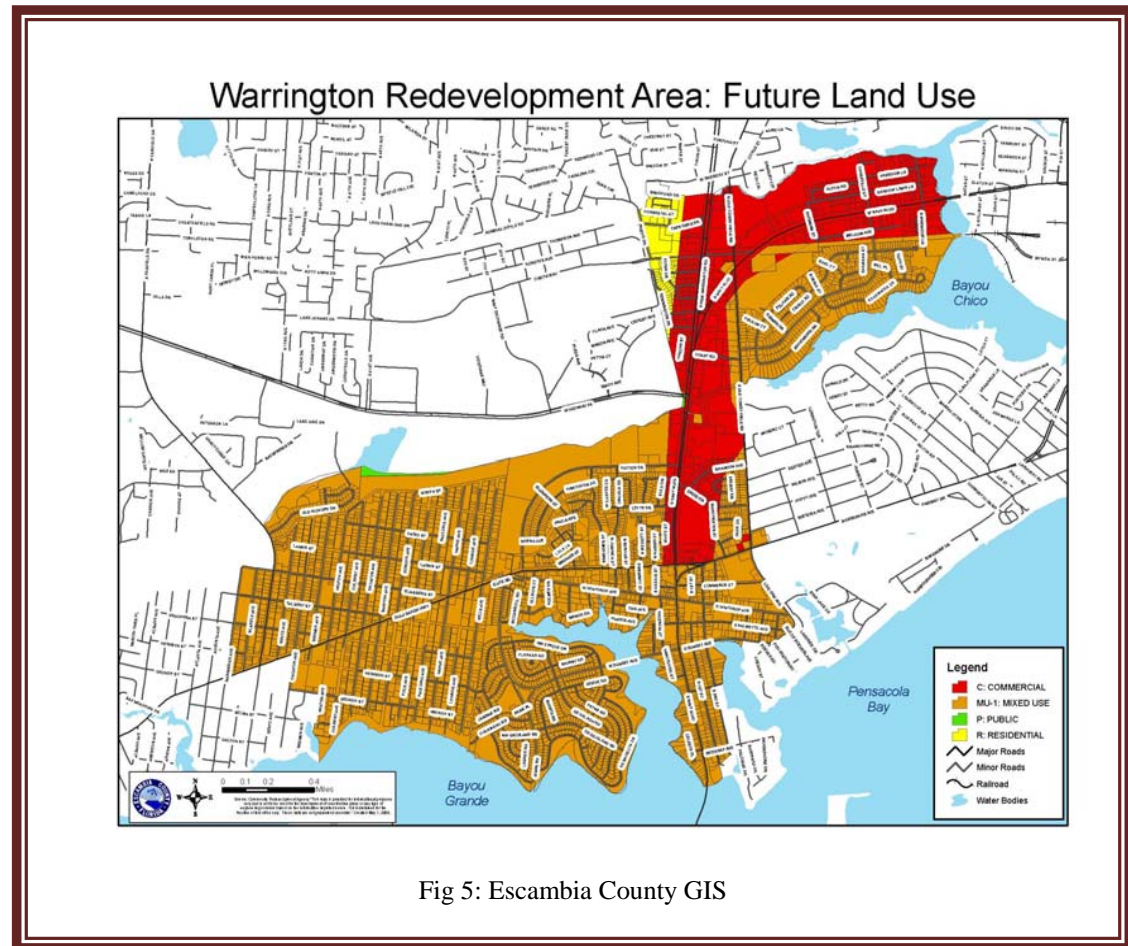


Fig 5: Escambia County GIS

Navy Boulevard's designation as a commercial future land use category allows for a broad use of commercial activities. The category promotes concentrations of commercial uses which have historically developed in response to market conditions and influences. By grouping intensive commercial uses in an area it allows for compact commercial development and "infill" commercial development



opportunities. The principals of compact and “infill” development are supported by the strategies presented in the Redevelopment plan. Sections having a direct impact on the Warrington Redevelopment Plan have been extracted from the Escambia County Comprehensive Plan and are presented in Appendix C.

### 5.3 LAND DEVELOPMENT REGULATIONS

Two primary zoning types are represented in the Warrington Redevelopment Area, residential and commercial (Fig. 6).

With the exception of South Navy Boulevard, the zoning pattern corresponds to the existing land use (Table 5.2) with approximately 70% (69.9%) of the area zoned for residential use and 26.6% of the area currently being used for residential purposes. South Navy Boulevard is zoned for commercial use. Currently, there is a scattering of commercial sites intermingled with residential uses along this roadway. The majority of land use in the area is residential. As infrastructure improvements continue along this roadway, it is likely the area will experience a transition from residential to commercial uses. Commercial zoning encompasses 26.6% of the total area acreage and 13.5% of the land use. As stated earlier, the commercial zoning districts are predominantly located along the commercial corridors and the zoning pattern indicates the potential for future expansion of commercial development. A more detailed description of the zoning districts follows (Table 5.3):

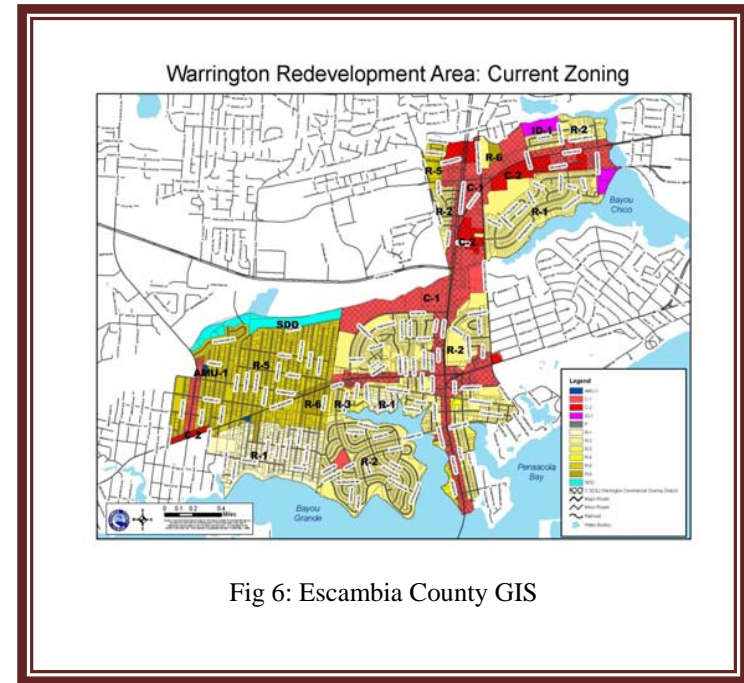


Fig 6: Escambia County GIS

Table 5.2: Distribution of Zoning Types

Zoning Type	Acreage*	Percent
Residential	1637.7	69.9
Commercial	570.0	26.7
Industrial	27	1.2
Airfield mixed use	209	0.1
Other	50.8	2.2
Total	2289	100

\*The acreage includes rights-of-way, Community Redevelopment Agency GIS

**R-1 (Residential-1):** This district is intended to be a single-family residential area with large lots and low population density. The maximum allowable density is four dwelling units per acre. This zoning district is found within the redevelopment area south of Gulf Beach Highway in the Beach Haven and Manor Drive neighborhoods and south of West Navy Boulevard in the Edgewater neighborhood. The code requires a minimum lot width of 80 feet at the street right-of-way with a cul-de-sac lot having a minimum lot width of 20 feet at the street right-of-way. Front and rear yards are required to have a depth of not less than 25 feet. Side yards cannot exceed 15 feet and shall not be less than five feet. The mean average roof height cannot exceed 45 feet about the average finished grade. Properties abutting sensitive environmental features should have yard setbacks of at least 30 feet.

**R-2 (Residential 2):** This district is a low to medium density single-family residential area. It allows seven dwelling units per acre. At 40.2% of the total redevelopment area acreage, it comprises the largest zoning district. This district includes the neighborhoods of Corry Heights, Corry, Davenport Bayou, Navy Point, Patton Drive, and Westerly Heights. Lot widths shall be a minimum of 70 feet at the street right-of-way. Rear and front yards shall be at least 20 feet deep. Side yard widths shall not exceed 15 feet or be less than five feet. The mean average building height shall not exceed 45 feet. The same set back requirements apply to sensitive environmental features in this zoning district as noted in the previous district.

Table 5.3 : Distribution of Specific Zoning Categories

Zoning District	Acreage*	Percent
R-1	197.5	8.6
R-2	919	40.2
R-3	35.5	1.5
R-4	1409	0.7
R-5	432.3	18.9
R-6	38.3	1.7
C-1	483	21.1
C-2	87.6	3.8
ID-1	27	1.2
AMU-1	2.9	0.1
P/SDD	51	2.2
<b>Total</b>	<b>2289</b>	<b>100</b>

\*The acreage includes right-of ways, Community Redevelopment Agency GIS

**R-3 (Residential 3):** This district allows one and two family dwelling units in a medium density setting. The district intends to provide for a mixture of dwellings, including townhomes, duplexes, building clusters, and zero lot line development. The maximum density is ten dwelling units per acre. This zoning district is found in the Holmes Estate neighborhood north of Bayou Grande and fronting Davenport Bayou south of Civitan Park. Additionally, this district allows for the conditional use of a mobile home as a guest residence. The minimum lot width for a single family or cluster development is 40 feet at the right-of-way. Minimum lot width for a two-family dwelling is 80 feet at the front building line and 50 feet at the street right-of-way. Front and rear yards shall be at least 20 feet and 15 feet deep, respectively. The building height shall not exceed 45 feet. The same set back requirements apply to sensitive environmental features in the zoning district as noted in previous districts.

**R-4 (Residential 4):** This is a multi family medium to high density district. It is intended to provide for the development of medium high density residential uses and structures. These uses should act as a buffer between lower density residential uses and commercial districts. This zoning district is found within the redevelopment area to the south of Sunset Avenue and to the west of South Navy Boulevard. The maximum density is 18 dwelling units per acre. The lot width requirements vary with the intended use. For a single family detached dwelling, the lot width at the front building line and street right-of-way shall be 40 feet, a duplex dwelling shall be 80 feet at the front building line and 50 feet at the street right-of-way line, and 100 feet at the building front line for a multi family use. Front and rear setbacks are identical to R-3 requirements. Building heights shall not exceed 95 feet. Properties abutting sensitive environmental features should have yard setbacks of at least 25 feet.

**R-5 (Residential 5):** This district provides for high density urban residential uses and compatible professional office development. It is intended to support the development of a higher density residential environment and supporting low intensity services. The largest concentration of this zoning district is found north of Gulf Beach Highway on the western edge of the redevelopment area. A smaller area is located north of Chief's Way. This district allows for the use of mobile homes as a single family dwelling. With the exception of building height requirements, the site requirements are the same as R-4. Building heights cannot exceed 12 stories or 120 feet.

**R-6 (Residential 6):** This is a high density neighborhood commercial and residential district. The district is intended to provide a mixed use area of residential, office, neighborhood convenience shopping, retail sales, and service. It supports the reasonable use of property while preventing the development of blight or slum conditions. Additionally, this district allows for mobile home parks. It is established in areas where the intermixing of such uses is present and it is anticipated that the area will be experiencing a transition or redevelopment. This district is found along Gulf Beach Highway and currently supports a mixture of automotive and neighborhood service businesses and one mobile home park. Site and building requirements are the same as R-5.

**C-1 (Commercial 1):** This district is intended for retail commercial development. C-1 zoning is located along the commercial corridors, Barrancas Avenue, Fairfield Drive, Gulf Beach Highway, Navy Boulevard, and one parcel located in the Navy Point neighborhood within the redevelopment area. The district allows for commercial operations where all the operation is contained within a building. The maximum density for residential uses is 25 dwelling units per acre. There are no lot width requirements. Front and rear yard setbacks must be at least 15 feet. There is a minimum side yard requirement of 10 feet that is increased as additional stories are added to the structure.

**C-2 (Commercial 2):** This district consists of general commercial and light manufacturing. This zoning district is predominantly found along West Navy Boulevard and Coast Road. Site and building requirements are the same as C-1.

**C-3 (OL) Warrington Commercial Overlay District:** This special performance district was established to give an enhanced level of protection for land uses located on major commercial corridors that provide “gateway” entrances to the military bases in the redevelopment area and act as a western gateway for the county. The enhanced standards apply to a small portion of Barrancas Avenue and Gulf Beach Highway and encompass the entire area of Navy Boulevard and West Navy Boulevard that are located within the Warrington Redevelopment Area. The C-3 Commercial overlay zoning district section from the Land Development Code is presented in Appendix D.

**ID-1 (Industrial 1):** This district is a light industrial district intended for research oriented activities, light manufacturing and processing. No residential development is allowed within this zoning district. It is intended to accommodate general assembly, warehousing and distribution activities, major repair and service activities, and manufacturing activities. Two areas within the redevelopment area are currently zoned for industrial use located to the north and south of West Navy Boulevard. One area was the former Clark Sand Pit property which has been purchased by the county and is no longer being used for industrial purposes. The

second fronts Bayou Chico and is the current location of an area ship yard. There are no minimum lot size or lot width requirements. Front yard setbacks shall be at least 15 feet while rear yard setbacks must be at least 20 feet. Side yards must consist of at least ten feet. Maximum building height is 90 feet.

**SDD (Special Development District):** This zoning district is intended to conserve and protect environmentally sensitive areas with natural limitations for development. Within the Warrington Redevelopment Area, this district has been applied to Jones Swamp Preserve.

**AIPD (Airfield Influence Planning Districts):** These districts apply to established accident potential and noise zones of an airfield. The planning districts extend outward from these zones depending on the airfield and its use. The neighborhoods of Beach Haven, Davenport Bayou, and Navy Point are impacted by these districts. Development within these neighborhoods will need to comply with the established criteria for these districts.

## 5.4 HOUSING CONDITIONS

CRA staff conducted a housing condition windshield survey of the Warrington Redevelopment Area during 2009. The survey results are presented in Table 5.4 Housing Conditions and Fig. 7. Area housing was evaluated based upon the following criteria:

Excellent condition – No or very minor repair required.

Good condition – Possibly requiring paint. There may be evidence of aging. No structural repair is necessary.

Fair condition – Repair or rehabilitation is required. Shingles may be curling. There may be evidence of the need for energy related improvements. Roofing work may be required as well.

Poor condition – Obvious structural damage exists. The entire structure may be leaning, the floor may be settling in places, and there may be evidence of water damage.

Dilapidated condition – Typically beyond feasible rehabilitation and in need of demolition. The building may be burned out or otherwise structurally unsafe. Portions of the structure may already be down.

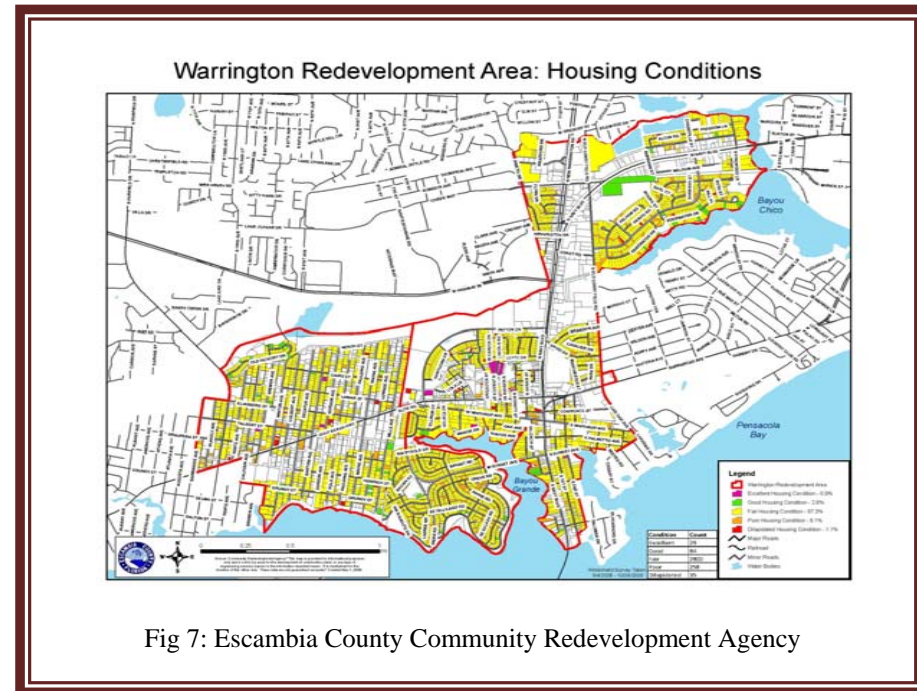


Fig 7: Escambia County Community Redevelopment Agency

Table 5.4: Housing Conditions

Housing Conditions	Number of Structures	Percent of Total
Excellent	29	0.9
Good	84	2.6
Fair	2800	87.3
Poor	258	8.1
Dilapidated	35	1.1
Total	3206	100

Escambia County Community Redevelopment Agency

The majority (95.4%) of the housing stock in the redevelopment area is in fair to poor condition. While less than 1% (0.9%) of the housing stock in the area is in excellent condition, conversely only a little over 1% (1.1%) of the houses are dilapidated. Since the adoption of the first redevelopment plan in 1995, the CRA, working with Environmental Code Enforcement, the community, and the Warrington Revitalization Committee has made a concentrated effort to address dilapidated structures in the area. Many of the unsafe structures in the area were destroyed as a result of Hurricane Ivan in 2004 which had a significant impact on the housing stock in the area. Many houses near the water have been rebuilt or significantly remodeled as a result of storm related damage. The remaining vacant parcels offer an excellent opportunity for infill development. CRA has also developed a Residential Rehab Grant Program that has generated significant interest from the residents in the Warrington Redevelopment Area.

Since almost two-thirds (63.5%) of the houses were constructed prior to 1969, it can be expected that they would not have energy features and may be in need of rehabilitation (Table 5.5). While the older housing stock contributes to the historic quality of many of the neighborhoods, it also presents challenges when trying to adapt new energy efficient features or design elements.

Since the adoption of the plan in 1995, CRA and other county agencies have partnered with private and non-profit developers to provide affordable housing in the area. The housing has provided both ownership and rental opportunities and has helped to address the need for affordable housing in the community. CRA will continue to partner with private and non-profits housing providers to continue to develop scattered infill sites and quality larger scale redevelopment projects.

Table 5.5: Housing Units by Year Structure Built

Years Housing Units Built	Warrington Redevelopment Area	Escambia County
1999 to present	0.6 %	7.2 %
1970 to 1998	36.0%	58.4%
1950 to 1969	38.6%	24.6%
1949 to earlier	24.9%	9.7%

\*Estimates from 2000 Census Data  
University of West Florida, HAAS Center for Business Research and Economic Development

## 5.5 DEMOGRAPHICS

This section uses information collected in the 1990 and 2000 U.S. Census, with estimated information for the year 2008 and projected information for 2013.

### Population and Households

From 2008 to 2013, Warrington is expected to show the first growth in population since it was designated as a redevelopment area in 1995 (Table 5.6). From 1990 to 2008, Warrington lost 14.5% of its population while Escambia County's population expanded by 20.7%. Between 2008 and 2013 Warrington's population is expected to expand from 10,093 to 10,382 a growth of .57%. In Warrington 21% of the households are below the poverty level. The median household income of \$32,343 in the redevelopment area is over \$12,500 less than the county wide median household income of \$44,852.

Table 5.6: Population and Households

Description	Warrington		Escambia	
	Population	% Increase	Population	% Increase
Population Growth:				
1980-1990		-5.5		14.4
1990-2000	2000=10,021	-3.76	2000=294,410	12.18
2000-2005		-7.30		2.23
2008-2013	2008=10,093 2013=10,382	0.57	2008=317,398 2013=334,867	1.08
Household Growth:				
1980-1990		-1.19		22.5
1990-2000	2000=4,360	0.16	2000=111,049	12.82
2000-2005		-5.85		1.37
2008-2013	2008=4,521 2013=4,697	0.77	2008=123,440 2013=131,881	1.33
<b>2008 Est. Median Household Income</b>	<b>\$32,343</b>		<b>\$44,852</b>	
2005 Est. Families by Poverty Status:				
Income at or below Poverty Level	1,892	79.0	65,916	88.2
Income below Poverty Level	502	21.0	8,782	11.8
Age:				
0-4	766	7.6	19,763	6.2
5-14	1,413	14.0	37,351	11.8
15-24	1,413	14.0	48,967	15.4
25-34	1,564	15.5	44,858	14.1
35-44	1,312	13.0	42,000	13.2
45-54	1,421	14.1	44,858	14.1
55-64	1,018	10.1	35,532	11.2
65+	1,186	11.7	44,069	13.9

Based on 2000 Census Data, 2005 and 2008 numbers are estimated, 2013 numbers are projected  
University of West Florida, HAAS Center for Business Research and Economic Development



## Age, Education, and Transportation

Based upon the 2008 Census estimates, the redevelopment area shows considerable difference in age and education attainment levels than the rest of Escambia County. The median age of 34.3 for Warrington, is less than the median age of 36.8 for the county. The redevelopment area has a significantly larger population of children with 21.6% of the population being 14 years of age or younger, compared to 18% of the residents in the county as a whole. The redevelopment area also has a lower percentage of senior citizens as compared to the county as a whole. Warrington’s population of residents over 55 is 21.8% as compared to 25.1% for Escambia County as a whole.

Warrington shows significant improvement in education attainment since the 1990 Census but still lags behind Escambia County in continuing education (Fig. 8). The 2008 Census estimates indicate 47.9% of Warrington’s population has attained some level of continuing education past high school, a large improvement from 34.8% in 1990 (Table 5.7). The area population still lags slightly behind the county’s 2008 estimates with 54.2% of county residences having attained some level of continuing education.

Fig. 8: Education Attainment

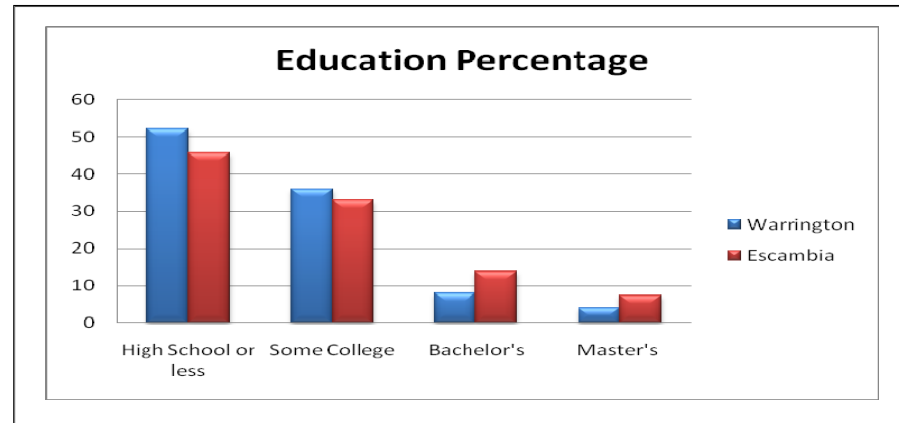


Table 5.7: Education Attainment

	Warrington		Escambia County	
	Number	%	Number	%
<b>High School or less</b>	<b>3,060</b>	<b>52.1</b>	<b>87,266</b>	<b>45.7</b>
<b>Some College</b>	<b>2,108</b>	<b>35.9</b>	<b>62,971</b>	<b>33.0</b>
<b>Bachelor’s Degree</b>	<b>465</b>	<b>7.9</b>	<b>26,387</b>	<b>13.8</b>
<b>Master’s Degree</b>	<b>239</b>	<b>4.1</b>	<b>14,162</b>	<b>7.4</b>

2000 U.S. Census – University of West Florida, HAAS Center for Business Research and Economic Development

The lack of transportation presents a noticeable difference between the redevelopment area and the county as a whole (Figs: 9, 10). Over 58% of Warrington’s households own one car or no vehicle while the percentage of households in the county as a whole that own one or no vehicle is 46%. The percentage of households without cars in Warrington is 14% almost double the county figure of 8% of the households (Table 5.8).

Fig. 9: Warrington Vehicle Per Household

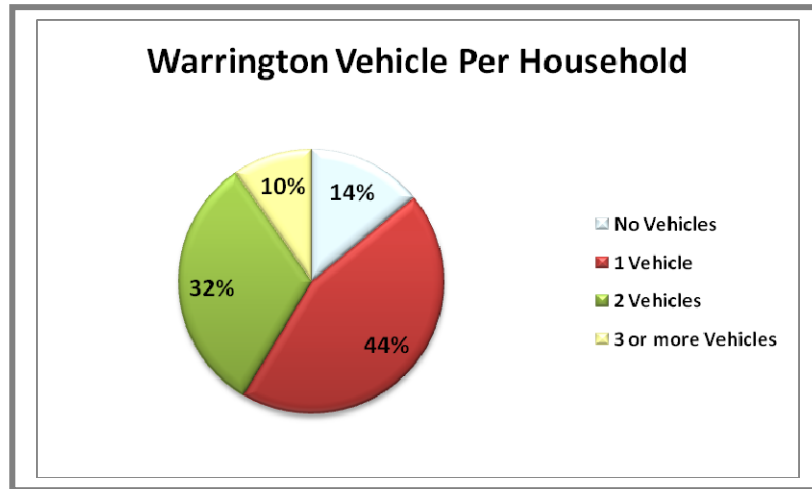


Fig. 10: Escambia County Vehicle Per Household

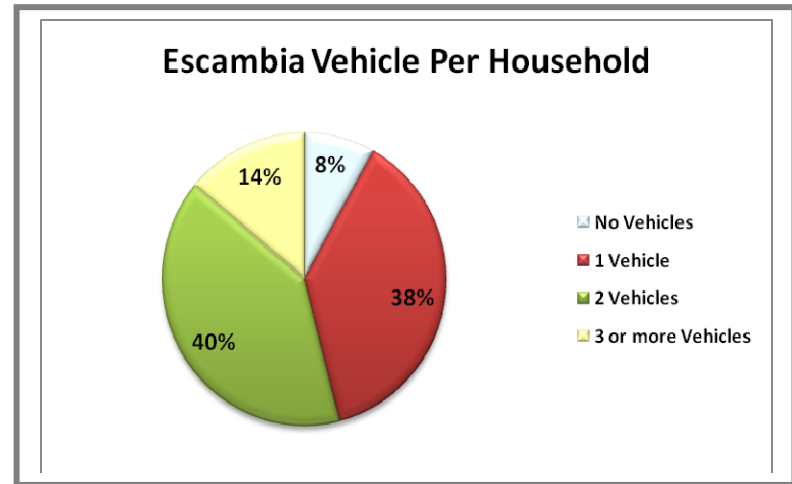


Table 5.8: Vehicle per Household

	Warrington		Escambia County	
	Number	%	Number	%
No Vehicles	570	14.0	9,109	8.1
1 Vehicle	1,808	44.5	42,646	37.9
2 Vehicles	1,288	31.7	45,079	40.0
3 or more Vehicles	392	9.7	15,738	14.0

2000 U.S. Census University of West Florida, HAAS Center for Business Research and Economic Development

The low median income and lack of transportation have an impact on private sector reinvestment decisions since they indicate higher-risk markets for developers. These trends will have to be reversed to stimulate private sector investment and encourage home ownership. Based upon the data evaluated, the Warrington Redevelopment Area exhibits conditions of slum and blight. With the location of Naval Air Station Pensacola and Naval Technical Training Center Corry Field, along with waterfront geography, and with assistance from the CRA and local residents, Warrington shows significant potential for residential and commercial reinvestment.

## 5.6 CRIME

Improving neighborhood security, particularly at known crime locations, was noted as an objective in the 2001 Plan update. Since 1995 and the creation of the redevelopment area, there has been significant cooperation between the Warrington Revitalization Committee, Neighborhood Watch Organizations, CRA, and the Escambia County Sheriff's Office. Recently, CRA funds were used to provide an enhanced law enforcement presence in the redevelopment area. The ongoing cooperation of these organizations will continue to support the creation of safe, secure neighborhoods.

Based upon data provided by Escambia County Sheriff's Office presented in Table 5.9, there is a disproportionate percentage of offenses

Table 5.9: Incidence of Crime in Warrington

Incidence of Crime Location	2004 reports	2005 reports	2006 reports	2007 reports	2008 reports	Percent Occurrence in Warrington
<b>Warrington CRA (pop. 10,093)</b>						
Murder	2	2	0	3	3	17%
Forcible Sex Offenses	16	8	13	15	25	11%
Robbery	17	32	39	41	52	9%
Aggravated Assault/Battery	59	73	86	82	96	7%
Burglary/Break-and-Enter	180	189	169	146	156	6%
Larceny	353	426	390	431	383	6%
Motor Vehicle Theft	51	45	53	52	41	0.6%
Narcotics	130	133	24	90	91	
Drug Equipment	14	10	14	5	5	
Total Incidences reported	822	918	888	865	852	
<b>Escambia County (pop. 317,398)</b>						
Murder	9	18	10	17	18	
Forcible Sex Offenses	253	257	277	219	225	
Robbery	374	284	443	518	552	
Aggravated Assault/Battery	1327	1066	1197	1278	1420	
Burglary	2351	2220	2595	2391	2417	
Larceny	6142	5610	6335	6493	6364	
Motor Vehicle Theft	811	638	874	846	687	
Narcotics	2,131	2,260	2,108	2,032	1,677	

Escambia County Sheriff's Office 2009

reported in the Warrington area as compared to the county as a whole. While the area represents approximately 3% of the county's population, 38% of murders reported in the county during 2008 occurred in Warrington. The area also experienced a high level of offences for forcible sex and robbery, 11% and 9%, respectively, of the offences reported in the county.

Even with the disproportionate percentage of violent crime in the area, overall reported offences in Warrington appear to be declining from a high of 918 total reported offences in 2005 to 852 total reported offences in 2008. Also, the drug related offenses appear to be on the decline.

For reinvestment in the area to continue, it will be important for the community, the CRA, and the Escambia County Sheriff's Office to maintain the current level of cooperation and continue monitoring the known "hot spots" for criminal activity.

## SECTION 6 PLAN IMPLEMENTATION

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## **6.1 PLAN IMPLEMENTATION**

The success of the Warrington Redevelopment Plan depends on the continued cooperation of the county and CRA with the Warrington Revitalization Committee, Neighborhood Watch Associations, and community stakeholders. With input from these diverse stakeholders, the plan will provide a framework for continued dialog, public input, and encouragement to individuals and groups involved in carrying out area redevelopment.

The plan implementation process will be guided by two major organizational elements implementation partners and financing mechanisms. A discussion of these elements follows.

### **Implementation Partners**

CRA, a Division of the Neighborhoods/Community Services Bureau, will be responsible for overseeing the implementation of the plan. CRA will work closely with other county bureaus, state agencies, outside organizations, and stakeholders playing a key role in the plan implementation.

#### **Commercial Reinvestment Partners**

CRA will continue to work with private sector investors to facilitate reinvestment in the area. CRA's mission to enhance the quality of life for residents in the area supports working with for-profit and not-for-profit organizations to encourage both commercial and residential infill development. To support reinvestment in the area, CRA will continue to market the Commercial Façade, Landscape and Infrastructure and Sign Grant Programs to existing and new commercial businesses in the area. As funding permits, CRA in cooperation with area stakeholders and partners will pursue developing new incentive programs to foster private sector reinvestment in the area.

#### **Housing Partners**

A variety of funding sources will continue to provide an array of housing assistance programs that can be targeted to rehabilitation or new construction. CRA will continue to work closely with Neighborhood Enterprise Foundation, Inc. and other area partners to support new residential infill development and rehabilitation of the existing housing stock. In addition to the existing Federal and

State Housing Programs, CRA will continue to promote its Residential Rehab Program with existing home owners in the redevelopment area.

### **Capital Improvements**

The plan includes a list of capital improvement projects that will be constructed to stimulate reinvestment in the area by the private sector. The identified projects include, but are not limited to, streetscape improvements, sewer expansion, neighborhood enhancements with parks, sidewalks, and property assemblage for redevelopment. Implementation of the Capital Improvement Program will require coordination with the Warrington Revitalization Committee, area business owners, and varied neighborhood groups and stakeholders.

Another tool used to stimulate reinvestment in blighted areas is property assemblage of underutilized or environmentally questionable property. As redevelopment opportunities are identified, CRA will use this tool to stimulate reinvestment in the area. CRA may assemble property for future commercial or housing development. There are no plans to acquire occupied structures that would require relocation procedures.

### **Development Controls**

Design guidelines and development controls will be used to guide future development in the area to continue to enhance the overall appearance of the redevelopment area without hindering the historic significance. Controls will be used to assure future private sector investors that quality redevelopment will be implemented. By implementing development controls, this will promote quality design and help to stabilize property values.

### **Financing Mechanisms**

The following are the principal funding mechanisms likely to be used in implementing this plan.

#### **Community Development Block Grants**

The county's annual Housing and Urban Development (HUD) Grant is used to fund projects throughout all five redevelopment areas. CRA works closely with Neighborhood Enterprise Foundation, Inc., the administering agency, to identify capital projects for funding



within the redevelopment areas. These funds will continue to be used for housing rehabilitation, capital improvements, commercial matching grants, neighborhood renewal grants, and assistance with environmental assessment and clean up of real property. These funds will continue to be leveraged as much as possible to support Warrington's redevelopment program.

### **Local Option Sales Tax (LOST)**

This voter-approved sales tax fund will continue to be used for capital improvement projects. Historically, it has been used for drainage and roadway improvements.

### **Private Investment**

CRA and area partners will continue to facilitate private reinvestment in the area in the form of equity investment and conventional real estate loans.

### **State and Federal Housing Programs**

Several programs including the State SHIP Program, Federal HUD Programs, and stimulus funding will continue to be used to assist builders, buyers, and homeowners with the purchase and rehabilitation of affordable housing.

### **Tax Increment Financing**

Tax Increment Financing (TIF) is a funding mechanism for redevelopment authorized by Chapter 163, Florida Statutes. A redevelopment trust fund or TIF trust fund has been established for the Warrington Redevelopment Area to help finance the redevelopment program. The redevelopment program supports or encourages private reinvestment in the area. TIF captures the incremental increase in tax revenues resulting from the growth in property values as the redevelopment program is implemented. TIF has been used in the Warrington area to finance park improvements, install sidewalks, annual energy costs for street lights, annual costs for public space/green space maintenance, and policing innovations. Moving forward, TIF will be used for property acquisition, to support innovative code and law enforcement initiatives, site preparation, planning studies, matching grant programs, and infrastructure improvements. An additional use of TIF revenue is to secure redevelopment bonds for capital projects. Anticipated TIF revenue can be used as the collateral for redevelopment bonds.

CRA will pursue other grant opportunities, as they become available, to provide funding for planning activities, infrastructure improvements, and other identified needs outlined in this plan to support the redevelopment program in the Warrington area.

## SECTION 7 NEIGHBORHOOD IMPACT ANALYSIS

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## **7.1 NEIGHBORHOOD IMPACT ANALYSIS**

Chapter 163.362 (3) F.S. requires that the plan include a neighborhood impact element if the redevelopment area contains low or moderate-income housing. This analysis explains the plan's impact on the subject matter listed below.

### **Relocation**

No relocation of low or moderate income households is foreseen. If county sponsored relocation were to occur, it is understood that all federal and state guidelines would be followed. It is possible that families may decide to move based on the provision of better housing, the inconvenience of extensive rehabilitation, or the ability to sell their house for redevelopment.

### **Traffic Circulation**

Currently, a corridor management study is being completed for Gulf Beach Highway to address traffic access, vehicle and pedestrian safety, and provide proposed design solutions. The redevelopment plan proposes that a similar study be completed for West Navy Boulevard. As redevelopment occurs along this roadway and within the adjoining neighborhoods, it would be expected that the roadway will experience an increase in traffic volume and would benefit from traffic management improvements and streetscape enhancements.

### **Environmental Quality**

As Emerald Coast Utilities Authority continues its sewer expansion program in the area, it should result in continued improvements to water quality in the area bayous. Several stormwater enhancement projects, such as the improvements at Davenport Bayou and Glenn Key Boardwalk, have been undertaken to implement environmentally sound and aesthetically pleasing stormwater management solutions. The county continues to fund expansion of the Jones Swamp Preserve/Southwest Greenway Trail, adjacent to the north of the redevelopment area, which acts as a natural stormwater management system and ecotourism destination. CRA will continue to work with the Public Works Bureau to implement long term, environmentally sound infrastructure projects addressing the area's drainage and stormwater management needs.

**Community Facilities and Services**

Redevelopment strategies presented in the plan allow for the enhancements to neighborhood parks, installation of sewer systems, sidewalks, and streetscape enhancements.

**School Facilities**

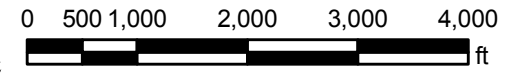
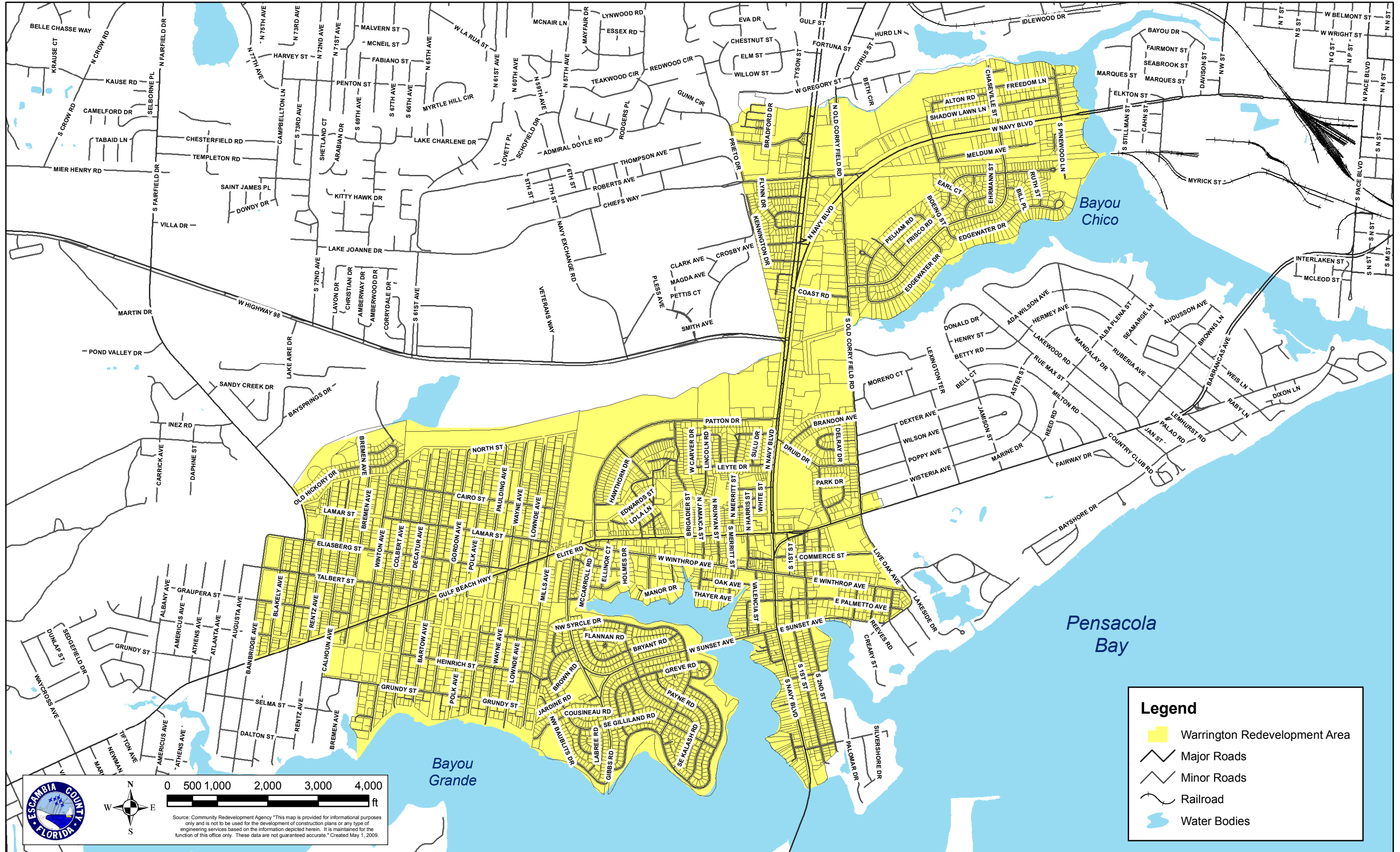
No major school impact is foreseen since no significant change in the residential character of the area is expected to occur.

**Physical and Social Quality of the Neighborhood**

The redevelopment strategies and proposed capital improvement program are devoted to improving the redevelopment area's physical and social quality. Continued enforcement of existing codes and promotion of commercial and residential assistance programs will have a positive impact on the area's physical appearance. Support of Escambia County Sheriff's Office Neighborhood Watch and policing innovations will enrich the social quality of the neighborhoods by continuing to address criminal activity in the area and providing a network for neighborhood input.

# **Warrington Redevelopment Area Maps**

# Warrington Redevelopment Area

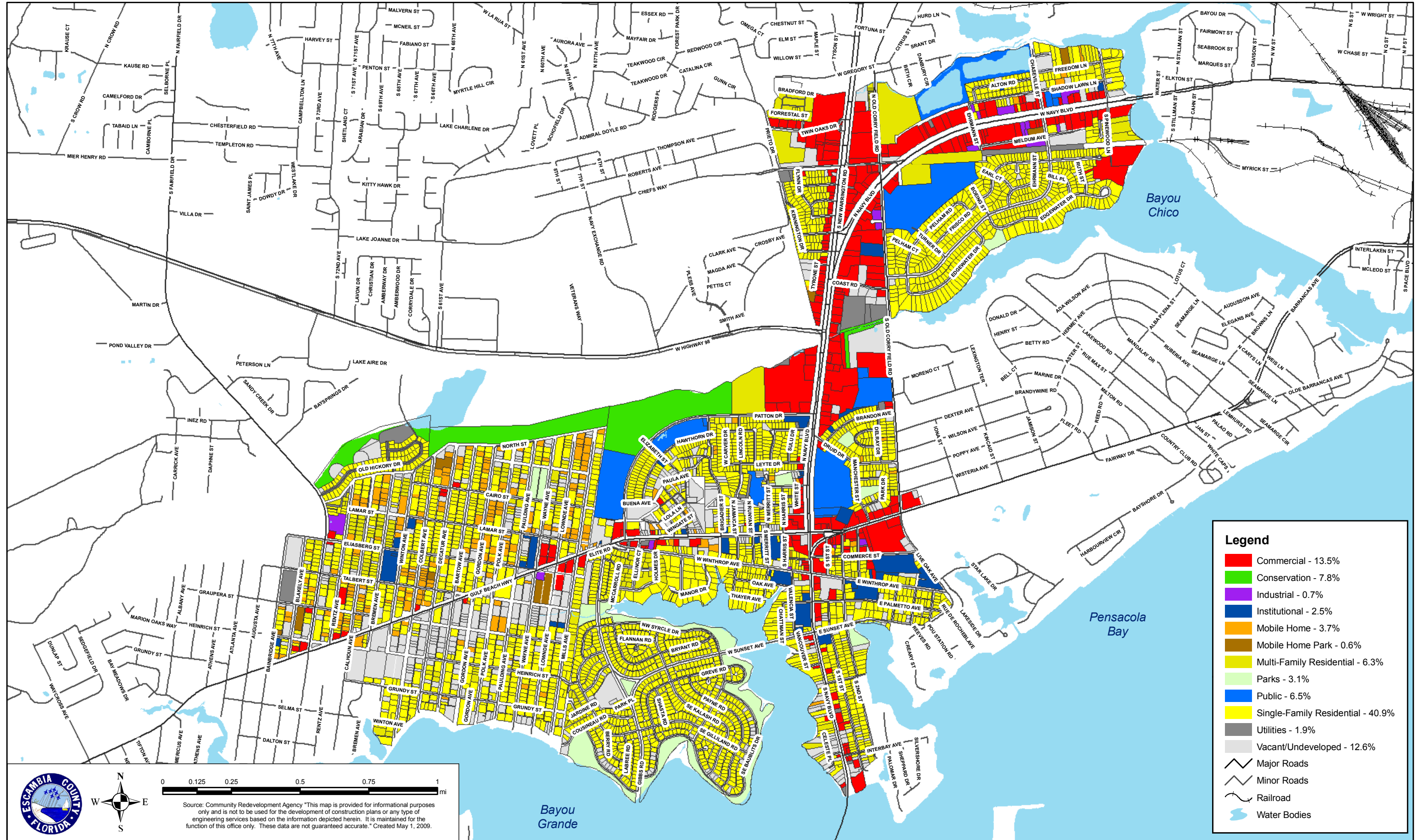


Source: Community Redevelopment Agency. This map is provided for informational purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate. Created May 1, 2009.

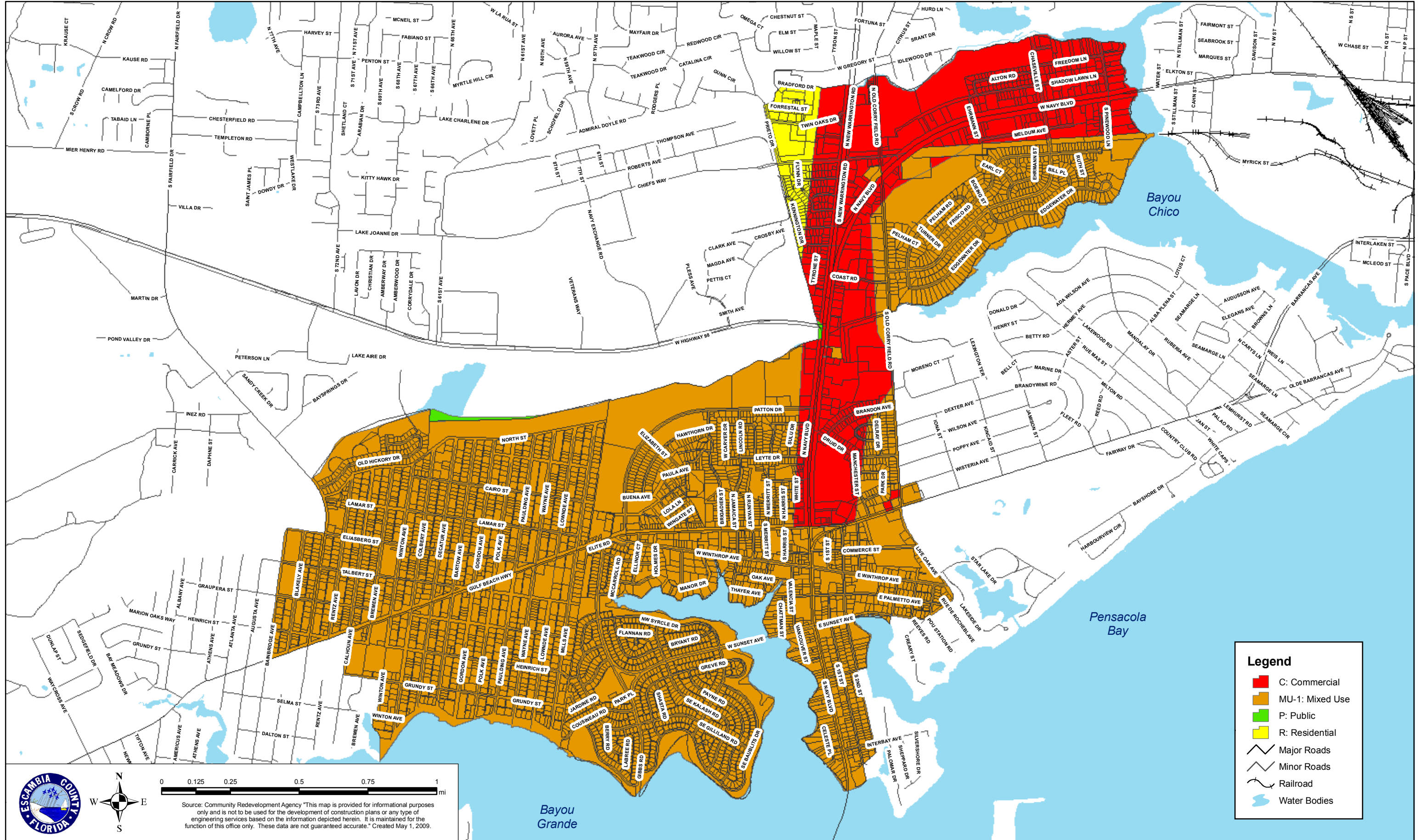
**Legend**

- Warrington Redevelopment Area
- Major Roads
- Minor Roads
- Railroad
- Water Bodies

# Warrington Redevelopment Area: Existing Land Use

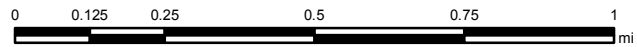
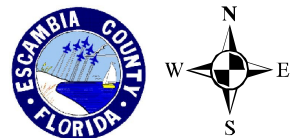


# Warrington Redevelopment Area: Future Land Use



**Legend**

- C: Commercial
- MU-1: Mixed Use
- P: Public
- R: Residential
- Major Roads
- Minor Roads
- Railroad
- Water Bodies

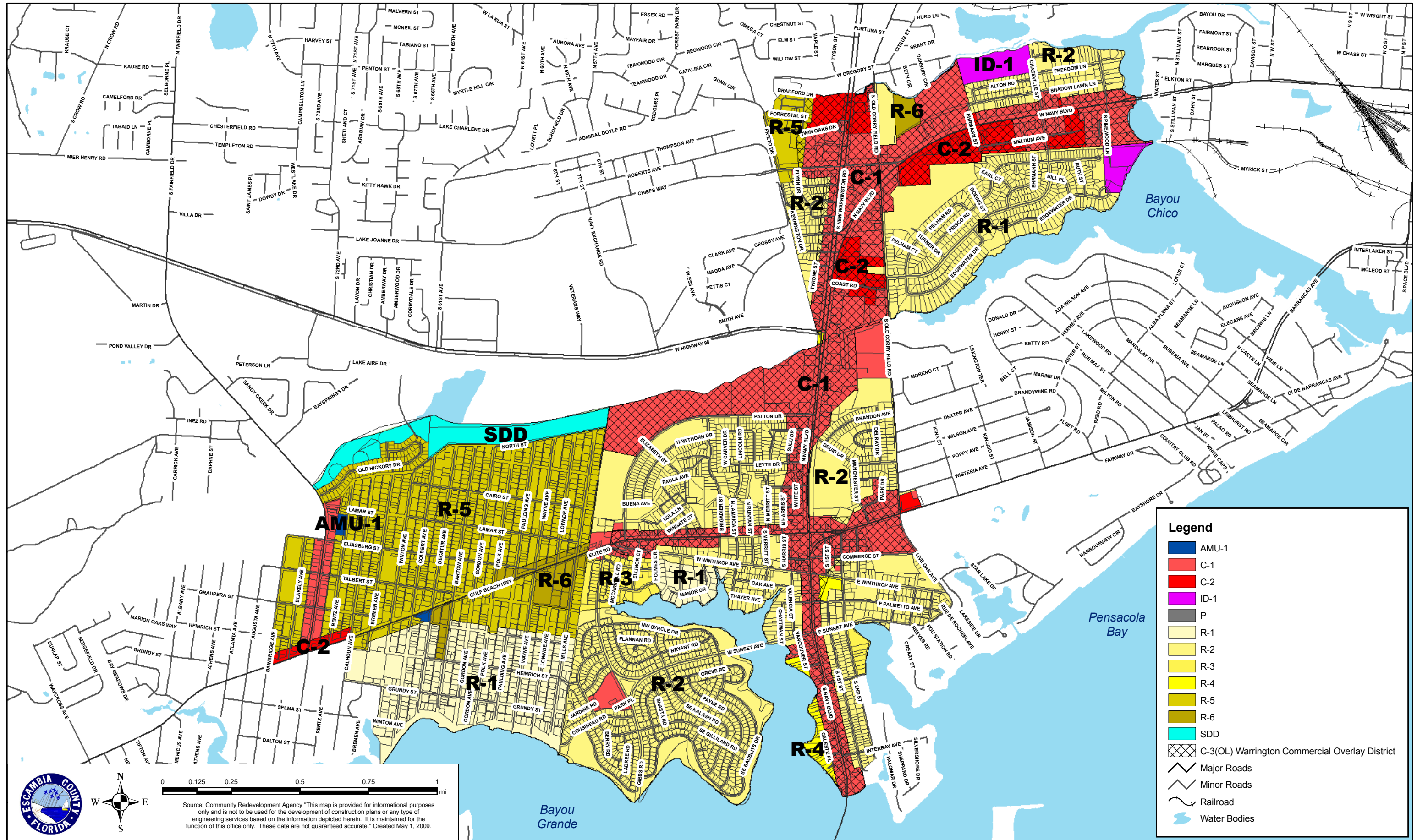


Source: Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate." Created May 1, 2009.

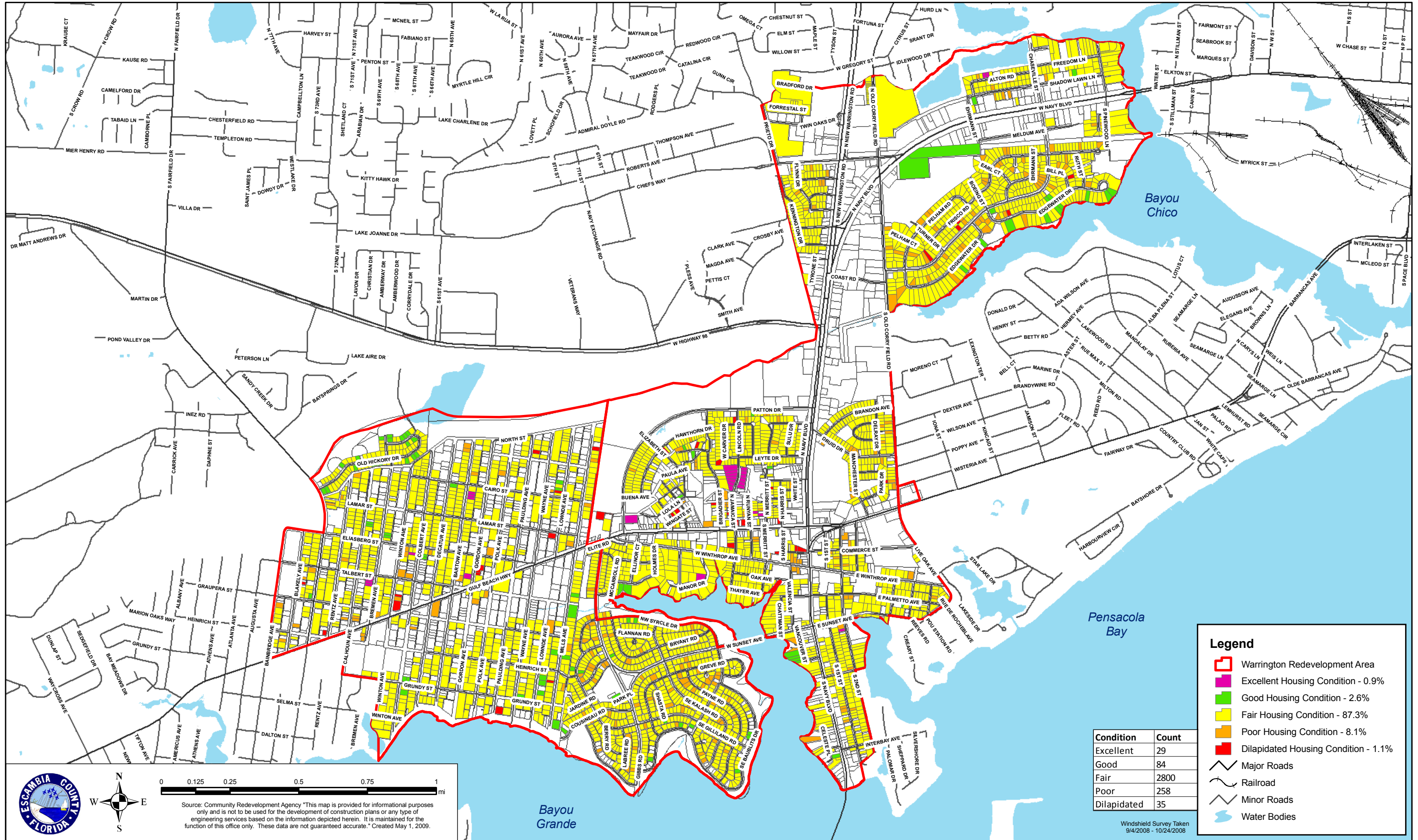
Bayou Grande



# Warrington Redevelopment Area: Current Zoning



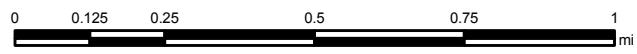
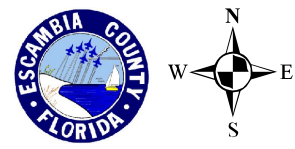
# Warrington Redevelopment Area: Housing Conditions



**Legend**

- Warrington Redevelopment Area
- Excellent Housing Condition - 0.9%
- Good Housing Condition - 2.6%
- Fair Housing Condition - 87.3%
- Poor Housing Condition - 8.1%
- Dilapidated Housing Condition - 1.1%
- Major Roads
- Railroad
- Minor Roads
- Water Bodies

Condition	Count
Excellent	29
Good	84
Fair	2800
Poor	258
Dilapidated	35

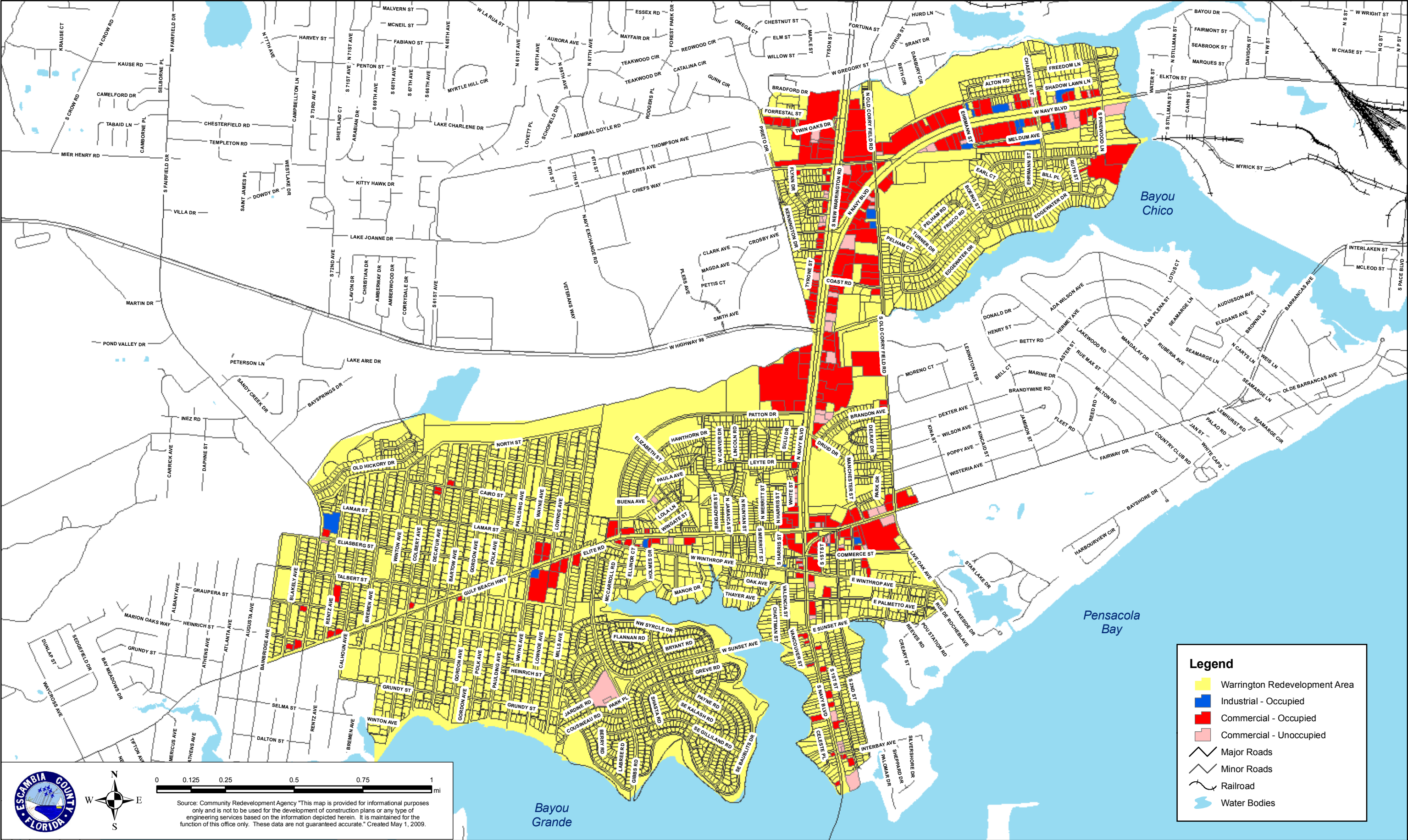


Source: Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate." Created May 1, 2009.

Bayou Grande

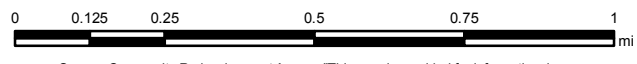
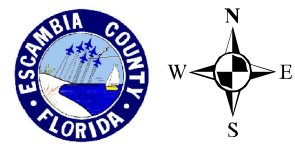
Windshield Survey Taken  
9/4/2008 - 10/24/2008

# Warrington Redevelopment Area: Status of Commercial and Industrial Properties



**Legend**

- Warrington Redevelopment Area
- Industrial - Occupied
- Commercial - Occupied
- Commercial - Unoccupied
- Major Roads
- Minor Roads
- Railroad
- Water Bodies



Source: Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate." Created May 1, 2009.

Bayou Grande

# **Appendix A**

## **Warrington Legal Description**

## **Warrington Legal Description (Amended 2002)**

Begin at the junction of the Navy Ditch Easement (just south of the northeastern boundary of NTTC Corry Station) and the eastern boundary of NTTC Corry Station; continue generally easterly along the easement, under New Warrington Road and Old Corry Field Road along the creek that leads to the shoreline of Bayou Chico, thence Meander along the west shoreline of Bayou Chico to the point where Jones Creek enters Bayou Chico and then generally westerly along the creek to the Old Corry Field Road centerline; thence southerly along the centerline of Old Corry Field Road to the center line of Wisteria Avenue; thence 300 feet easterly along the centerline of Wisteria Avenue; thence south to the centerline of Barrancas Avenue; thence west along the centerline of Barrancas Avenue to Line Oak Avenue; thence southerly along the centerline of Live Oak Avenue to Sunset Avenue; thence westerly along the centerline of Sunset Avenue to the western right-of-way line of Hallock Street thence 50 feet south and continue along the boundary of 502S30 7050-7-11, 140 feet to the shoreline of Davenport Bayou; thence meander along the northwest shoreline of Davenport Bayou to the centerline of Central Avenue right-of-way; thence westerly along the centerline of Central Avenue to the intersection of Second Avenue; thence south along the centerline of Second Avenue to the north boundary of Spinnaker Cove Planned Unit Development Plat as recorded in Plat Book 11, Page 96 in the records of Escambia County; thence southwestly approx. 346.58 feet to reference monument 839 as described on the plat as the centerline of First Street; thence south approximately 297.61 feet, along the length of the western boundary of Spinnaker Cove Plat to the shoreline of Bayou Grande; thence meander along the north shoreline and under the NAS Pensacola Bridge along the Bayou Grande shoreline until the Sunset Avenue Bridge; thence westerly along the centerline of Sunset Avenue to the west shoreline of Bayou Grande; thence meander south and then west along the Bayou Grande shoreline to a point lying directly south of the southwest corner of the vacated right-of-way of Winton Avenue (O.R. 288, Pg. 651); thence north on the bearing of the centerline of Winton Avenue to said southwest corner; thence northerly along the western boundary of said vacated right-of-way of Winton Avenue (O.R. 288, Pg. 651) to the southerly right-of-way of Selma Street; thence east along said southerly right-of-way of Selma Street to the centerline of Winton Street; thence northerly along the centerline of Winton Street to Grundy Avenue; thence westerly along the centerline of Grundy Street to Calhoun Street; thence northerly along the centerline of Calhoun Street to Gulf Beach Highway; thence westerly along the centerline of Gulf Beach Highway to Bainbridge Avenue; thence northeasterly along the centerline of Bainbridge Avenue to Eliasberg Street; thence easterly along the centerline of Eliasberg Street to South Fairfield Drive; thence northwesterly along the centerline of South Fairfield Drive to Jones Swamp Creek; thence easterly along the creek to New Warrington Road, continue along the western right-of-way line of New Warrington Road northward to the Doctor Farin Drive (Hwy.98) centerline and continue westerly along Doctor Farin Drive to the boundary of NTTC Corry Station; thence northward along the eastern boundary of said NTTC Corry Station to the point of beginning.

## **Appendix B**

### **Public Workshops:**

- May 12, 2009**
- June 9, 2009**
- April 13, 2010**

# WARRINGTON REVITALIZATION COMMITTEE

May 12, 2009  
AGENDA

1. Welcome – Chairman – Marc Welhaven
2. Approval of Minutes
3. Vote for Officers  
Chair  
Vice Chair
4. Sheriff's Office Report
5. CRA Report – Marcie Whitaker  
13<sup>th</sup> Annual Florida Neighborhoods Conference  
Redevelopment Plan Update
6. Old Business
7. New Business
8. Adjourn

## **Announcements:**

Next Meeting  
Tuesday, June 9, 2009  
Warrington Presbyterian Church, Fellowship Hall  
406 South Navy Boulevard

**Plan to attend and bring a friend!!!!**

# **Warrington Redevelopment Plan Update 2010**



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Presented by

**Community Redevelopment Agency**

a division of

**Neighborhoods/Community Services Bureau**

May 2009



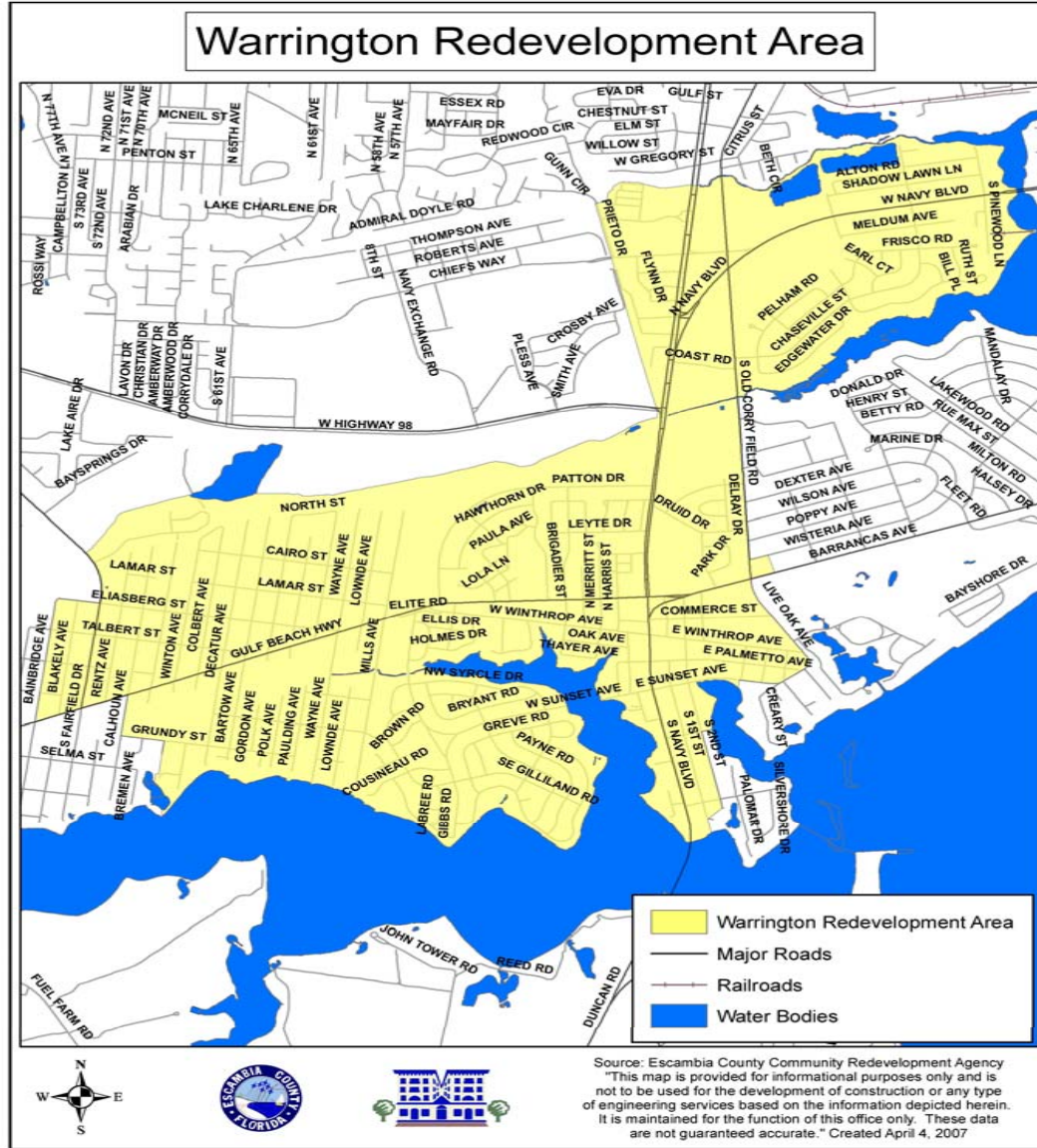
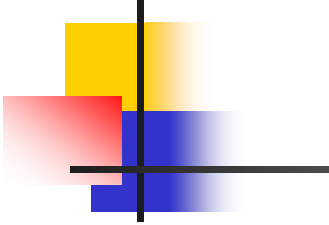


# History

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- Area designated 1995
- Plan adopted December, 1995
- Boundary amendments 1999
- Plan updated April, 2001

# Current Area Map



# Accomplishments 2001-2007

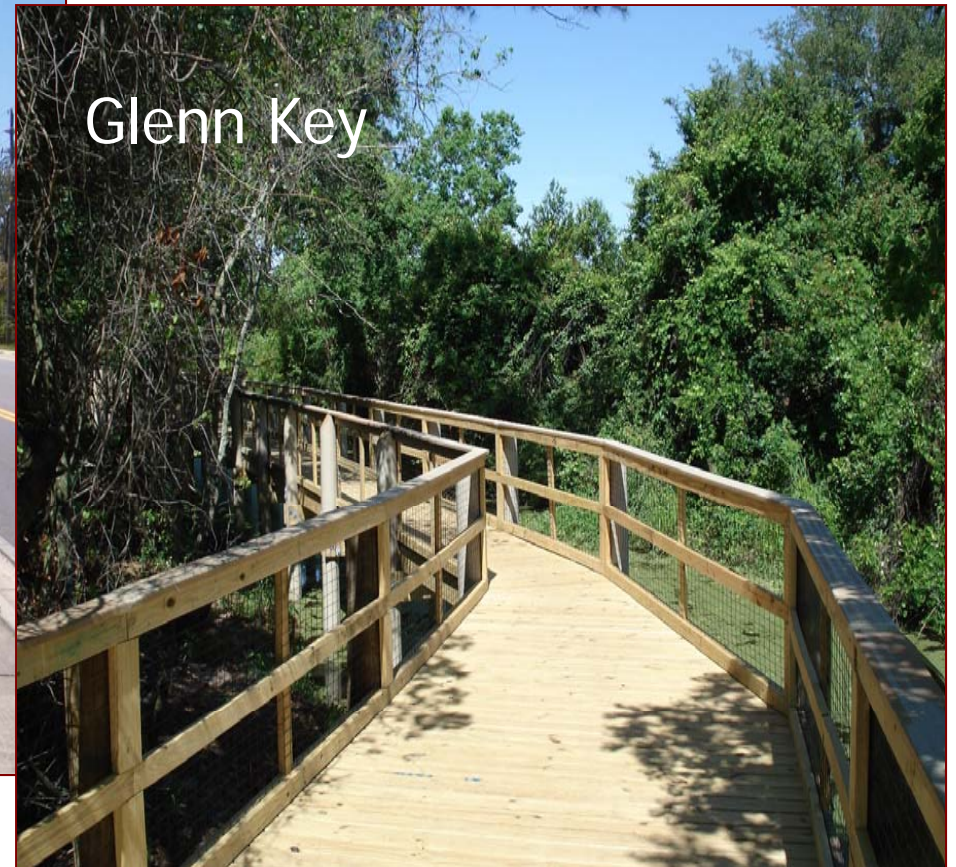
## ■ Neighborhood Accomplishments

### Warrington Accomplishments 2001-2008

#### Neighborhood Accomplishments

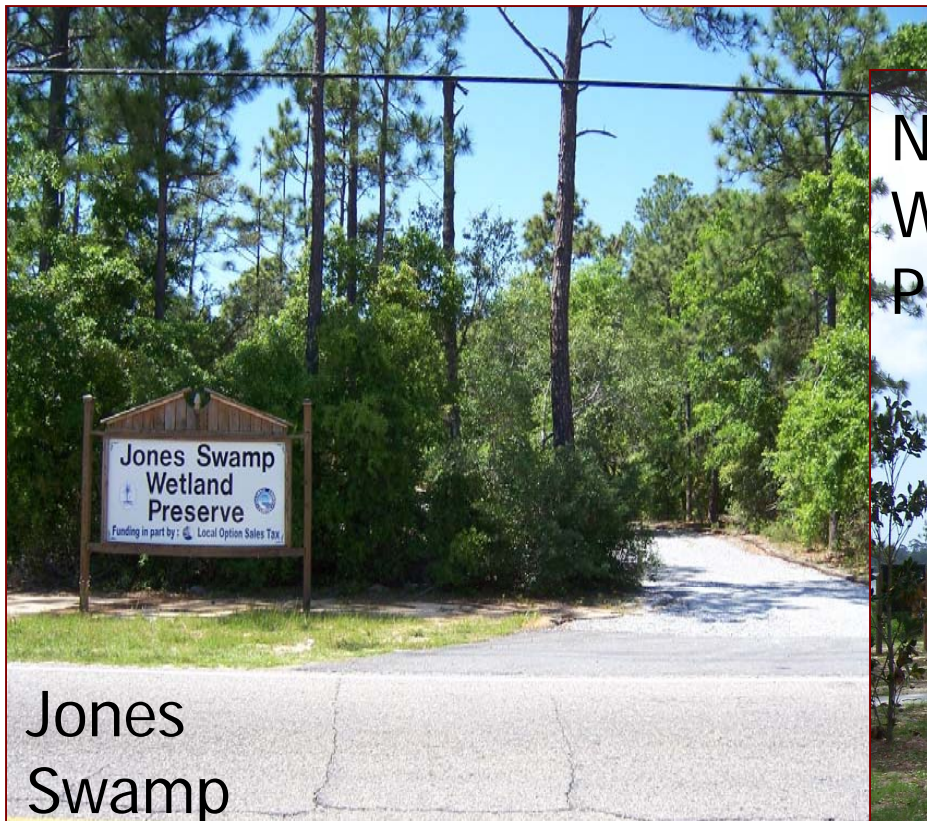
Project	Description	Cost	Funding Source
Bayou Chico Dredging	Dredged the turning basin in Bayou Chico	\$1,700,000	LOST II, U.S Army Corp of Engineers, Northwest Florida Water Management District (NFWWMD)
Beach Haven	Drainage basin study	\$87,253	Community Development Block Grant (CDBG)
Chiefs Way	Reconfigured, landscape enhancements	\$722,000	Local Option Sales Tax (LOST) II
Corry Park I	Tree planting	\$4,186	County Tree Mitigation Fund
Corry Heights and Entrance Road Drainage, Paving and Sewer Improvements	Stormwater drainage improvements, sanitary sewer, and paving/resurfacing	\$660,000	CDBG
Davenport Bayou	Stormwater pond and water quality enhancements	\$469,144	LOST II and NFWWMD
Dickson Park	Park improvements	\$60,000	CDBG
Glenn Key Linear Park	Stormwater pond, board walk, and educational kiosk	\$1,203,671	Florida Department of Transportation (FDOT) Grant and Tax Increment Financing Trust Fund (TIF)
Gulf Beach Highway and Sorrento Road	Resurfacing and sidewalks providing safe pedestrian access to area retail centers	\$5,000,000	FDOT
Resurfacing Sunset Boulevard	Resurface and install speed tables	\$539,471	LOST II

- Neighborhood Accomplishments  
Photos



## ■ Neighborhood Accomplishments

### Photos



# ■ Neighborhood Accomplishments Cont.

Project	Description	Cost	Funding Source
Jackson Branch Lakes	Stormwater retrofit	\$1,220,812	FDEP Stormwater Retrofitting Grant and LOST I & II
Jones Swamp Wetlands Preserve, Decatur Street	Water quality improvement project and enhancements to proposed trail head.	\$250,000	U.S. Environmental Protection Agency Wetlands State Program Development Grant
Jones Swamp Wetlands Preserve, Patton Drive Entrance	Enhancement to entrance of Jones Swamp Wetland Preserve	\$12,000	LOST II
Navy Boulevard	Resurfacing, enhancements sidewalk and bike path	\$3,518,000	FDOT
Navy Point Triangle Park	Enhanced landscaping	\$25,000	TIF
Navy Point Waterfront Park	Enhancements to include walking path, playground, exercise stations, observation points, plant 215 trees	\$1,433,254	FDOT Enhancement grant, TIF, Division of Forestry Grant
Warrington Gateway Park	Enhancements to include fountain and seating area	\$110,000	Private donations and TIF
Sewer Expansion Edgewater	Provide sewer service to the neighborhood.	\$1,339,133	Emerald Coast Utilities Authority (ECUA)
Sewer Expansion Carver Heights	Provide sewer service to the neighborhood.	\$906,584	CDBG/DRI and ECUA
Sewer Expansion Navy Point Phase I & II	Provide sewer service to the neighborhood.	\$2,933,617	CDBG/DRI and ECUA
Sewer Expansion Wynn Oaks	Provide sewer service to the neighborhood.	\$254,706	CDBG
Boeing and Frisco Sidewalks	Sidewalk improvements to provide connectivity to area park and elementary school	\$324,632	TIF
Brigadier and Patton Streets Sidewalks	Sidewalk improvements to provide connectivity from the neighborhood to area commercial centers.	\$281,542	CDBG
Bayou Chico Bridge Replacement	Replace 66 year old bridge on West Navy Blvd.	\$6,300,000	FDOT
Streetscape W. Navy Boulevard	Install decorative lighting on new Bayou Chico FDOT bridge	\$98,000	CDBG & TIF
<b>TOTAL</b>		<b>\$29,371,667</b>	

- Neighborhood Accomplishments  
Photos

Navy Blvd  
Median



Sample  
Sidewalk



# Accomplishments Cont.

## ■ Commercial and Other

### Commercial and Other Accomplishments

Brownfields Program	Two sites designated, One site assessment	\$17,338	CDBG
Commercial Façade, Landscape and Infrastructure and Sign Grants	38 Matching grants to businesses in the area	\$214,018	CDBG & TIF
Enterprise Zone Incentives - Business Equipment Sales Tax	15 applications submitted	\$51,990	Florida Department of Revenue (FDOR)
Enterprise Zone Incentives - Building Materials Sales Tax	19 applications submitted	\$53,071	FDOR
Enterprise Zone Incentive - Job Tax Credit	11 applications submitted	\$20,023	FDOR
Enterprise Zone Incentive - Corporate Income Tax Credit	2 applications submitted	\$11,901	FDOR
Residential Rehab Program	20 Matching grants to residents for home improvements	\$57,556	TIF
Clean & Green Trash Removal	Ongoing litter removal contract	\$8,000	TIF
Clean Sweeps	2 Clean Sweeps annually in the area	\$20,000/annually	TF
Enhanced Clean Sweeps	One time all residential neighborhoods in the area	\$44,653	TIF
Enhanced Law Enforcement	Off duty deputies	\$245,000	TIF
Chief's Way Maintenance	Landscape maintenance	\$5,120	TIF
Navy Boulevard Maintenance	Landscape maintenance	\$11,500	TIF
Warrington Gateway Park Maintenance	Park and fountain maintenance	\$7,500	TIF
C-3 Warrington Commercial overlay district	Revised overlay district language in 2003	N/A	
Streetlights	Ongoing energy expense	\$92,000/annually	TIF
Current 4/2009			
Legend:			
CDBG - Community Development Block Grant			
CDBG/DRI - Community Development Block Grant Disaster Recovery Initiative			
ECUA - Emerald Coast Utilities Authority			
FDOR - Florida Department of Revenue			
FDOT - Florida Department of Transportation			
LOST - Local Option Sales Tax			
NWFWMD - Northwest Florida Water Management District			
TIF - Tax Increment Financing			



# Opportunities

## Drainage/Stormwater

- Shoreline Restoration Plan Navy Point Waterfront Park
- Bayou Grande Headwaters/Northern Arm wetland restoration at Sunset Area
- Stormwater Management plan and infrastructure throughout Warrington area



Shoreline  
Restoration

# Opportunities Cont.

## Parks

- Bayou Grande – Extend waterfront park
- Corry I & II - upgrades
- Civitan Park Kayak launch – Eco Tourism
- Southwest Greenway Trail / Jones Swamp Preserve – support development and expansion
- Dickson Park – Link to Southwest Greenway Trail/Jones Swamp Preserve
- Jaunita Williams Park – Fishing Pier
- Navy Point Triangle Park - enhancements



Civitan Park

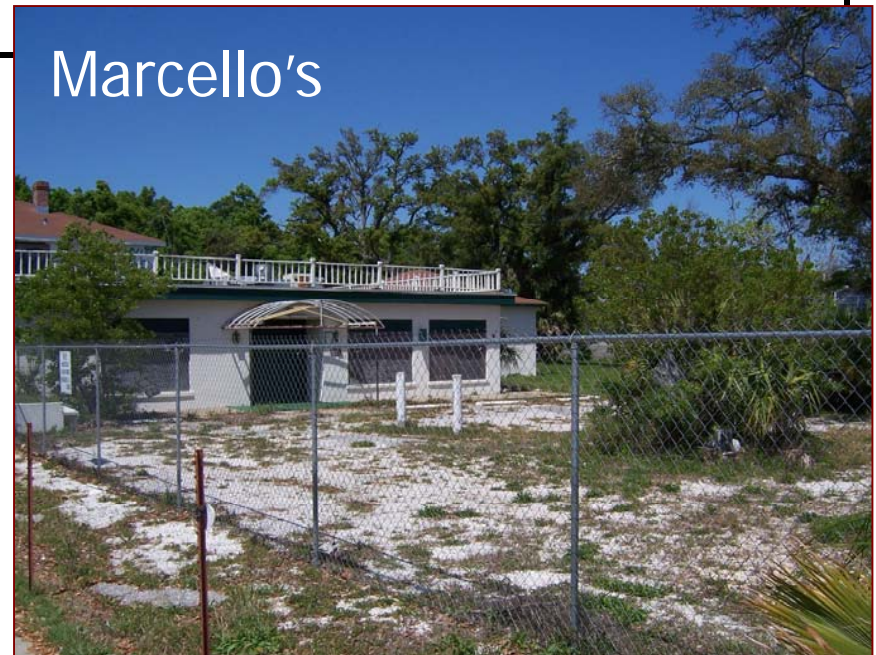


Jaunita  
Williams Park

# Opportunities Cont.

## Property Acquisition

- Edgewater Elementary School - reuse
- Jackson Lakes – Class B Office Space, redevelop and zoning
- Navy Boulevard and New Warrington Road – vacant parcels and structures
- As needed to stimulate reinvestment



# Opportunities Cont.



## **Sewer Expansion** - throughout Warrington area – Suggested Areas

- Beach Haven
- Davenport Bayou area
- Patton Drive
- Navy Boulevard
- Navy Point

## **Sidewalks**

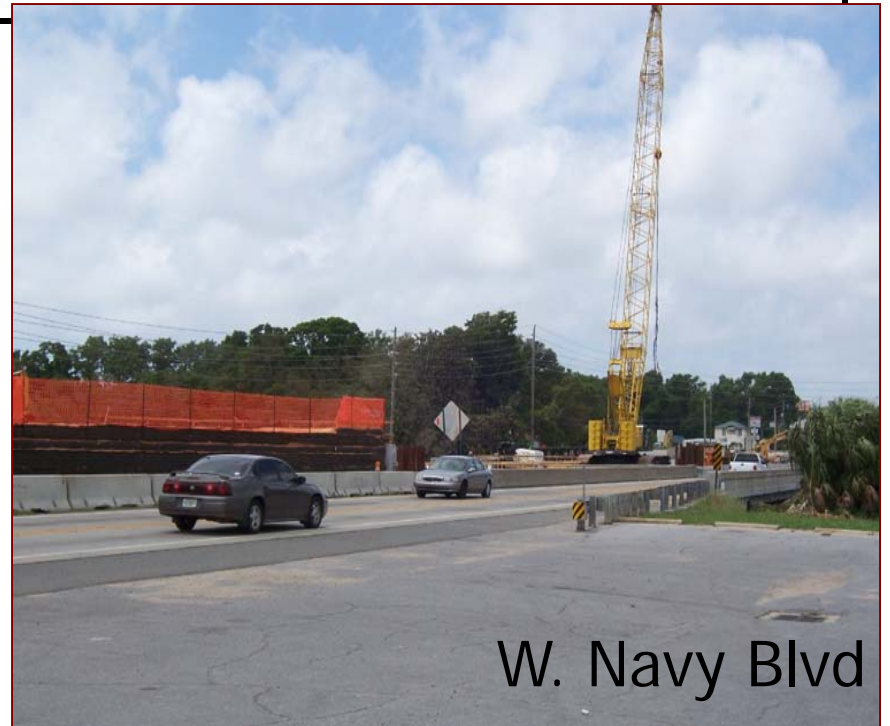
- Sidewalk system Beach Haven North and South linking Dickson Park and Jones Swamp Wetlands Preserve/Southwest Greenway Trail
- Sidewalk system Davenport Bayou area
- Sidewalks on Gulf Beach Highway to Fairfield Drive
- Sidewalk system linking Lexington Terrace Park to Navy Point Waterfront Park

# Opportunities Cont.

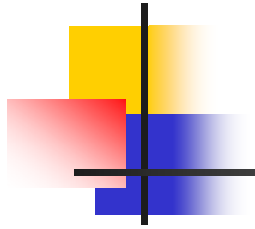
## Streetscape

- South Navy Blvd. - Streetscape, Overlay District update, design guidelines
- Sunset Avenue Bridge – replacement w/ design criteria
- W. Navy Boulevard - Streetscape/Traffic Management plan

Sunset Bridge



W. Navy Blvd



# Community Input

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# Contact Information

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**Marcie Whitaker, Manager, CRA**

**(850) 595-3217**

**[Marcie\\_Whitaker@co.escambia.fl.us](mailto:Marcie_Whitaker@co.escambia.fl.us)**

# WARRINGTON REVITALIZATION COMMITTEE

June 9, 2009  
AGENDA

1. **Welcome – Chairman – Charles Green 2 Minutes**
2. **Approval of Minutes 2 Minutes**
3. **Sheriff's Office Report 2-5 Minutes**
4. **CRA Report – Marcie Whitaker 10 – 15 Minutes**  
Sheriff's Office Information  
Redevelopment Plan Update
  - Plan Objectives
  - Extending Waterfront Park in Beach Haven
  - Jones Swamp Preserve/Southwest Greenway Trail
5. **Old Business 3 Minutes**
6. **New Business 20 Minutes**  
Online Unofficial WRC Presence 10,000 foot overview  
Off Duty CRA Officers  
Volunteers for the following positions:
  - Park issues Coordinator
  - Neighborhood Watch CoordinatorReview possible Area Organizational Units  
Notification of upcoming meetings for local area:
  - June 15<sup>th</sup> 5:30 – 7:30 PM Warrington Neighborhood Watch
  - July 9<sup>th</sup> 5:30 – 7:30 PM Transportation Planning Meeting
  - July 14<sup>th</sup> 5:30 – 7:00 PM Commissioner Valentino Meeting Q/A
  - July 16<sup>th</sup> 5:30 – 7:00 PM Sheriff Morgan Town Meeting Q/A
  - August 11<sup>th</sup> 5:30 – 7:00 PM Warrington Revitalization Committee
7. **Adjourn**

## **Announcements:**

Next Meeting - Commissioner Valentino  
Tuesday, July 14, 2009  
Warrington Presbyterian Church, Fellowship Hall  
406 South Navy Boulevard

**Plan to attend and bring a friend!!!!**



## **REDEVELOPMENT PLAN OBJECTIVES**

This redevelopment plan is intended to accomplish the following objectives. The following objectives are listed in alphabetical order for ease of reference.

### **Appearance**

Upgrade the visual quality of the commercial corridors which also constitute gateways to major Navy installations and tourist attractions. ~~with special emphasis on the “town center” on Barrancas Avenue just east of Navy Boulevard.~~ Upgrade and enhance the visual quality of the residential neighborhoods and public areas.

### **Citizen and Business Involvement**

Continue to involve citizens and business owners in the redevelopment process and build a sense of community pride.

### **Code Compliance**

Utilize systematic and targeted code enforcement to assure on-going compliance with all key County codes, particularly the nuisance abatement and land development codes.

### **Community Facilities and Programs**

Provide the opportunity for programs for the elderly and youth living within the area. ~~of the neighborhood.~~

### **Congestion**

Eliminate the congestion points in the arterial road system and achieve conformance with County and State level of service standards.

### **Infrastructure**

Upgrade streets, sidewalks, street lighting, traffic signalization, drainage and parks where appropriate, with a special emphasis on sewer ~~extensions~~ expansions.

### **Maintenance**

Assure that all public improvement projects include adequate funding and other provisions for on-going maintenance, and that existing public rights of way and properties are properly maintained.

## **Navy Installations**

Respond to the land use, safety, aesthetic and other concerns of the base commanders to strengthen the area as a home for continuation of the Navy facilities.

## **Reinvestment**

Achieve reinvestment, particularly in substandard or vacant residential and commercial buildings. Use public action to improve the climate for such private investments.

## **Security**

Improve neighborhood security particularly at known crime locations. Provide support for innovative law enforcement programs and initiatives.

## **Zoning and Land Use**

Continue to support and implement zoning policies that protect residential neighborhoods and encourage compatible commercial reinvestment.

# WARRINGTON REVITALIZATION COMMITTEE

April 13, 2010

## DRAFT AGENDA

1. **Welcome – Chairman – Charles Green**
2. **CRA Report – Marcie Whitaker, Division Manager  
Warrington Redevelopment Plan Update**
3. **Old Business**
4. **New Business**
5. **Adjourn**

### **Announcements:**

Next Meeting

Tuesday, May 11, 2010

Warrington Presbyterian Church, Fellowship Hall  
406 South Navy Boulevard

**DRAFT Warrington Redevelopment Plan presentation!**

**Plan to attend and bring a friend!!!!**

## **Appendix C**

# **Escambia County Comprehensive Plan: Selected Goals, Objectives and Policies**

# ESCAMBIA COUNTY COMPREHENSIVE PLAN: SELECTED GOALS, OBJECTIVES AND POLICIES

## Chapter 7 FUTURE LAND USE ELEMENT

### MANAGEMENT OF FUTURE DEVELOPMENT

#### GOAL 7.A

Manage the future development of Escambia County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

#### OBJECTIVE 7.A.3: REDEVELOPMENT

The county shall provide for the redevelopment and renewal of blighted or underutilized areas and provide for the elimination or reduction of uses inconsistent with the character of the neighborhood or community wherein inconsistent uses exist. Such inconsistent uses shall be defined as those uses which are inconsistent with this ordinance, the future land use map or regulations within the LDC. The county will achieve this objective by implementing Policies 7.A.3.1 through 7.A.3.7, among others and by inclusion of appropriate regulations within the LDC (reference Policy 7.A.1.1).

##### Policy 7.A.3.5: Unsafe Structures

The county will continue to utilize and administer its provisions for removal or repair of structures which are unsafe or constitute a health hazard. Also, the county will continue to target CDBG funds primarily for improvement to areas or structures where unsafe or substandard conditions exist (reference Policy 9.A.2.2).  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

##### Policy 7.A.3.6: "Infill" Development

The county shall use its fiscal resources to encourage "infill" residential, commercial and public development (reference chapter 14 and table 14-1 of this ordinance), particularly in the community redevelopment areas.  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.A.3.7: Nonconforming Uses

The county shall continue enforcement of the limitations placed on nonconforming uses of buildings or land, changes in use classifications and districts, and restoration and occupancy of damaged buildings as specified in the county's zoning ordinance, and this comprehensive plan, unless otherwise specified herein.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.A.3.8: Buffers

The county shall ensure the compatibility of adjacent land uses by requiring buffers designed to protect the lower intensity use from the more intensive use (agriculture from residential, residential from commercial, etc.). The buffer shall function to:

- 1) Protect each land use, one from the other, from the intrusive effects of adjacent land use activities.
- 2) Protect agricultural activities from trespass, pets, vehicles, noise and other disruptive impacts that may be associated with nonagricultural land uses.
- 3) Protect nonagricultural land uses from normal agricultural activities, such as the application of pesticides and fertilizers, and the creation of noise, glare, odor, dust and smoke.
- 4) The negative impacts of the uses upon each other must be minimized or, preferably, eliminated by the buffer such that the long-term continuance of either use is not threatened by such impacts. In other words, incompatibility between uses is eliminated (or minimized) and the uses may be considered compatible (which means a condition in which land uses or other conditions can co-exist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition).
- 5) Types of buffers: The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other manmade barriers, so long as the function of the buffer and intent of this policy are fulfilled.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 7.A.4: FUTURE LAND USE CATEGORIES**

The county shall ensure that orderly and balanced growth and development of the county continues and that such growth is guided and directed in such a way as to provide for a clear separation of urban and rural uses.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.A.4.7: Future Land Use Categories (Densities and Intensities)

The following permitted uses and densities and intensities of use are hereby established for each land use category depicted on the future land use map. The LDC (reference Policy 7.A.1.1) shall include regulations pursuant to Policy 7.A.2.1 (b) with the following:

f. The mixed-use categories are intended to promote innovative arrangements of development types and promote a complimentary mix of residential/commercial/recreation uses so as to minimize the impacts of new development on existing resources and facilities by allowing a variety of uses in close proximity to one another. It is further the intent of the mixed-use categories to preserve and enhance the character of existing neighborhoods and to promote natural resource protection and enhancement and to promote open spaces around buildings. The mixed-use categories (subsets) will be implemented by the inclusion of two or more zoning districts and zoning designations on the zoning maps consistent with the future land use map. Within these subsets neighborhood, community and region serving commercial uses (as defined by Policy 7.A.4.13) may be allowed. The density and intensity of use and the composition of the mix of uses in each of the mixed-use category subsets shall be:

(1) MU-1 -- This mixed-use category (subset) provides for an intense mix of residential/commercial/recreation/light industrial uses within the urban areas of the county. This subset includes approximately 21,754 acres which is approximately 5.1 % of the county. Approximately 75 % of the lands in this category may be developed (or redeveloped) in residential uses. Development density ranges for the MU-1 category will be as follows:

Percent of Category	d.u.s Per Acre
13%	17-25 d.u.s/1 acre
12%	14-20 d.u.s/1 acre
9%	8-15 d.u.s/1 acre
25%	6-10 d.u.s/1 acre
16%	3--7 d.u.s/1 acre
25%	Nonresidential

The intensity of nonresidential uses in this subset shall be defined by limiting the maximum amount of impervious cover allowed to 85 % (the amount of impervious cover for any particular site or parcel may be further reduced depending upon site characteristics, presence of important resources, compatibility with adjacent uses, buffering requirements, etc.) and a floor area ratio of 1.1. Allowable uses within the subset include all types of residential uses, planned unit developments, compatible neighborhood, community and regional commercial uses (including offices), limited industrial uses (provided that such industrial uses are contained completely within a building(s) and where there is no permanent outside storage of raw materials or products, there is no noise, smoke, odor or glare resulting from the industrial use and that such use is compatible with adjacent and nearby uses), religious, medical and educational facilities, public utilities and facilities, and recreation uses. Mining, resource extraction and/or reclamation activities constituting unique nonresidential uses may be allowed subject to the provisions of Policies 7.A.2.2 and 7.A.2.3. Rezoning and future land use map amendments to categories allowing higher densities will be allowed, provided that all other criteria are met, consistent with Policy 7.A.4.3.

g. The commercial category includes approximately 8,575 acres which is approximately 2.0 percent of the county. Uses allowed within this category include all types of commercial activities including shopping centers, professional offices, medical offices and facilities, educational and religious uses, public utilities and facilities, convenience retail uses and other similar uses of a commercial nature. This category will be implemented by the inclusion of two or more zoning districts and zoning designations on the zoning maps consistent with the future land use map. The intensity of use within the category shall be defined by limiting the maximum amount of impervious cover to 85 percent and a floor area ratio of 1.1. The purpose of the category is to encourage and promote concentrations of commercial uses which have historically developed in response to market conditions and influences. It is the intent of this category that intensive commercial uses be generally confined to the areas depicted on the future land use map thereby creating compact commercial development and "infill" commercial development opportunities and minimize the opportunity for continued ribbon or strip commercial development. Second floor and/or secondary residential uses are only allowed when part of a predominately commercial development or a multi-story structure with residential units above the first floor. The maximum density for residential uses is 25 dwelling units per acre. Mining, resource extraction and/or reclamation activities constituting unique nonresidential uses may be allowed subject to the provisions of Policies 7.A.2.2 and 7.A.2.3. Note: Pursuant to section 7.08 and for the purposes of this plan those otherwise conforming and lawfully developed residential uses existing within this category at time of adoption of this plan will be considered "conforming" and consistent with the intents and purposes of this policy.



Policy 7.A.4.13: Locational Criteria

All new nonresidential uses that are not part of a predominantly residential development or a planned unit development (PUD) must meet the following locational criteria. This is to ensure the appropriate location of commercial and industrial uses in the county at major intersections, near traffic generators that are compatible with adjacent land uses, and where it promotes infill development. It further addresses the requirements of additional landscaping/buffering, shared driveway access, and additional design standards to minimize impacts on abutting uses that have less intense use or zoning. Detailed regulations are in article 7 of the Land Development Code.

Waivers to the roadway requirements of the following locational criteria may be approved by the development review committee (DRC) and the rezoning hearing examiner (RHE). The community redevelopment agency (CRA) may make a recommendation to waive the roadway requirements as indicated below:

1. The DRC may waive the roadway requirements for properties that have the original commercial or industrial zoning assigned by the county. If a rezoning has occurred, the property must meet the applicable standards for the zoning district as indicated in this chapter.
2. The rezoning hearing examiner may waive the roadway requirements when determining consistency with the Comprehensive Plan for a rezoning request when unique circumstances exist. In order to determine if unique circumstances exist, a compatibility analysis shall be submitted that provides competent and substantial evidence that the proposed use will be able to achieve long-term compatibility with surrounding uses as described in Policy 7.A.3.8.
3. The CRA may recommend waiving the roadway requirements when the property is located within one of the county's approved redevelopment areas and the uses allowed by the existing or proposed zoning are consistent with the redevelopment plan adopted by the board of county commissioners.

Although a waiver to the roadway requirement is approved, the property will still be required to meet all of the other performance standards for the zoning district as indicated below, to the extent possible.

#### **OBJECTIVE 7.A.5: HISTORICAL AND ENVIRONMENTAL RESOURCES**

The county shall ensure the protection of natural and historic resources.  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

##### *Policy 7.A.5.1: Wetlands*

The county shall implement the provisions described throughout this plan that promote the natural functions of identified wetlands and wetlands enhancement projects will be required where appropriate. Appropriate shall be defined as any time a proposed project adversely impacts, or alters functioning wetlands (reference Policy 11.A.1.4).

##### *Policy 7.A.5.3: Floodprone Areas*

The location of parcels subject to FEMA construction standards (reference Policy 11.A.4.1) shall be determined through use of the FEMA Flood Hazard Boundary Maps (panels) which are incorporated herein by reference.  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

##### *Policy 7.A.5.4: Archaeological/Historical Identification*

The county shall continue to utilize services and assistance from the Florida Department of State, Division of Historic Resources in order to identify significant historical and/or archaeological sites within the county and, further, to assist in the preservation and protection of sites.

##### *Policy 7.A.5.5: Archeological/Historic Preservation*

The LDC shall include provisions which require identification and preservation of significant archeological and/or historic sites or structures within the county. The provisions will include protection for all sites listed on the Florida Master Site File (reference chapter 1, foundation document) and will be developed in cooperation with the office of the secretary of state, division of historical resources. The provisions (regulations) also will include requirements which provide for the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. The cessation may be lifted upon such determination. Normally, determination will be made by those approved to make such determination by the office of the secretary of state, division of historical resources.

Policy 7.A.5.7: Wetlands Buffers

Buffers will be created between development and environmentally sensitive areas, including wetlands. The purpose of the buffer is to protect natural resources from the activities and impacts of development. The buffer shall function to:

- a. Provide protection to the natural resources from intrusive activities and negative impacts of development such as trespass, pets, visual impacts, vehicles, noise, lights and stormwater. The negative impacts of the uses upon each other must be minimized or, preferably, eliminated by the buffer such that the long-term existence and viability of the natural resources, including wildlife populations, are not threatened by such impacts and activities. In other words, incompatibility between the uses is eliminated or minimized and the uses may be considered compatible (which means a condition in which land uses or conditions can co-exist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition).
- b. Types of buffers: The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other manmade barriers, so long as the function of the buffer and intent of this policy is fulfilled. Also, as noted above, the purpose of this policy is to ensure compatibility of adjacent uses and not necessarily to serve as a prohibition of uses.

Policy 7.A.5.8: Wetlands or Wildlife Indicators

The county does adopt and will use the National Wetlands Inventory Map and the Escambia County Soils Survey and the Florida Game and Freshwater Fish Commission LANDSAT imagery of the county as indicators of the potential presence of wetlands or listed wildlife habitat. In reviewing applications for development approval, if a parcel is determined to have wetlands or listed wildlife habitat potential based on any of these or any other reliable information, the county will require a site-specific wetlands or listed wildlife habitat determination and such determination shall be used to determine the buildable area (uplands) of the parcel or lot. Preparation of the site-specific survey must be approved by Escambia County and in a form and format acceptable to the county. Protection of the wetlands or listed wildlife habitat as determined in the site-specific survey shall be afforded during and after construction activities. Also, for protection of the floodplain and to regulate any activities proposed therein, the county will adopt the FEMA floodplain maps (community panels) in the LDC. Also, see Policy 7.A.5.3 above and Objective 11.A.2 and the policies thereunder.

**OBJECTIVE 7.A.8: PLANNED UNIT DEVELOPMENTS**

The use of innovative land development techniques such as planned unit developments, cluster housing, mixed-uses on individual parcels and other approaches to mixed-use development shall be encouraged (reference Policy 7.A1.1).  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.A.8.2: Mixed-Use Categories

The mixed-use categories established by Policy 7.A.4.7 will be further refined by the inclusion of regulations (provisions) within the LDC. The provisions shall, at a minimum, contain:

- a. Density, lot coverage requirements and height variations through the provision of two or more zoning districts designed to implement the mixed-use categories;
- b. Adequate buffering provisions pursuant to Policy 7.A.3.7;
- c. Planned unit development shall be encouraged to include local or neighborhood convenience facilities within such developments;
- d. The provisions will assure compatibility of use through the buffer provisions, "step down" densities, locational controls as described throughout this plan and through other provisions within the county zoning ordinance including height, area and bulk restrictions and restrictions on specific individual uses.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 7.A.9: MILITARY INSTALLATIONS**

The county is dedicated to ensuring that the continually changing missions of the local military installations are facilitated to the greatest extent possible. The Joint Land Use Study (JLUS), conducted by the county in 2003, recognizes the economic and historical importance of retaining our local military installations. The JLUS is an important step in addressing encroachment difficulties and implementation of the recommendations is of the highest priority. The recommendations and implementation requirements are as outlined in Policies 7.A.9.1 through 7.A.9.6.

Policy 7.A.9.1: Create Airfield Influence Planning Districts

The county shall provide for Airfield Influence Planning Districts (AIPD) as a means of addressing encroachment, creating a buffer to lessen impacts from and to property owners and protecting the health, safety and welfare of citizens living in close proximity to the bases. The districts and the recommended conditions for each are as follows:

A. *Airfield Influence Planning District--1 (AIPD-1)*: Includes the current Clear Zones, Accident Potential Zones and noise contours of 65 Ldn and higher, (where appropriate) as well as other areas near and in some cases abutting the airfield. Conditions recommended for the AIPD-1 districts are:

1. Density restrictions and land use regulations to maintain compatibility with airfield operations; and
2. Mandatory referral of all development applications to local Navy officials for review and comment within ten working days; and
3. Required dedication of aviation easements to the county for subdivision approval and building permit issuance; and
4. Required sound attenuation of buildings with the level of sound protection based on noise exposure; and
5. Required disclosure for real estate transfers.

B. *Airfield Influence Planning District--2 (AIPD-2)*: Includes land that is close enough to the airfield that it may affect, or be affected by, airfield operations. Conditions recommended for the AIPD-2 districts are:

1. Mandatory referral of all development applications to local Navy officials for review and comment within ten working days; and
2. Required dedication of aviation easements to the county for subdivision approval and building permit issuance; and
3. Required sound attenuation of buildings with the level of sound protection based on noise exposure; and
4. Required disclosure for real estate transfers; and

5. Discouragement of property rezonings that result in increased residential densities in excess of JLUS recommendations.

The three installations in Escambia County, Naval Air Station Pensacola (NASP), Navy Outlying Field (NOLF) Saufley and NOLF Site 8, are each utilized differently. Therefore, the size and designations of the AIPD Overlays vary according to the mission of that particular installation. Article 11, "Airport/Airfield Environs" in the Escambia County Land Development Code details and implements these recommendations.

*Policy 7.A.9.2: Strengthen Supporting Policies in the Comprehensive Plan*

The Comprehensive Plan is a critical component that sets community goals and objectives, creates a framework for actions to implement Joint Land Use Study recommendations and lays the legal groundwork for adopting new tools. Subsequent policy changes shall emphasize the following:

- A. Protection of the public health, safety, and welfare as the primary objective of land use planning around the airfields; and
- B. Mandatory referral to the local Naval installation commander or designee of all development applications filed within the Airfield Influence Planning Districts for the Navy's review and comment; and
- C. Use of Airfield Influence Planning Districts around the airfields to promote an orderly transition and rational organization of land uses, protect the health, safety and welfare of the public and maintain military missions; and
- D. Continue to Implement the JLUS as a guide for land use decisions and promotion of land use compatibility; and
- E. Coordination with the Escambia County Utilities Authority, Florida Department of Transportation, and other utility providers to review the possible growth-inducing impacts of service extension into the Airfield Influence Planning Districts; and
- F. Set general goals for the future acquisition of land, including the ability to achieve the complementary goals of encroachment reduction, environmental protection and open space (or agricultural) preservation; and

G. Encourage the discovery of new tools and allow for the use of those tools within Escambia County to promote compatibility, such as transfer of development rights, etc.

## **NEIGHBORHOOD REVITALIZATION**

### **GOAL 7.C**

To ensure the viability of all county neighborhoods through a system of redevelopment, conservation, and enhancement.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

### **OBJECTIVE 7.C.1: NEIGHBORHOOD REDEVELOPMENT**

The Community Redevelopment Agency (CRA) will continue to implement the 1995 Community Redevelopment Strategy, as may be updated from time to time.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### *Policy 7.C.1.1:*

The CRA and other county agencies will continue to implement the recommendations of the Warrington Area Redevelopment Plan, as updated in 2001, and as may be updated from time to time.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

### **OBJECTIVE 7.C.2: NEIGHBORHOOD CONSERVATION AND ENHANCEMENT**

By 2002, the neighborhood and environmental services department and the growth management department will jointly develop a neighborhood conservation and enhancement strategy.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### *Policy 7.C.2.1:*

The neighborhood conservation strategy will identify conditions for the designation of neighborhoods in need of conservation and enhancement. The strategy will identify tools for neighborhood coordination and enhancement which may include coordinated infrastructure and park improvements supplemented by code enforcement.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.C.2.2:

Each of the neighborhoods showing initial signs of distress will be designated for enhancement and be scheduled for targeted code enforcement plus supplemental public infrastructure improvements (through the capital improvements program).

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**QUALITY OF LIFE**

**GOAL 7.D**

To maintain and improve the quality of life for all citizens of the county by creating healthy and safe neighborhoods, a strong economic base, and an attractive visual environment.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 7.D.1: HEALTHY NEIGHBORHOODS**

To increase the residential property market value for all neighborhoods within the county.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 7.D.1.1: Code Enforcement

The neighborhood enhancement department shall conduct a combination of complaint-driven and systematic code enforcement actions to reduce property maintenance code violations; this process shall continue to use a hearing examiner (code enforcement special master) when appropriate. To further assist in this process the county shall adopt a code establishing minimum standards for existing housing.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**Chapter 8 TRANSPORTATION ELEMENT (Traffic Circulation, Mass Transit, Port, Aviation and Related Facilities Elements, Combined)\***

**TRAFFIC CIRCULATION**

**GOAL 8.A**

To provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to Escambia County.



Policy 8.A.1.4: Transportation Concurrency Exception Areas

The following transportation concurrency exception areas (TCEA) are hereby established, as shown on the transportation map series Map-G, Transportation Concurrency Exception Areas (Reference F.S. § 163.3180):

*Warrington TCEA* - That area coterminous with the area approved in 1995 as the Warrington Redevelopment Area and including the Sunset Avenue Corridor of Navy Point; and

*Fairfield Drive TCEA* - That area coterminous with the approved Englewood-Ebonwood and Palafox Redevelopment Areas and including a portion of the Brownsville Redevelopment Area.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002; Ord. No. 2007-51, § 4, 9-6-2007)

Policy 8.A.1.5: Warrington TCEA Transportation Initiatives

The county shall work with the Florida Department of Transportation and other entities to facilitate traffic flow on the arterial and collector roads within the Warrington TCEA by implementing the following strategies:

- Establish a park and ride lot near the bus stop at the Warrington Village Shopping Center.
- The installation of sidewalks along the north-south Navy Boulevard segment.
- Navy Boulevard repaving and median adjustments.
- Work with the MPO to evaluate the need for the county to "up front" the detailed design work in order to speed up the widening of Navy Boulevard.
- As stated in the 1995 Warrington Redevelopment Plan, except in unique circumstances, no rezonings will be approved.
- Establish a seasonal Perdido shuttle bus service.
- Support a ferry or water taxi service, if approved by the Pensacola MPO.
- Continue to improve traffic signalization in the vicinity of Navy Boulevard and Gulf Beach-Barrancas to improve both traffic flow and pedestrian safety.
- Continue to work with the MPO congestion management committee to examine ways in which to improve the capacity of Navy Boulevard and Gulf Beach Highway until such time as widening can occur.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 8.A.1.9: Bike Paths and Sidewalks

All new road construction projects in urban areas or community development areas shall accommodate nonmotorized transportation. Said accommodation may include the installation of sidewalks, bike paths, storage racks, striping or signage. (Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 8.A.1.14 Master Planning Process for Major Commercial Use

Applications for large scale commercial development review shall address adequate traffic circulation, parking and access management measures that are necessary to minimize access to impacted state and county road segments, compatibility and functional relationship of adjacent land uses, adequate buffer requirements, landscape requirements and provisions to encourage joint access agreements with adjacent property owners, encourage a mix of land uses that place less traffic intensive land uses adjacent to arterial segments, provide disincentives for platting of commercial lots with direct access to arterial segments and applies density bonuses for converting commercial land uses to residential land uses (the bonus applies only to the mixed use category).

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 8.A.1.18 Safe Ways to School

Prepare a "Safe Ways to School" master plan for each public school, then implement construction of improvements (e.g., sidewalks, shoulders) to encourage walking to school.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 8.A.2: FUTURE LAND USE AND TRAFFIC**

Assure the continual coordination of land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the future land use maps and maintaining consistency between land use decisions and traffic circulation system improvements by implementing Policies 8.A.2.1 through 8.A.2.4, among others, upon adoption of this ordinance.

Policy 8.A.2.2: Bike Lanes and Sidewalks

The county shall continue its practice of providing or requiring the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner. This may include the construction of sidewalks, bike

lanes, installation of signage, striping of roadways, or the like so as to accommodate non-motorized transportation facilities (also, see Policy 8.A.3.4).

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### **OBJECTIVE 8.E.2: NAVAL AVIATION FACILITIES DEVELOPMENT COMPATIBILITY**

The Naval aviation facilities in Escambia County are of significant value to the county. Protecting these important economic resources requires that the development of airfield hazards and incompatible land uses be prevented. The county will evaluate development proposals for property located within the established AIPD overlays, APZ and noise zones of the existing aviation facilities to ensure compatibility and to protect airfield facilities from encroachment of incompatible land uses.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002; Ord. No. 2004-78, § 4, 12-9-2004; Ord. No. 2004-80, § 4, 12-9-2004)

##### *Policy 8.E.2.1: Establishment of Airfield Influence Planning Districts (AIPD)*

To promote an orderly transition and rational organization of land uses, protect the health, safety and welfare of the public, and maintain the mission of the military facilities, the county will establish Airfield Influence Planning District (AIPD) overlays over and around each of the military aviation facilities within Escambia County. These shall be designated as Airfield Influence Planning District--1 (AIPD-1) and Airfield Influence Planning District--2 (AIPD-2).

(Ord. No. 2004-78, § 4, 12-9-2004; Ord. No. 2004-80, § 4, 12-9-2004)

##### *Policy 8.E.2.3: Air Installation Compatible Use Zones*

The county will coordinate with the Navy to effectively regulate land uses in areas covered by the Airfield Influence Planning District (AIPD) overlays and the Air Installation Compatible Use Zones (AICUZ) to support the Navy's aviation mission while protecting the private property rights of the land owners.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002; Ord. No. 2004-78, § 4, 12-9-2004; Ord. No. 2004-80, § 4, 12-9-2004)

##### *Policy 8.E.2.4: Compliance with AICUZ and JLUS Compatibility and Density Requirements*

The county will monitor development in the Airfield Influence Planning Districts for compliance with the Joint Land Use Study recommendations and Air Installation Compatible Use Zone study requirements. Compatible uses and allowed densities are specified in the Land Development Code. Rezoning to a higher density will be discouraged. See LDC Article 11 for density and land use limitations and Article 6 for new zoning districts that will permit rezoning to commercial without the attendant high residential

densities. The compatibility requirements will be revised as the mission of the military facility changes. That is, the requirements may be removed if the facility closes or expanded if the mission of the Navy so requires.  
(Ord. No. 2004-78, § 4, 12-9-2004; Ord. No. 2004-80, § 4, 12-9-2004)

## **Chapter 9 HOUSING ELEMENT**

### **ADEQUATE AND AFFORDABLE HOUSING**

#### **GOAL 9.A**

The provision of safe, affordable and adequate housing for the current and future residents of Escambia County.

#### **OBJECTIVE 9.A.1: AFFORDABLE HOUSING DELIVERY PROCESS**

Provide guidance and direction to the public and private sectors for the provision of adequate and affordable housing for rural residents and farm workers, current and future residents and for households with special housing needs by implementing Policies 9.A.1.1 through 9.A.1.11, among others, upon adoption of this ordinance.

##### *Policy 9.A.1.1: Land For Residential Development*

The future land use maps (and zoning maps) continually shall provide for sufficient development or redevelopment opportunities within residential areas.

##### *Policy 9.A.1.4: Affordable Housing Programs*

Continue to participate in the following programs or any replacement or supplemental programs which may be developed by state or federal agencies:

1. U.S. Housing and Urban Development, Section 8, existing housing program, for rent supplements to qualified low-income families;
2. The Community Development Block Grant Program;
3. The Consolidated Plan pursuant to the Cranston-Gonzalez National Affordable Housing Act;

4. The Home Investments Partnership Program (HOME); and
5. The State Housing Initiatives Partnership (SHIP) Program, among others.  
(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 9.A.2: SUBSTANDARD HOUSING REHABILITATION**

The county will continue its efforts to reduce the number of substandard housing units and will continue its structural and aesthetic improvements efforts so as to rehabilitate approximately 40 substandard units per year during the planning period.

*Policy 9.A.2.2: Nuisance Abatement Code*

The county shall continue to enforce the nuisance abatement code (county Ordinance 97-36) that requires the removal of housing stock with structural deficiencies.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

*Policy 9.A.2.5: Infrastructure Improvements*

The county will continue its efforts, through the community redevelopment agency (CRA), to complete the activities necessary to improve the infrastructure in the specified redevelopment neighborhoods identified in Objective 7.D.1., so as to improve the quality of life of the low and moderate income families residing in the target neighborhoods.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 9.A.3: LOW-MODERATE INCOME HOUSING**

Provide adequate areas and infrastructure for housing for low- and moderate-income families, mobile homes, group homes and foster care facilities by including regulations requiring the provision of adequate areas and infrastructure within the LDC (reference Policy 7.A.1.1) and by implementing Policies 9.A.3.1 through 9.A.3.9, among others.

*Policy 9.A.3.2: Public-Private Partnerships*

The county shall promote and support involvement, including partnerships, of local government with the private and nonprofit sectors to improve coordination among participants involved in housing production and the housing program delivery process (reference Policies 9.A.1.2 and 9.A.1.11).

Policy 9.A.3.4: Low-Moderate Income Housing Location

Low and moderate income housing may be located in any residential land use category provided the housing can be situated in compliance with all applicable rules and regulations including setback requirements and landscaping provisions.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**OBJECTIVE 9.A.5: HOUSING STOCK INVENTORY**

The county will continue to collect housing inventory data as neighborhood plans are developed, with special attention to specified redevelopment areas.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 9.A.5.1: Housing Stock Rehabilitation

The county's housing agencies and the community redevelopment agency (CRA) shall continue to administer programs that further the conservation or rehabilitation of existing housing stock. These methods include, but are not limited to, the following (subject to continued state and federal funding):

- a. CDBG Housing Rehabilitation Program.
- b. Home Substantial Rehabilitation/Replacement Housing Program.
- c. First Time Homebuyer Down Payment/Closing Cost Assistance.
- d. Affordable Homeownership - Lot Acquisition Program.
- e. New Home Construction for Very Low Income Families.
- f. New Home Construction for Moderate Income Families.
- g. Emergency Repair Assistance for Very Low Income Families.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 9.A.5.4: Rehabilitation/Demolition Criteria

County staff shall continue to use criteria that define conditions warranting conservation, rehabilitation or demolition actions. The criteria includes a numerical scoring system. All areas having historically significant housing shall be considered for conservation. Housing stock in need of demolition will be determined based on the county's financial feasibility and the nuisance abatement code referenced in Policy 9.A.2.2.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 9.A.5.5: Historic Housing Identification

The county will continue using the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, as a resource for updating its historic housing inventory and to provide for the preservation of this historic housing.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 9.A.5.6: Housing Stock Inventory

Policy 9.A.5.6: Housing Stock Inventory

The inventory of the county's housing stock will be updated periodically, particularly in redevelopment areas, with assistance from county operating departments and/or contract entities.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 9.A.7.7: Litter and Abandoned House Code Enforcement

Continue to implement strategies to enhance enforcement of existing ordinances (i.e., abandoned property ordinance, litter ordinance, LDC sign chapter, etc.) which maintain the aesthetics of residential areas.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

**Chapter 10 INFRASTRUCTURE ELEMENT**

**(SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT)**

**INTRODUCTION**

## **SANITARY SEWERS**

### **GOAL 10.A**

The provision of an environmentally safe and efficient wastewater collection, treatment and disposal system.

#### **OBJECTIVE 10.A.1: PROVISION OF SANITARY SEWER SERVICE**

Sanitary sewer service will be provided by the Escambia County Utilities Authority (ECUA) consistent with the interlocal agreement between the county and the ECUA and the Escambia County Utilities Authority Act and by other sanitary sewer service providers. Escambia County's primary obligations related to the provision of sanitary sewer service will be the implementation of the county's concurrency management system and the implementation of the land development code, section 7.19.00 related to mandatory connection of new structures to the ECUA sanitary sewer system when available.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### **OBJECTIVE 10.A.2: SEWER EXTENSIONS AND LOS**

Coordinate with ECUA and the other providers on the extensions of sanitary sewer collection lines and the siting or increase in capacity of wastewater treatment facilities (if any) in order to meet future needs by implementing the concurrency management system.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### **Policy 10.A.2.2: LOS Standards**

The average level of service standard for sanitary sewer service shall be 210 gallons per residential connection per day and the peak LOS shall be 350 gallons per residential connection per day. For nonresidential uses, the level of service requirements shall be based upon an equivalent residential connection (ERC), as may be recalculated by the service provider from time to time, and on the size of the nonresidential water meter.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

### **Section 10.05 Stormwater management goals, objectives and policies.**

The goals, objectives and policies for stormwater management are as follows:



## **DRAINAGE**

### **GOAL 10.C**

Provide an environmentally safe and efficient stormwater management system.

#### **OBJECTIVE 10.C.1: STORMWATER MANAGEMENT DEFICIENCIES**

Continue to improve existing stormwater management systems by implementing Policies 10.C.1.1 through 10.C.1.6.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

##### *Policy 10.C.1.2: County Improvement*

The county shall continue its practice of enhancing localized and regional drainage systems to increase the LOS associated with development prior to current stormwater management requirements.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

##### *Policy 10.C.1.6: 1994 Stormwater Management Plan*

The county will utilize the best available information contained in the 1994 Stormwater Management Plan and its subsequent updates to assist in the planning of capital stormwater projects. The goal of the project planning will be to retrofit existing areas of the county to as near to current stormwater levels of service as possible. Updated information will be added to the stormwater management plan as funding allows to provide a tool to be utilized by development and planning staff in their attempt to plan for the future and minimize or eliminate facility deficiencies.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### **OBJECTIVE 10.C.2: CONCURRENCY AND LOS STANDARDS**

Assure the provision of drainage facilities concurrently with the demand for such facilities as created by development or redevelopment through implementation of the concurrency management system.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

### **OBJECTIVE 10.C.3: EXISTING FACILITY UTILIZATION**

Existing functioning drainage features (facilities) shall be utilized whenever sufficient capacity is available within such features. Utilization of natural drainage features shall be required when such use does not impact sensitive natural resources, upon adoption of this ordinance (reference section 15.01).

#### *Policy 10.C.3.1: LDC Protection of Natural Drainage*

The LDC shall include land use regulations which require site specific development plans to protect natural drainage features and incorporate such features into the site planning and development process.

#### *Policy 10.C.3.2: Untreated Stormwater*

Channeling untreated run-off directly into receiving waters shall be prohibited. Thus, no new "direct" discharge of untreated stormwater will be permitted. Note: For the purposes of this plan, adequate vegetative filtration of sheet flow from pervious surfaces may be considered "treatment" (also, see Policy 11.A.2.3).

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

## **Chapter 12 RECREATION AND OPEN SPACE ELEMENT**

### **RECREATION/OPEN SPACE FACILITIES**

#### **GOAL 12.A**

Create recreational opportunities and open space for citizens of Escambia County through the provision of county facilities and coordination with state and federal agencies and the private sector.

#### **OBJECTIVE 12.A.1: RECREATIONAL FACILITY ACCESS**

Continue to develop and improve public awareness of and physical access to all recreation facilities.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

#### *Policy 12.A.1.1: Tourist Information*

In cooperation with the tourist development council, make information available to the public concerning the location of recreational opportunities and available facilities and assure the continued operation and maintenance of such facilities.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 12.A.2.6: Bikepaths and Sidewalks

Develop a labor intensive transportation system to link beach access points, open space and recreation areas, and other recreational facilities with residential areas. Among other things, the system will include signage, construction of facilities (i.e., sidewalks, bike racks, etc.) by both the public and private sectors.

**OBJECTIVE 12.A.4: RECREATION FACILITIES AND LOS**

Ensure that parks and recreation facilities and open space are provided consistent with the adopted level of service standards by public agencies and private enterprise by implementing Policies 12.A.4.1 through 12.A.4.11.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 12.A.4.4: LDC Open Space Requirements

The county shall continue to require the provision of open space by private development when such development is a planned unit development, a multi-family development, a mixed use commercial area or other similar types of development where relatively large land areas are involved. The requirements shall be contained within the LDC. All development projects of five acres or more shall be required to provide open space within the development or contribute to a fund therefore. Note: Nothing in this policy shall be interpreted to eliminate the provision of open space for all projects as required by county regulations.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 12.A.4.6: Public-Private Cooperation

The county shall continue its cooperative efforts with the private sector and nonprofit organizations (i.e., YMCA, Little League, Civic Groups, etc.) in the provision of recreational facilities/opportunities and open space areas.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 12.A.4.10: County Acquisition of Open Space

The county shall continue to acquire (through lease, acquisition, or dedication) open space and natural areas so as to maintain and improve:

(1) Recreational opportunities for all residents; and

(2) The natural function of open space, wetlands and other sensitive lands within the county. The priority for acquisition of open space and/or natural areas shall be:

1. Unique natural systems/environmentally sensitive lands;
2. Shoreline sites;
3. Sites within the urban or transitioning areas experiencing rapid development; and
4. Sites that are historically or archaeologically significant.

The Escambia County Land Development Code shall clearly articulate the provision of open space and recreation areas within private developments. Escambia County shall not accept the donation of land or recreation facilities, unless they meet the Escambia County Parks and Recreation Department's park planning and development standards and a management/funding source is in place.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

*Policy 12.A.4.11: Natural Reservations*

The following are designated as natural reservations and are intended to provide open space and recreational uses of all types for the citizens of the county:

1. The Gulf Islands National Seashore;
2. The Escambia River Wildlife Management Area;
3. The Perdido River State canoe trail;
4. Lake Stone Park and boat ramp;
5. The improved county owned community, neighborhood and urban parks/tot lots;
6. Wayside Park;
7. Navy Point Park;
8. Casino Beach Recreation Area;
9. Ft. Pickens;
10. Big Lagoon State Recreation Area;
11. Perdido Key Parks;
12. All publicly owned beach access ways.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

Policy 12.A.4.12: Vacant Property

By 2003, all vacant property owned by the county shall be inventoried and evaluated for its potential as a park, recreational facility, designated open-space or other use.

(Ord. No. 2002-38, § 3(Att. A), 8-15-2002)

## **Appendix D**

### **Warrington C-3 Commercial Overlay Zoning District**

## Escambia County Land Development Code

6.07.00. Overlay districts (general).

*Intent and purpose of district.* This special overlay section is intended to provide an enhanced level of protection for land areas which provide primary access (gateways) to (1) major military installations, (2) redevelopment area commercial corridors, and (3) the unique scenic vista and environmental resources of the county.

6.07.01. C-3(OL) Warrington commercial overlay district.

A. *Intent and purpose of district.* This special performance district is intended to provide an enhanced level of protection for land uses in those commercial corridors which (1) are located within the Warrington Redevelopment Area, and (2) provide primary access (gateways) to the two major military installations. This is an overlay district and the regulations herein expand upon the existing C-1 and/or C-2 zoning district regulations otherwise imposed on individual parcels within the commercial corridor.

B. *Applicability.* This overlay district applies to all C-1 or C-2 zoned properties indicated on the zoning map as C-3OL. A generalized map of the C-4(OL) District is depicted in Figure 1; however, it is not the official zoning map and should be used only for preliminary determination of the application of the overlay zone.

GRAPHIC LINK:[C-3\(OL\) Warrington Commercial Overlay District](#)

C. *Relationship to underlying zoning.* All of the use listings and site design requirements of the underlying C-1 and C-2 commercial districts shall continue to apply. This C-3(OL) district adds one prohibited use and adds to the list of uses that shall require conditional use review and approval by the board of adjustment. The conditional use review shall require a finding of fact on both those performance standards listed in section 2.05.03 of this Code and the additional performance standards listed in F., G., and H. below.

D. *Prohibited uses.* Portable food vendors.

E. *Use requiring special conditional use review.*

1. Convenience stores.
2. Retail sale of alcohol for off-premises consumption.
3. Bars and nightclubs.
4. Tattoo parlors.
5. Pawn shops and check cashing services.
6. Commercial amusement arcades, including billiard parlors and game machine arcades.
7. Automotive uses (including car sales, automobile rental agencies, car washes, auto repair facilities, tire sales, etc.).
8. Truck, utility trailer, and RV rental service or facility.

F. *Performance standards.*

1. *Building and sign design.* The choice of building materials, colors and building signage shall be compatible with the intent of this district and shall not have an adverse visual impact on surrounding properties of the two nearby Navy installations.

2. *Color and materials.* Colors shall be compatible with the general pattern existing on the commercial corridors within the Warrington area.

G. *Conditional use performance standards.* The department of growth management urban design planner or community redevelopment agency redevelopment specialist shall provide a staff assessment for the board of adjustment (BOA) based upon the following criteria, and the

BOA shall make findings-of-fact relative to the following conditional use standards in addition to those in F.1. above and article 2 of this Code:

1. *Distance.* At least 500 feet shall separate any two uses of the same kind or, for automotive uses, of a similar kind as listed in E. above. For example, a car wash shall be separated from any other car wash by a distance of at least 500 feet. This shall be measured from the closest point of the building facade of the use.

2. *Freestanding on-premises signs.* There shall be only one such sign per parcel and it shall not exceed 100 square feet per sign face and 25 feet in height; in the case of multiuse parcels, the sign shall not exceed 200 square feet. The sign face shall have colors, materials and lighting that are compatible with the general pattern existing on the commercial corridors within the Warrington area.

3. *Management plan.* The applicant shall submit a management plan that addresses the following:

- a. Proposed hours of operations.
- b. Other similar properties managed by the applicant, now or in the past.
- c. Explanation of any franchise agreement.

H. *C-2 performance standards.* Any project within this overlay district which is zoned C-2 General Commercial shall be subject to the following special design standards.

1. *Landscaping.* For developments subject to section 7.01.00 a minimum ten-foot wide landscaped strip shall be required on all roadway frontages, and shall contain one tree and ten shrubs for every 35 linear feet of frontage. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

2. *Vehicular use areas.* Areas other than public rights-of-way, designed to be used for parking, storage of vehicles for rent or sales, or movement of vehicular traffic, shall be separated by a five-foot landscaped strip from any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or ground covers with a minimum mature height of 24 inches and a maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

3. *Parking lots.* Interior parking areas shall have one landscape island containing at least one tree and shrubs or ground covers as per the above specifications, for every eight continuous spaces.

4. *Irrigation system.*

- a. An irrigation system shall be installed for all landscaped areas of the site.
- b. All irrigation materials used shall be ASTM approved.
- c. All irrigation systems shall include rain sensors.

5. *Existing development.* Notwithstanding section 7.00.01.B., any C-2 change of use that applies for approval within this overlay district must meet the above standards as well as those of section 7.01.05.