

2025

Warrington Redevelopment Plan Update



Warrington Redevelopment Plan

*Adopted by the Board of County Commissioners
December 1995*

Amended as to Boundaries Only December 1998

Amended as to Boundaries Only January 1999

*First Plan Update adopted by the Board of County
Commissioners April 2001*

Amended as to Boundaries Only March 2002

*Second Plan Update adopted by the Board of County
Commissioners August 2010*

*Third Plan Update to Extend the Time Certain to
Complete Redevelopment Objectives adopted by the
Board of County Commissioners September 2025*

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Plan Content and Organization

The Warrington Redevelopment Plan was created through a series of community meetings, 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 many of the original plan objectives while expanding upon redevelopment strategies relating to the overall appearance of the area, security, zoning, and land use policies.

Section 1 – Overview

The plan is comprised of seven sections starting with Section 1, Overview, which gives the basis for this plan and its history as a Community Redevelopment Area (CRA).

Section 2 – Area Accomplishments

This section details program and project accomplishments since 2010, spanning the time since the Board of County Commissioners (BCC) adopted the previous plan.

Section 3 – Redevelopment Objectives and Strategies

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

Section 4 – Capital Improvement Program

Section 4 presents a list of projects to be implemented during the redevelopment period of 30 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, County GIS database, Escambia County Sheriff's Office, and data and extrapolations from the U.S. Census provided by the University of West Florida's Haas Center for Business Research and Economic Development.

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.

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.

EXECUTIVE SUMMARY

Escambia County's Redevelopment Strategy was initiated in 1995 due to efforts in Warrington to protect and strengthen communities adjacent to the Navy bases. At that time, the Board of County Commissioners (BCC) designated four areas for redevelopment: Brownsville, Englewood, Palafox, and Warrington. In 2002, the BCC also designated the Barrancas Redevelopment Area located adjacent to the east of Warrington. Since that time, four more redevelopment areas were designated: Cantonment (2010), Ensley (2014), Oakfield (2014) and Atwood (2015).

Warrington's original plan for redevelopment was adopted by the BCC 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, notably incorporating the neighborhoods of Beach Haven and Navy Point. Most of the feasible capital improvement projects identified in the 2001 and 2010 plan have been completed, but Warrington remains blighted. Escambia County must update its redevelopment program for the area to extend the time certain to complete its redevelopment objectives.

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, public workshops, discussion with area business owners and residents, and county personnel. Input gathered from the public workshops, analysis, and observed existing conditions were used to establish the redevelopment program. The Community Redevelopment Agency will continue to work with area stakeholders and the Warrington Revitalization Committee to provide input during the plan implementation.

Warrington has seen significant reinvestment in the area over the 29 years since it was designated. A list of accomplishments since the 2010 plan is presented in Section 2. The redevelopment objectives for the area remain the same as in the 2010 plan update. 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 proposes capital projects that will enhance the overall appearance of the community and support continued private sector reinvestment in the area.

This redevelopment program will span an additional 30 years beyond the 30 years set forth in the 1995 plan. 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 Tax Increment Trust Fund (TIF). 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.

SECTION 1: OVERVIEW



REDEVELOPMENT AREA BOUNDARY

The Warrington Redevelopment area is 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 1,715.3 acres. The redevelopment area is comprised of several distinct neighborhoods and commercial centers.

FIGURE 1.1 WARRINGTON REDEVELOPMENT AREA

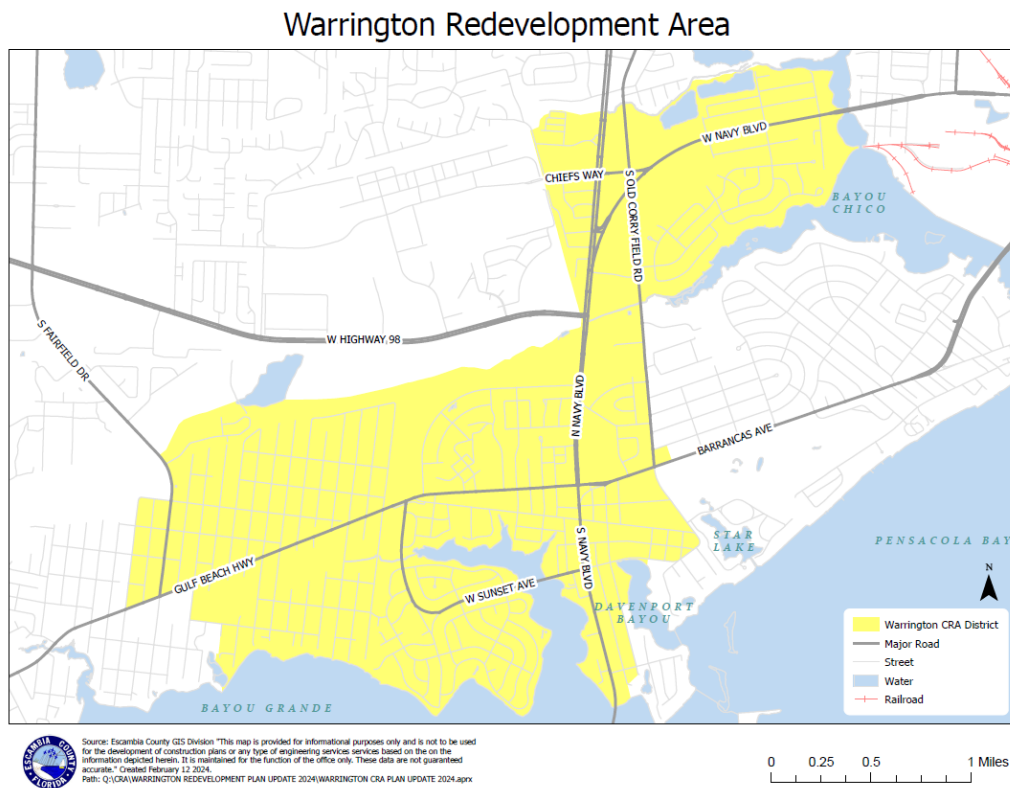
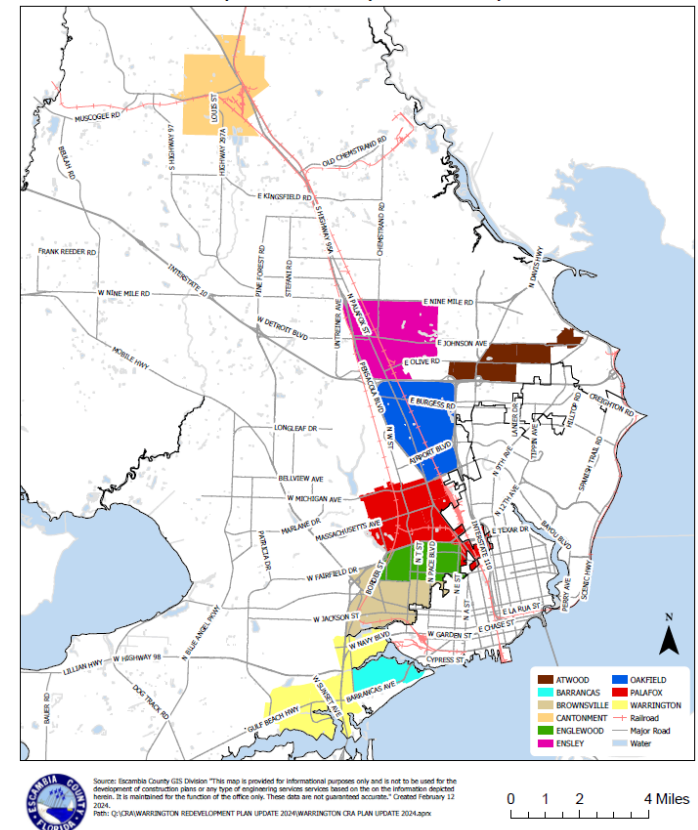


FIGURE 1.2 ESCAMBIA COUNTY COMMUNITY REDEVELOPMENT DISTRICTS

Escambia County Community Redevelopment Districts



Warrington is one of nine 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 uniquely environmentally focused community. The 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 Information Warfare Training Command Corry Station.

To support the county's redevelopment initiative and stimulate private sector reinvestment, the BCC 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 adjacent to the east, also shares a common theme with a significant area of water fronting properties. Similar to the Warrington plan, the other county redevelopment 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 while building on the synergy created by the initiatives in the county's other redevelopment areas.

SUMMARY OF PREVIOUS PLANS

Warrington Redevelopment Plans

- *Adopted by the Board of County Commissioners December 1995*
- *Amended as to Boundaries Only December 1998*
- *Amended as to Boundaries Only January 1999*
- *First Plan Update adopted by the Board of County Commissioners April 2001*
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In 1995, Escambia County completed the first Community Redevelopment Study. The Warrington area was identified as one of four original 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 plan 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 accomplish 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.

The overlay remains in effect, but its name was changed during the latest Land Development Code update to: Warrington Overlay (Warr-OL). Some minor deletions have occurred in the time leading up to the 2024 plan update. The following has changed:

Food Trucks: the restriction on food trucks in Warrington have been removed. It is legal to operate a food truck in Warrington with the appropriate planning department approval.

Convenience Stores: the 2,500-foot separation of same uses no longer applies to convenience stores.

Non-residential height restrictions: non-residential development is no longer limited to 45 feet in height. Building height restrictions revert to existing limitations in the underlying zoning.

Non-residential parking restrictions: parking location for a business is only limited to the rear or side of the lot for new construction. Redevelopment of infill sites allows parking in the front of the site.

The boundaries of the Warrington CRA have been amended three times. The biggest change to the area of the Warrington CRA was in 1999 when the neighborhoods of Navy Point and Beach Haven were added. The two other additions were much smaller in scope: adding the parcel with the hotel at the corner of Old Corry Field Road and Barrancas Avenue in 1998 and adjusting the boundary of Beach Haven south near Winton Road in 2002.

To address needs within the expansion neighborhoods and since many of the capital improvement projects were completed, the plan was updated in 2001. Similarly, in 2010 the plan was updated to add new capital improvements for the upcoming years. Most of the projects identified in the 2010 update have been accomplished as presented in Section 2, Area Accomplishments.

This 2024 update continues to support and expand upon the original plan objectives and strategies by extending the time certain to complete the objectives of the Warrington Redevelopment Area. New capital projects to implement the plan's goals and objectives are listed in Section 4. The purpose of this plan update is to memorialize the BCC desire to extend the time certain of the Warrington Redevelopment Area and its Tax Increment Fund and Redevelopment Plan for another 30 years (for a Warrington CRA spanning a total of 60 years) as permitted by F.S. Section 163.387(2). Once approved by the BCC, the new sunset date for the Warrington CRA would be December 2055.

In addition to the BCC approval of this plan update, F.S. Section 163.3755(1) stipulates that the CRA will terminate on 9/30/39 unless the BCC approves its existence by majority vote. The statute does not specify when this must occur, but at some point, prior to 9/30/39, the BCC must take this action to avoid termination of the CRA.

SECTION 2: AREA ACCOMPLISHMENTS



ACCOMPLISHMENTS 2010-2023

Since 2010, a great deal has been accomplished within the Warrington redevelopment area. A compilation of selected area accomplishments and ongoing initiatives is presented below.

TABLE 2.1

Warrington Accomplishments 2010-2023			
Project	Description	Cost	Funding Source
Park Improvements			
Jaunita Williams Park upgrades	Observation pier, parking lot	\$209,732	TIF
Glenn Key Linear Park upgrades	Boardwalk replacement and demolition	\$150,000 (approx.)	LOST, TIF
Jones Swamp Boardwalk extension and maintenance	New sections added, stormwater improvements, added new parking areas	\$1,600,000	various
Civitan Park upgrades	Kayak launch, walking track, gazebo replacement and playground	\$58,000	LOST, TIF
Navy Point Triangle Park upgrades	Landscape enhancement and park signage	\$45,000	TIF
Sewer & Drainage Improvements			
Navy Point (Phase 3)	Sewer and drainage	\$2,000,000	ECUA, LOST
Navy Point (Phase 4a)	Sewer and drainage	\$3,250,000	ECUA, LOST
Beach Haven (Phase 1)	Wetland restoration, sewer and drainage, CRA funded sidewalks	\$12,132,494	ECUA, LOST, NFWF grant, FDEP grant, TIF

Beach Haven (Phase 2)	Sewer and drainage, CRA funded sidewalks (underway at time of the plan update)	\$21,178,507	ECUA, LOST, TIF, FDEP, RESTORE
Sewer Expansion – 3 rd Ave, Winthrop Ave	Sewer and drainage	\$419,000	LOST
Jackson Lakes Stormwater Improvement	Construct new stormwater BMPs and signage	\$500,000	FDEP grant
Sidewalk improvements			
Gulf Beach Highway	From Decatur Ave. to Fairfield Ave	\$725,000	FDOT
Patton Drive neighborhood	Sidewalks on Leyte Dr. and Lincoln Rd.	\$204,336	TIF
Twin Oaks Dr	Sidewalks from Prieto Dr. to New Warrington Rd.	\$158,832	TIF
Pedestrian Safety Improvements	Old Corry Field Rd. at Brandon Ave.	\$16,500	TIF
Corry neighborhood	Manchester St.	\$83,470	TIF
Bayou Davenport	W. Sunset Ave./Live Oak Ave.	\$387,500	LOST
Beautification			
West Navy Blvd. – Engineering Plans	PD&E study	2,500,000 (approx.)	TIF, LOST
West Navy Blvd. – Corridor Management Study	Planning study for FDOT	\$150,000	TIF
Refurbish/Replace 3 Gateway Signs	Repairs to old signs	\$19,215	TIF
Sunset Bridge decorative lighting	CRA funded the decorative lighting	\$52,000	TIF

Warrington Gateway Park Fountain Repair	Maintenance work	\$7,000	TIF
Bayou Davenport gateway sign	Neighborhood gateway sign	\$4,950	TIF
South Old Corry Field Rd Improvements lighting	Decorative bridge lighting	\$113,000 (estimate)	TIF
South Old Corry Field Rd Improvements	Ditch to culvert stormwater improvement	\$44,271	TIF
LED streetlight retrofit	Upgrade streetlights to LED (north half of Warrington paid-up- front)	\$330,000	TIF
Chief's Way lighting enhancement	Upgrade street lighting	\$848	TIF

Legend:

ECUA – Emerald Coast Utilities Authority

FDEP – Florida Department of Environmental Protection

FDOT – Florida Department of Transportation

LOST – Local Option Sales Tax

TIF – Tax Increment Financing

RESTORE - Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012

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 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.

SECTION 3: REDEVELOPMENT OBJECTIVES AND STRATEGIES



PLAN OBJECTIVES

This redevelopment plan is intended to accomplish a series of objectives which 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.

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 funding to increase the potential for leveraging such private investments.

Security

Improve neighborhood security particularly at known crime locations and to generally discourage criminal activity. 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.

AREA WIDE STRATEGIES

Several plans and studies were 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 brownfield redevelopment initiatives and county incentive programs.

The following strategies address area wide and neighborhood specific issues. They are presented in alphabetical order for ease of reference.

Arterial Highways

Objective

Three arterial highways are located within the Warrington Area: Gulf Beach Highway/Barrancas Avenue, Navy Boulevard, and West Navy Boulevard. Two main issues impact 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.

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. The consistent flow of traffic and limited crosswalk locations are an impediment to pedestrian safety for those attempting to cross Gulf Beach Highway.

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

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 (NAS) Pensacola, has not benefited from these projects. With the closure of the S. Navy Blvd. public entrance to NAS, businesses along this corridor have declined with numerous instances of commercial blight.

Action Strategies

The Florida-Alabama Transportation Planning Organization (TPO) identifies engineering design for the four-lane widening of Gulf Beach Highway from Fairfield Drive to Navy Boulevard as its 17th ranked non-strategic intermodal system project priority. Funding is not programmed for the upcoming 2024-2028 period. While a Project Development and Environment Study was conducted by FDOT in 2021, the design for this project must be performed before a construction project can be considered. Pedestrian safety concerns should be addressed. Additional political pressure and citizen engagement must be directed toward the TPO to help move this important project higher on the priority list. However, in the meantime a repaving and restriping project is currently in design and will be implemented in the near future.

In 2020, the FDOT prepared construction plans for improvements to West Navy Boulevard. The plans were to make the corridor consistent with the complete-street concept that is safe, operationally efficient, accommodates bicycles, pedestrians, and transit, meets FDOT and permitting agencies standards, handles stormwater, and achieves the desired redevelopment goals while providing access to adjacent parcels and side streets. This design is completed and approved, but the construction remains unfunded. This project is not on the TPO's project priority list and is not scheduled for any FDOT funding. Although worthwhile, it will be difficult for the county to implement this project without significant FDOT partnership or grant funding.

A corridor management study for South Navy Boulevard is under consideration for Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012 (RESTORE) funding. This corridor management study will consider options to improve access to Naval Air Station Pensacola to include traffic camera monitoring, street lighting, beautification improved safety for both motorists and pedestrians and access management. Completion of this study will help formulate future capital improvement projects to make the much-needed beautification improvements to South Navy Boulevard.

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.

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

Residents and 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 Neighborhood Cleanup program allows 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 must 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 an effective strategy to reduce the crime.

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.

Action Strategies

The CRA in conjunction with the county's engineering department 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 the eastern side of the Bayou Davenport neighborhood.

Since the 2010 plan update, the Beach Haven Phase I project on the north side of Gulf Beach Highway from Mills Avenue to Decatur Avenue was completed. This drainage project coincided with sewer expansion through the project area and the installation of a sidewalk network that will eventually connect to Fairfield Drive. Recently, Beach Haven Phase II (on the north side of Gulf Beach Highway, from Decatur Avenue to Fairfield Drive) received its construction notice to proceed. This project also includes sewer expansion and sidewalks and is anticipated to take a few years to complete.

The stormwater drainage project for the Edgewater neighborhood is one of the few remaining projects from the 2010 plan that were not funded. This \$3.5 million dollar project will be added to the capital improvement list in Section 4 of this plan.

Flooding concerns in the Bayou Davenport neighborhood near Live Oak Avenue were recently studied by the county engineering department for a potential capital improvement project to improve drainage. The project includes improvements to: Live Oak Avenue from Commerce Street to Creary Street; E. Palmetto Avenue from S. 2nd Street to Live Oak Avenue; and E. Winthrop Avenue from S. 2nd Street to Live Oak Avenue.

Housing

Objective

While some of the 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 proximity to the water also presents a unique set of storm mitigation issues.

Action Strategies

The CRA in conjunction with Neighborhood Enterprise Division 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.

Utilize Florida Power & Light's (FP&L) Storm Secure Underground Program (SSUP) to place utilities underground for storm resiliency. Undergrounding neighborhood power lines performed roughly six-times better than overhead lines during Hurricane Ian in Southwest Florida, and most recently about 12 times better during Hurricane Idalia. Neighborhoods are selected for the program based on criteria approved by the Florida Public Service Commission, prioritizing areas that can most benefit from undergrounding. Selection criteria include: outages during hurricanes, vegetation-related outages and other reliability data. Municipalities can also opt to pay for undergrounding utilities without going through the SSUP by requesting FP&L to generate a cost estimate to perform the work.

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 and is a primary contributor to diminished water quality. While some sewer expansion has occurred, there is still a need for service to be expanded to several residential neighborhoods and commercial corridors.

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.

Continuing sewer expansion in Beach Haven is a high priority. The Beach Haven Phase II project is underway. Expansion west of Fairfield Drive and south of Gulf Beach Highway towards Navy Point will complete this multi-phased project. Stormwater drainage improvements in these neighborhoods should be done in conjunction with the sewer expansion. Gulf Beach Highway's commercial corridor is also in need of sewer to provide adequate infrastructure to attract a wide variety of businesses.

ECUA is the recipient of grant funds for two neighborhood projects in Warrington: Patton Drive neighborhood and the West Navy Boulevard project. The West Navy Boulevard project is targeted to the neighborhood on the north side of West Navy Boulevard known as Westerly Heights. The Patton Drive project is targeted near Brigadier Street between Patton Drive and Gulf Beach Highway. Both are listed as capital improvement projects in Section 4.

Sewer expansion to South Navy Boulevard is a project identified in the 2010 plan update that was not accomplished. The geography of the area does not allow for gravity sewer. Bringing sewer to this area of Warrington will be relatively expensive on a per-unit connection cost and likely will rely on a low-pressure sewer system.

Tree Protection

Objective

A desire has been expressed in Warrington to increase tree protection and grow the urban tree canopy. While the county has an existing tree protection ordinance, additional measures could be made specific to Warrington to keep the CRA green and shaded.

Action Strategies

The best way to implement a Warrington-specific tree protection ordinance would be through an amendment to the Warrington Overlay. A citizen group should work with CRA staff to develop a rough outline of what changes they would like to see. Once a framework is established, the district commissioner and development professionals should be approached to see what could reasonably be adopted to better protect existing trees, mitigate the removal of important trees, and grow the urban tree canopy.

NEIGHBORHOOD STRATEGIES

Bayou Davenport Neighborhood

Neighborhood Flooding

Objective

The eastern portion of the Bayou Davenport neighborhood experiences occasional flooding. This portion of the neighborhood includes E. Sunset Avenue from Creary Street to Live Oak Avenue in the vicinity of E. Palmetto Avenue and E. Winthrop Avenue.

Action Strategy

A capital improvement project was scoped out to address this issue and is listed as a future project in Section 4. On March 21, 2024, the Board of County Commissioners approved \$1,000,000 of American Rescue Plan Act (ARPA) funding for this project. \$183,350 of this funding will be used for the design with the remainder to be used towards construction. An additional \$1,033,350 will be needed to complete the project.

Sidewalk Network

Objective

Bayou Davenport neighborhood has a limited sidewalk network.

Action Strategy

A capital improvement project will be created to add more sidewalks in this neighborhood.

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.

Bayou Grande has experienced environmental degradation since the 1950s and has verified 303(d) listed impairments for bacteria (Enterococci). While some improvements have been made to the system, the watershed lacks a holistic management plan.

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.

A RESTORE project has been scoped to address this issue in the Bayou Grand watershed. This project will fund planning assistance to identify improvements and restoration options based on Best Management Practices (BMPs), Best Available Science (BAS), and provide a sequence for comprehensive improvements and recreational opportunities in the watershed. The planning process will kick-off with a public stakeholder meeting to identify ecological impediments and community concerns. An in-depth environmental assessment will inventory and characterize existing and historic conditions of the watershed including water quality and quantity, sediment quality, species abundance and diversity, and shoreline stability. The assessment will also qualify and quantify the impacts of impervious cover encroachment, infrastructure impediments, and stormwater. All potential projects will be developed and prioritized based on assessment out-comes, will include stakeholder input, and will follow BMPs and BAS.

Expand Sidewalk Network to Recreational Amenities

Objective

Formerly a privately owned baseball field complex, Dickson Park is 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. Jones Swamp Wetland Preserve and Nature Trail runs along the northern boundary of this neighborhood. An enhanced sidewalk network would provide a safe access to these destinations.

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

Sewer Expansion for Infrastructure Investment and Environmental Benefit

Objective

Continuing the multi-phase sewer and stormwater management of the Beach Haven community (north and south) is an important public investment that will spur the redevelopment of this area while simultaneously improve regional water quality. Phase I of the Beach Haven sewer

project is an example of the tangible benefits of such an investment as new infill development is occurring now that the sewer is in place and stormwater impacts are mitigated.

Action Strategies

Escambia County should work with ECUA to prioritize the implementation of this necessary sewer infrastructure improvements. The county must plan for the funding to address stormwater upgrades in conjunction with the sewer improvement is vital to keep the project viable.

Improve neighborhood access to Gulf Beach Highway

Objective

Traffic congestion along Gulf Beach Highway is getting worse. For existing residents, left turns into and out of their neighborhood during peak hours are a struggle. The heavy, consistent traffic flow also makes it dangerous for pedestrians attempting to cross Gulf Beach Highway.

Action Strategies

FDOT is aware of the traffic issues affecting the Beach Haven neighborhood. A four-lane widening improvement is proposed, but not funded. The next step will be to fund a design for this roadway which will incorporate a complete streets concept for all users, including enhanced safety for pedestrians. Improving pedestrian safety is also under consideration for the upcoming resurfacing and restriping project on Gulf Beach Highway.

Corry Neighborhood

Stormwater improvements

Objective

Residents of Delray Drive and the surrounding area have informed the county of occasional flooding in heavy rain events.

Action Strategy

A stormwater drainage project will be scoped and added to the capital improvement list.

Corry Park I and II

Objective

While 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 county parks department to identify additional park amenities that would benefit the neighborhood and result in more use and recreational activities in the park.

Corry Heights Neighborhood

Information Warfare Training Command Corry Station

Objective

This neighborhood borders the entrance to Information Warfare Training Command 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 Information Warfare Training Command Corry Station. Recently, enhanced street lighting was installed. 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.

Edgewater Neighborhood

Jaunita Williams Park Improvements

Objective

This park serves as an enhancement for the Edgewater neighborhood, provides a location for recreational activities, and a scenic access to Bayou Chico. An observation pier with a wooden boardwalk was added since the 2010 plan update. The CRA should plan for the eventual re-decking of the observation pier. While improvements have been made to the park, there is still a need for enhancements. The Community Redevelopment Agency is dedicated to the enrichment of its residents, particularly its children. To better serve the youth through programming, the community center may require remodeling or other improvements.

Action Strategies

A capital improvement project for the park to include updates to the community center/pavilion in addition to the re-decking of the observation pier is identified in Section 4.

Stormwater Management

Objective

The Edgewater neighborhood still experiences flooding in some areas during intense rain events. After the historic flooding event of 2014, Escambia County engineering department identified a project scope to improve stormwater management in this neighborhood.

Action Strategies

A capital improvement project for Edgewater stormwater improvement is identified in Section 4.

Holmes Estates Neighborhood

Stormwater Management

Objective

This neighborhood receives stormwater runoff from Gulf Beach Highway to the north. Updating the aging stormwater system will improve stormwater drainage and water quality in Bayou Grande.

Action Strategies

Implement a construction plan to address the stormwater and water quality issues. Design plans for this project are currently underway. The project will design and construct a drainage system to replace the current system circa 1940. The new project will follow a similar footprint to the original to ensure the current drainage needs are met. The proposed system will outfall around 7.5 acres from an inlet located from Elite Road and include inlets along Ellis Drive and Holmes Drive.

Navy Point Neighborhood

Bayou Grande Water Quality

Objective

Although Bayou Grande is the prominent feature of the Navy Point neighborhood and an important component of the natural beauty and outdoor lifestyle associated with Warrington, the watershed has experienced environmental degradation since the 1950s. These waterways currently have verified 303(d) listed impairments for bacteria (Enterococci). Urban encroachment around Bayou Grande has reduced riparian buffers, leading to increased erosion rates and flooding occurrences, loss of habitat, increased stormwater runoff, reduced water quality and clarity, and a disconnect between the urban and natural environment.

Action Strategies

The Bayou Grande Watershed Management Plan will develop a strategic watershed management plan to identify and address environmental restoration and conservation needs as well as recreational opportunities in Bayou Grande Watershed. This project will be funded by the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast Act of 2012 (RESTORE Act). The completed plan will prioritize projects in the watershed. Ranking criteria will be developed to restore/enhance the floodplain, improve water flow and quality, reduce flooding, improve habitat, and provide stormwater treatment.

Boat Ramp Overflow Parking Lot

Objective

The overflow boat ramp parking lot needs repair or resurfacing. Particularly, near the edge of the parking lot significant rutting occurs near the concrete curb.

Action Strategies

Adding more crushed rock would improve the parking lot. Resurfacing and striping the parking lot would be a better, more permanent solution but mitigating stormwater impacts of such a project may be prohibitive. CRA staff will work with county engineering and parks staff to find the preferred solution.

Patton Drive Neighborhood

Sidewalks

Objective

While some 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 neighborhood sidewalk connectivity. Identify streets that provide connectivity to the neighborhood elementary school and commercial centers.

Stormwater Mitigation

Objective

Forest Creek Apartment Complex, constructed in 1977, is utilized as low-income housing subsidized by the Department of Housing and Urban Development. The apartment complex entrance slopes down from the north, from Patton Drive, substantially over a short distance such that the complex is situated well below the elevation of Patton Drive. Most of the complex is situated within the wetland which serves as flood plain for Jones Creek.

Since its completion, the complex has been subject to repetitive flooding and loss with documented instances dating back to the early 1980's. In more recent times, the complex has suffered from flooding and loss during the June 2012, April 2014, September 2020 and June 2023 storm events. During the June 2012 storm, eight of the buildings suffered water damage in the ground floor units, with one of the structures being damaged to such an extent that it had to be demolished and reconstructed.

Action Strategies

In 2018, Escambia County secured a \$10 million Federal Emergency Management Agency (FEMA) grant with an additional \$1.9 million from the RESTORE Act. Unfortunately, the county and the owner could not come to an agreement on the purchase price and the deal was not made.

Another attempt to purchase this property should be made. Demolishing the apartment complex will reduce blight and create an opportunity for a regional stormwater improvement that will benefit this neighborhood and alleviate downstream flooding impacts.

Parks

Objective

While improvements have been made to Maria Ella Davis Park, there is still a need for enhancements. The Community Redevelopment Agency is dedicated to the enrichment of its residents, particularly its children. To better serve the youth through programming, the community center may require remodeling or other improvements.

Action Strategies

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

Westerly Heights Neighborhood

Sewer Expansion

Objective

The Westerly Heights neighborhood drains to Bayou Chico. Bayou Chico is a 10-square mile drainage area that the Florida Department of Environmental Protection (FDEP) identified as impaired due to elevated levels of fecal coliform bacteria. A Basin Management Action Plan was adopted in 2011, and a total maximum daily load was established that requires for a reduction in fecal coliform bacteria by 61%. ECUA has prioritized projects within the Bayou Chico basin due to the negative impact of failing or poorly functioning septic tanks.

This neighborhood does not have sewer service. Given its proximity to Bayou Chico, a sewer infrastructure upgrade will be a significant environmental benefit. Bringing sewer to this neighborhood will also help incentivize the private sector to redevelop vacant lots and improve existing homes.

Action Strategies

ECUA secured a \$2,530,00 grant from FDEP for the sewer project. ECUA is contributing matching funds in the same amount. The project is expected to be completed by mid-2026.

Jackson Lakes Redevelopment

Objective

Escambia County owns several parcels totaling 58.16 acres along Jackson Creek at the headwaters of Bayou Chico consisting of three former sand pits which have become naturalized groundwater lakes. The lakes attract a wide variety of waterfowl and has the potential to turn a closed-off property into a neighborhood treasure. The Pensacola Bluffline is a grassroots effort to link together existing public parks via railroad and utility rights-of-way to create a continuous 15-mile multi-use path from University of West Florida to Jackson Lakes.

Action Strategies

CRA staff will work with the appropriate county departments (Risk Management, Natural Resources, Parks and Community and Media Relations) to develop a concept for public input. Working with the community, a final design will be created. A capital improvement project will be added to implement the design. Coordination with the Pensacola Bluffline staff will help optimize how Jackson Lakes might become a part of a larger park greenway system.

Sidewalk Network

Objective

The Westerly Heights neighborhood does not have sidewalks. Adding sidewalks will improve pedestrian safety, increase property values, and connect to the proposed Jackson Lakes passive use park.

Action Strategies

A capital improvement project for neighborhood sidewalks was added to this plan.

COMMERCIAL STRATEGIES

West Navy Boulevard Revitalization

Objective

This roadway serves as a gateway to downtown Pensacola, Information Warfare Training Command 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, vast swaths of paved right-of-way, vacant and deteriorated structures, and a lack of sign control.

Action Strategies

The Navy Boulevard Corridor Vision Plan and Design Guidelines Manual circa 2012 was an exercise to solicit public input and explore the feasibility of redefining Warrington's commercial corridors and surrounding areas through an intensive infrastructure and beautification project. Utilizing the Vision Plan as inspiration, an engineered design for the corridor was completed in 2020 by FDOT. However, the project remains unfunded. Funding this Navy Boulevard complete street project would be a necessary economic development catalyst for this important commercial corridor. Redeveloping this area would address traffic management issues, stormwater management needs, and streetscape design elements.

Additionally, the CRA's economic development incentives should be marketed to the existing businesses located on this roadway to stimulate private-sector revitalization efforts. 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.

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 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 HDMU 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 HDMU permits light commercial uses such as professional offices and day care centers that would provide the needed services to the residents in the adjoining neighborhoods.

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. The county parks department recently added new recreational features to Lexington Terrace Park, with more to come. The new park amenities, such as the disc golf course have already grown visitor use.

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 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 redevelopment in the area.

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. The Warrington Gateway Park enhancement is a nice feature but stands alone in an area that is riddled with commercial blight. 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 contains perhaps Warrington's greatest concentration of blighted structures and vacant underutilized parcels, lacking: streetscaping, a design theme, and sign controls.

Both the historic commercial core and South Navy Boulevard pose the greatest opportunity to revitalize the image of Warrington. The U.S. Navy has expressed interest in enhancing this area and will be a vital partner in its future improvement.

Action Strategies

A Corridor Management Plan will kick off soon for South Navy Boulevard from the front gate of Pensacola Naval Air Station to Gulf Beach Highway/Barrancas Avenue. The plan will study the corridor from an access management viewpoint to provide safe, standardized movements to the side streets to increase safety for both motorists and pedestrians. This project will serve as the first step in analyzing traffic counts and patterns to provide a safer and aesthetically pleasing corridor into the military base. The street lighting component of the project will provide an immediate boost to the surrounding neighborhoods from an increase in nighttime safety and pride in the neighborhood.

Blight reduction, particularly for the commercial properties in this area must become a high priority for the betterment of Warrington. The CRA's newly reinstated commercial grant program offers matching funds for the demolition and redevelopment of commercial sites, in addition to numerous opportunities for building to be rehabilitated. Many of these sites could also be redeveloped with brownfield program assistance.

Marketing Warrington to Promote Economic Development

Objective

The Warrington area would benefit from increasing positive attention to encourage investment and growth. A marketing program could help to achieve this goal.

Action Strategies

Unfortunately, TIF funds cannot be used for traditional marketing in the way that a Chamber of Commerce utilizes their funds. However, the CRA could advance the marketing of Warrington by implementing the branding and 'theming' of Warrington as set forth in Navy Boulevard Corridor Vision Plan and Design Guidelines Manual. The Vision Plan identifies iconic symbols, a color palate and selected materials that defined Warrington's preferred aesthetic. One method of achieving this goal would be to create grant program to encourage new and existing business to renovate or construct their new businesses using the branding and theming of the Vision Plan.

There are several opportunities to create a branding color scheme and imagery to further connect Warrington to the Pensacola NAS and the Blue Angels. One way to accomplish this is by using a unique color scheme and format for the street sign blades in the CRA. Warrington could be set apart from the rest of the county as the Home of the Blue Angels if all the standard street sign blades were replaced by new blades with the Blue Angels color format and imagery.

Monuments of retired military equipment and themed flags and banners could also be used to great effect. The beautification project for S. Navy Blvd. will explore the options to beautify S. Navy Blvd. using this iconography.

Other business-focused marketing such as coupon books or restaurant tours could be initiated by the private sector to bring positive attention to Warrington.

SECTION 4: CAPITAL IMPROVEMENT PROGRAM



CAPITAL IMPROVEMENT PROGRAM

The following is a list of public facility improvements 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 2024 and discussions with county staff and ECUA engineering staff. This redevelopment plan update is necessary both to extend the time necessary to achieve its redevelopment goals and to formulate new projects for the proposed major improvements for the next 30 years.

It is important to note that these proposed enhancement projects do not present a pledge to expend funds on a 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 manpower. The project costs are based on a best estimate and will be refined during the design and construction phases of any given project. The CRA and other county departments will be pursuing multiple elements of the Redevelopment Plan simultaneously.

The following table (Table 4.1) presents a list of proposed enhancement projects that could be pursued by the county to implement the objectives and strategies of this redevelopment plan.

TABLE 4.1

Stormwater Drainage Improvements			
Project	Description	Estimated Cost	Funding Source
Delray Drive drainage	Stormwater management project to reduce neighborhood flooding	TBD county engineering dept.	LOST, TIF
Edgewater neighborhood drainage	Stormwater management project to reduce neighborhood flooding	\$3,500,000	LOST, TIF
Live Oak Avenue drainage	Stormwater management project to reduce neighborhood flooding. Additional funding could increase the scope of the project.	\$2,033,350	ARPA, LOST, TIF
Buyout of Forest Creek Apartments for Stormwater Mitigation	Make a second attempt to purchase this property to allow a future stormwater management project to be built in its place.	\$10,000,000 estimated to purchase; additional funds needed for demo and stormwater mitigation	Grant funding TBD

Beautification & Environmental			
Project	Description	Estimated Cost	Funding Source
South Navy Blvd beautification design (per corridor management study)	Design study to determine feasibility and cost of beautification project	\$550,000	RESTORE
South Navy Blvd beautification implementation	Construction of the beautification project	TBD during the design study	TIF, TBD, Navy funding?
Bayou Grande Watershed Management Plan	Planning study identified in RESTORE MYIP Amendment 3	\$550,000	RESTORE
Rebranding street signs to Blue Angel colors and theme	Street sign replacement throughout the CRA	\$120,000	TIF
Parks			
Project	Description	Estimated Cost	Funding Source
Navy Point Boat Ramp overflow parking area	Add crushed rock or upgrade the parking area to a more durable surface with striped parking spots (with stormwater management)	\$10,000 - \$100,000	TIF
Marie Ella Davis Park improvements	Updates to Community Center, TBD with the neighborhood group	\$100,000	TIF
Jackson Lakes Park Development	Create a master plan and implement the design	\$300,000	TIF
Jaunita Williams Park improvements	Updates to Community Center, TBD with the neighborhood group, re-decking observation pier	\$200,000	TIF
Corry Park I & II	Park improvements TBD determined by neighborhood	\$100,000	TIF
Civitan Park	Park improvements TBD determined by neighborhood	\$50,000	TIF
Dickson Park	Park improvements TBD determined by neighborhood	\$50,000	TIF
Sidewalks			
Project	Description	Estimated Cost	Funding Source
Beach Haven North sidewalks – Decatur Ave.	Decatur Ave. from Cairo St. to Jones Swamp trailhead	\$11,000	TIF

Beach Haven North sidewalks – Mills Ave.	Mills Ave. from Gulf Beach Hwy. to North St.	\$260,000	TIF
Beach Haven North sidewalks – North St.	North St. from Mills Ave. to Gordon Ave.	\$190,000	TIF
Beach Haven North sidewalks – Gordon Ave.	Gordon Ave. from North St. to Eliasberg St.	\$250,000	TIF
Beach Haven South sidewalks – Decatur Ave.	Decatur Ave. from Gulf Beach Hwy. to Heinrich St.	\$95,000	TIF
Beach Haven South sidewalks – Heinrich St.	Heinrich St. from Decatur Ave. to NW Gilliland Rd.	\$288,000	TIF
Bayou Davenport sidewalks – E. Winthrop Ave	E. Winthrop Ave. from S. Navy Blvd. to Live Oak Ave.	\$300,000	TIF
Bayou Davenport sidewalks – S. 2 nd St.	S. 2 nd St. from just south of Barrancas Ave. to Interbay Ave.	\$450,000	TIF
Bayou Davenport sidewalks – Central Ave.	Central Ave. from S. 2 nd St. to S. Navy Blvd.	\$6,000	TIF
Bayou Davenport sidewalks – Interbay Ave.	Interbay Ave. from S. 2 nd St. to S. Navy Blvd.	\$6,000	TIF
Navy Point sidewalks – NW Gilliland Rd	NW Gilliland Rd from Heinrich St. to W. Sunset Ave.	\$90,000	TIF
Patton Drive sidewalks – N. Jamaica Dr.	N. Jamaica Dr. from Gulf Beach Hwy. to Leyte Dr.	\$160,000	TIF
Patton Drive sidewalks – N. Merritt St.	N. Merritt St. from Gulf Beach Hwy to Raymond St.	\$15,000	TIF
Patton Drive sidewalks – Raymond St.	Raymond St. from N. Merritt St. to S. Navy Blvd.	\$8,000	TIF
Westerly Heights sidewalks – Ehrmann St.	Ehrmann St. from W. Navy Blvd. to Shadow Lawn Ln.	\$4,200	TIF
Westerly Heights sidewalks – Shadow Lawn Ln	Shadow Lawn Ln. from Ehrmann St. to N. Pinewood Ln.	\$300,000	TIF
Westerly Heights sidewalks - Alton Rd	Alton Rd. from Shadow Lawn Ln. to N. Chaseville St.	\$160,000	TIF
Westerly Heights sidewalks – N. Chaseville St.	N. Chaseville St. from W. Navy Blvd. to terminus	\$140,000	TIF

Westerly Heights sidewalks – Freedom Ln.	Freedom Ln. from N. Chaseville St. to N. Pinewood Ln.	\$130,000	TIF
Westerly Heights – N. Pinewood Ln.	N. Pinewood Ln from W. Navy Blvd. to Freedom Ln.	\$70,000	TIF
Sewer			
Project	Description	Estimated Cost	Funding Source
Patton Drive neighborhood sewer expansion	Grant funded neighborhood sewer enhancement project	\$3,850,000	FLDEP grant, ECUA
Beach Haven sewer expansion Northeast Phase	Sewer expansion on the north side of Gulf Beach Hwy. from S. Fairfield Dr. to Albany Ave.	TBD by ECUA	ECUA, LOST
Beach Haven sewer expansion South Phase	Sewer expansion on the south side of Gulf Beach Hwy. from the east side of Mills Ave to Atlanta Ave.	TBD by ECUA	ECUA, LOST
West Navy Blvd. (Westerly Heights) sewer expansion	Grant funded neighborhood sewer enhancement project	\$5,060,000	FDEP grant, ECUA
West Navy Blvd. commercial corridor	Sewer expansion to connect the businesses along W. Navy Blvd.	TBD by ECUA	ECUA, LOST, TIF
South Navy Blvd. sewer expansion	Add sewer along the commercial corridor and residential properties east of S. Navy Blvd.	TBD	ECUA, LOST, TIF
Gulf Beach Hwy commercial corridor	Add sewer along the commercial corridor along Gulf Beach Hwy.	TBD by ECUA	ECUA, LOST, TIF

Legend:

ARPA – American Rescue Plan Act of 2021

ECUA – Emerald Coast Utilities Authority

FDEP – Florida Department of Environmental Protection

LOST – Local Option Sales Tax

RESTORE - Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012

TIF – Tax Increment Financing

SECTION 5: INVENTORY AND ANALYSIS



EXISTING LAND USE

The Warrington Redevelopment Area is composed of 4,439 parcels within 1,721 acres¹, excluding roads and right-of-way. To obtain a current picture of the land use for the area, CRA staff conducted a windshield survey during 2023. The survey results are presented in Table. 5.1. Five primary land uses are represented: Residential (representing over half of the land uses at 52.6%), Commercial (comprising approximately 13.2%), Parks/Conservation (comprising approximately 9.24%) and Institutional (comprising approximately 7.1%) and Vacant Residential and Vacant Commercial (9.4% and 4.9% respectively). A detailed description of the land use types follows.

TABLE 5.1

Land Use Category	Number of Parcels	Total Acres	Percentage of Acres
Commercial	221	185.2	10.8%
Conservation	30	31.0	1.8%
Industrial	33	40.5	2.4%
Institutional	44	122.5	7.1%
Multi-Family Residential	279	139.8	8.1%
Mobile Home	151	43.4	2.5%
Mobile Home Park	34	25.1	1.5%
Other	2	4.9	0.3%
Parks	14	128.2	7.4%
Public	22	36.1	2.1%
Single-Family Residential	2,916	697.1	40.5%
Utility	19	20.9	1.2%
Vacant Commercial	159	84.5	4.9%
Vacant Residential	515	162.6	9.4%
TOTAL	4,439	1721.6	100.0%

¹ Acreage data for existing land use is taken from Escambia County Property Appraiser database. This data is close to, but not the same as Escambia County's GIS data. For the purposes of comparing existing land use, 1,721 acres is used in this section. However, the official acreage for the Warrington CRA is 1,715.3.

Residential

Residential uses make up over half (52.6%) the total acreage in the area and accounts for over three quarters (76.14%) of the parcels in Warrington. Except for the South Navy Boulevard commercial corridor, residential uses are dispersed in neighborhood settings throughout the redevelopment area. Single-family residential accounts for 40.5% of the residential land use. The remaining 12.1% includes multi-family, mobile homes, and mobile home parks. Mobile home uses are predominantly located on the western edge of the redevelopment area near Gulf Beach Highway.

Vacant

Vacant land comprises the second largest land use category with 247 acres and 14.35% of the area. A windshield survey revealed there are 674 vacant residential and commercial parcels in the area. Most of the parcels are scattered throughout the area and present an opportunity for infill development.

Commercial

Commercial is the third largest land use category that occupies 185.2 acres or 10.8% of the area. The commercial uses are predominantly located along New Warrington Road/Navy Boulevard and Barrancas Avenue. A scattering of commercial uses is 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, almost a quarter of the area (22.9%) is zoned for commercial use. Since current commercial uses only represent 13.2% of the land use in the area, there is untapped potential for continued commercial redevelopment in the area.

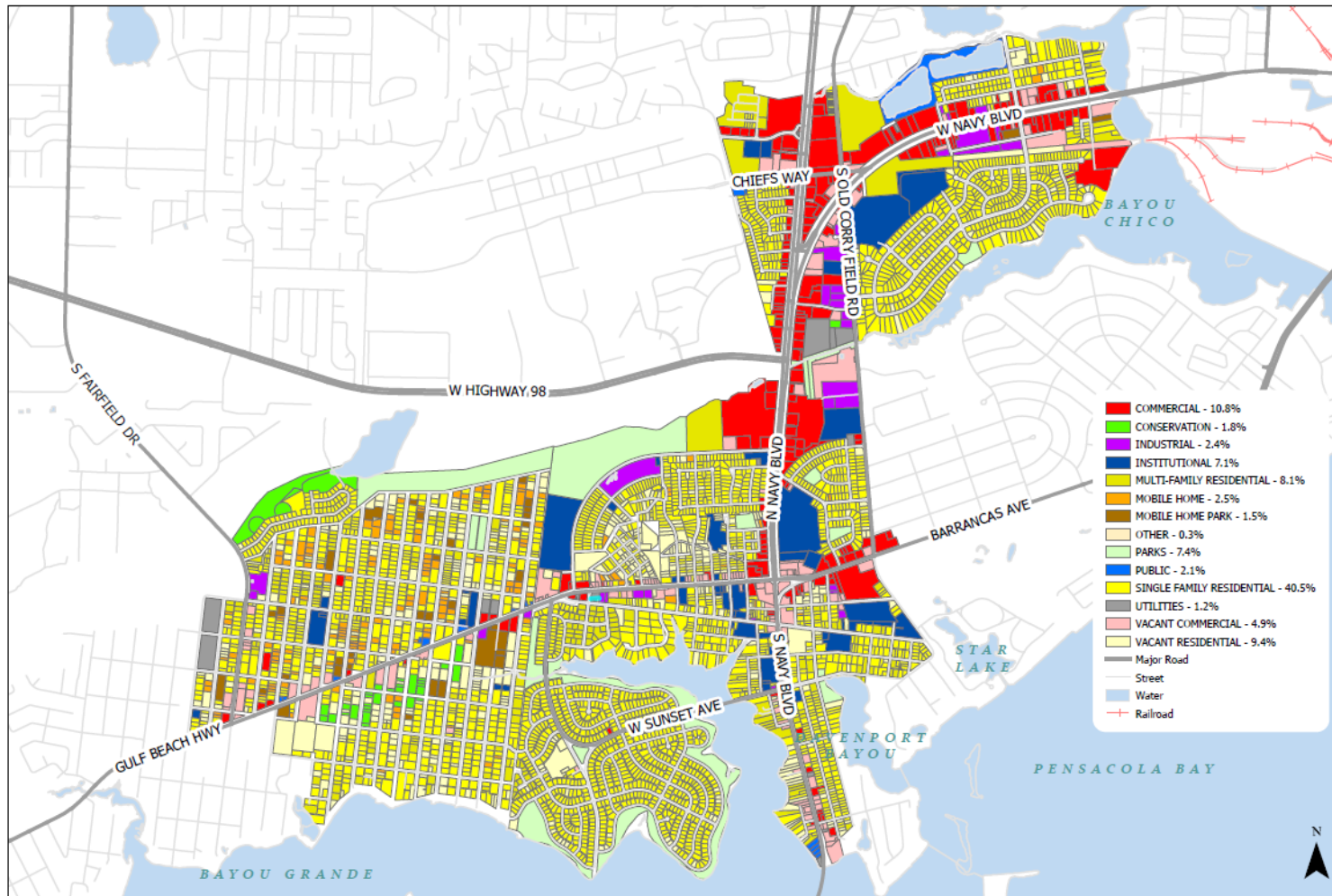
Parks/Conservation

Parks and conservation uses make up the fourth largest land use category with 9.24% of the Warrington area. 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 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.

This land use category also includes undevelopable wetland areas that are privately-owned.

FIGURE 5.1

Warrington Redevelopment Area: Existing Land Use



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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0 0.25 0.5 1 Miles

Institutional and Public

This land use categories comprises 9.2% of the total acreage which include churches, other faith-based organizations, schools, and other public facilities such as road right-of-way.

Industrial

Warrington's industrial land use is one of the smallest categories at 2.4% of the total acreage and representing 40.5 acres. All the industrial uses in Warrington are considered 'light' industrial: warehousing, repairs, storage, and fabrication.

Utilities

Utilities is the smallest category of land use in Warrington with 1.2% of the total land use and 20.9 acres. Utilities are public service providers and include uses such as sewage pump stations, water wells and distribution infrastructure, and cell towers.

FUTURE LAND USE AND COMPREHENSIVE PLAN

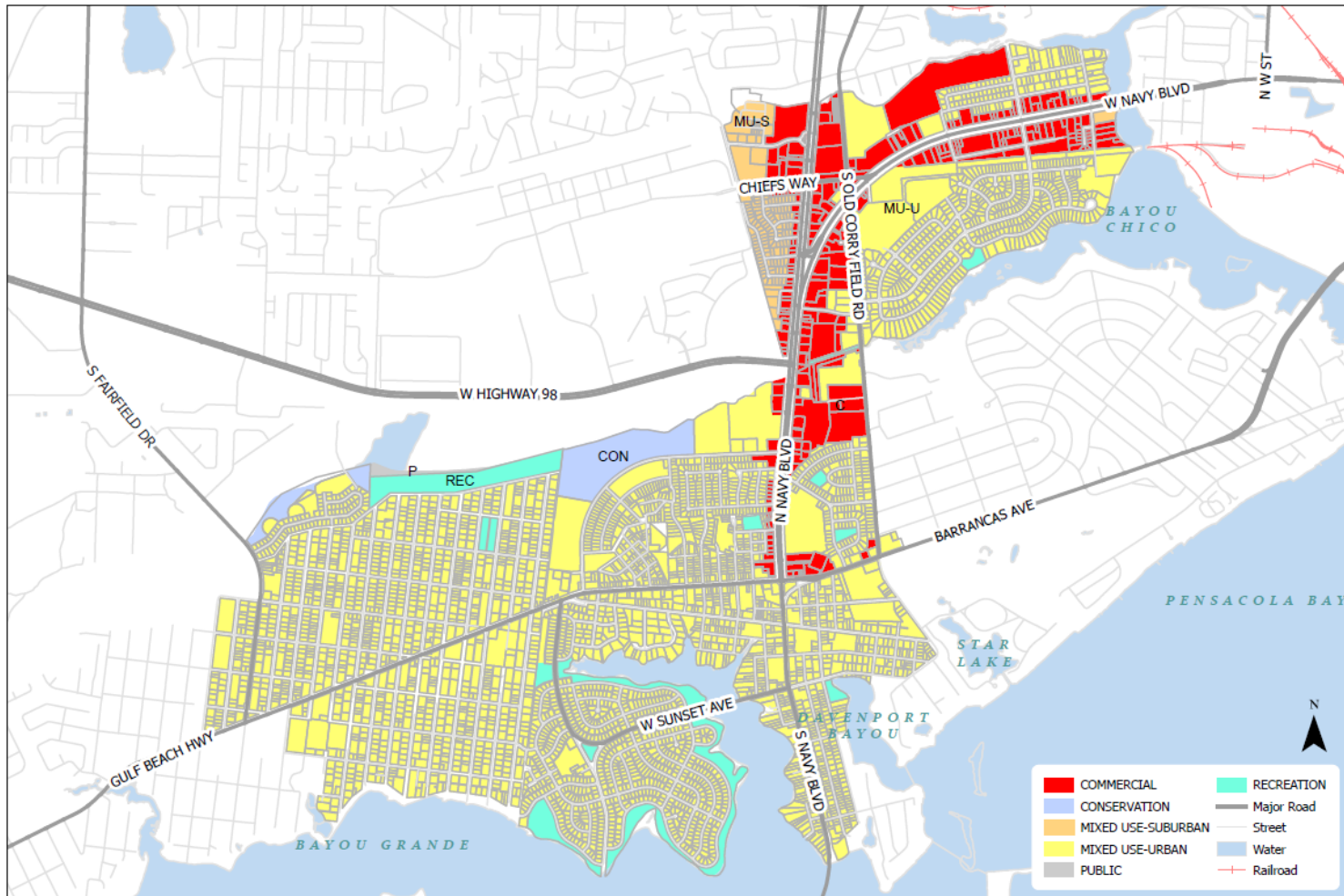
The Escambia County Comprehensive Plan is a guiding document that sets forth goals, objectives, and policies to support orderly growth management within the county. This is accomplished through a broad interpretation of the general guidelines and principals used for the planning and regulation of development and land use in the county. It also corresponds with the county's Future Land Use Map (Fig. 5.2). Except for the New Warrington Road and Navy Boulevard corridor, which is commercial, the Warrington Redevelopment Area is predominantly composed of the mixed-use urban future land use category. The mixed-use urban category promotes a complementary mix of residential, commercial, and recreation uses. By allowing a variety of uses in proximity to one another it minimizes the impact of new development on existing resources. Mixed-use urban designation supports the redevelopment strategies presented in this plan.

New Warrington Road and Navy Boulevard's designation as 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 of the Escambia County Comprehensive Plan having an impact on the Warrington Redevelopment Plan are presented in Appendix C.

FIG.5.2

Warrington Redevelopment Area: Future Land Use 2030



Sources: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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LAND DEVELOPMENT REGULATIONS

Two primary zoning types are represented in the Warrington Redevelopment Area, residential and commercial (Fig. 6). Except for South Navy Boulevard, the zoning pattern corresponds to the existing land use (Table 5.2) with 69% of the area zoned for residential use and 52.6% of the area currently being used for residential purposes.

TABLE 5.2

Zoning Type	Acreage	Percent
Commercial	316.09	18.4%
Conservation	79.66	4.6%
Heavy Commercial/Light Industrial	76.71	4.5%
High Density Mixed Use	359.25	20.9%
High Density Residential	27.05	1.6%
Low Density Mixed Use	0.70	0.0%
Medium Density Residential	798.24	46.5%
Recreation	54.02	3.1%
unzoned	0.00	0.2%
Total	1,715.33	100%

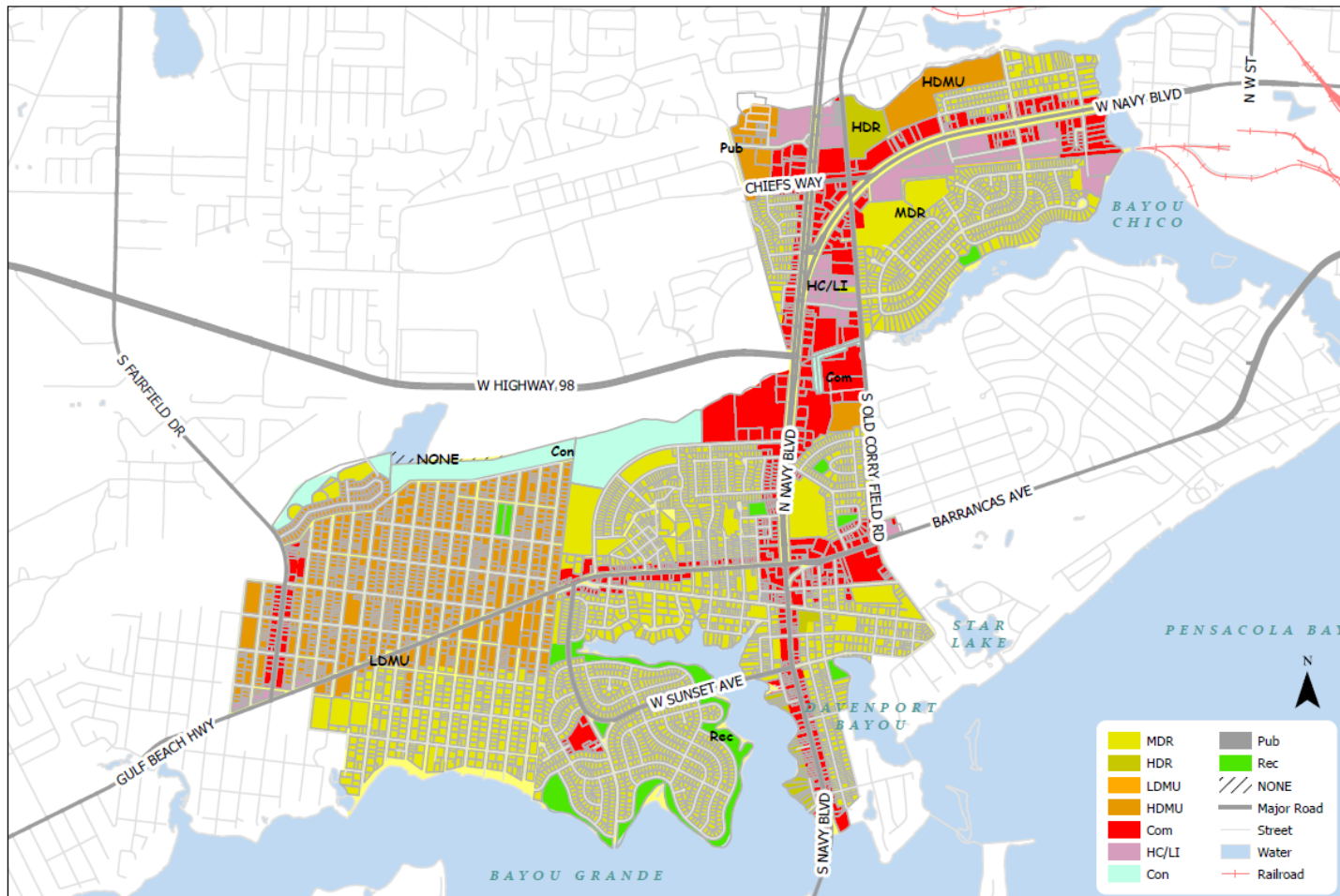
South Navy Boulevard is zoned for commercial use. A scattering of commercial sites are intermingled with residential uses along this roadway. However, most of the land use in the area is residential. As infrastructure improvements continue along this roadway, it is likely the area will experience a transition from residential to commercial uses. Commercial zoning encompasses 22.9% of the total area acreage and 13.2% 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:

MDR (Medium Density Residential)

The Medium Density Residential district establishes appropriate areas and land use regulations for residential uses at medium densities within suburban or urban areas. The primary intent of the district is to provide for residential neighborhood development in an efficient urban pattern of well-connected streets and at greater dwelling unit density than the low-density residential district. Residential uses within the MDR district are limited to single-family and two-family dwellings. The district allows non-residential uses that are compatible with suburban and urban residential neighborhoods. The majority (46.5%) of residential zoning in Warrington is MDR, which is appropriate for its suburban qualities.

FIG. 5.3

Warrington Redevelopment Area: Current Zoning



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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HDR (High Density Residential)

The High Density Residential district establishes appropriate areas and land use regulations for residential uses at high densities within urban areas. The primary intent of the district is to provide for residential neighborhood development in an efficient urban pattern of well-connected streets and at greater dwelling unit density and diversity than the medium density residential district. Residential uses within the HDR district include most forms of single-family, two-family and multi-family dwellings. Nonresidential uses within the district are limited to those that are compatible with urban residential neighborhoods.

A small percentage (1.6%) of Warrington is zoned HDR.

HDMU (High Density Mixed Use)

The High Density Mixed-Use (HDMU) district establishes appropriate areas and land use regulations for a complimentary mix of high-density residential uses and compatible nonresidential uses within urban areas. The primary intent of the district is to provide for a mix of neighborhood retail sales, services and professional offices with greater dwelling unit density and diversity than Low Density Mixed-Use. Additionally, the HDMU district is intended to rely on urban street connectivity and encourage vertical mixes of commercial and residential uses within the same building to accommodate a physical pattern of development characteristic of village main streets and older neighborhood commercial areas. Residential uses within the district include all forms of single-family, two-family and multi-family dwellings.

HDMU is the second largest zoning category in Warrington at 20.9% of its land area. The western portion of Warrington is primarily zoned HDMU with the north side of Beach Haven primarily HDMU and the south side of Beach Haven HDMU until nearing the coast of Bayou Grande where the zoning is MDR.

Small pockets of HDMU are also located off Patton Drive, Prieto Lane, Twin Oaks Drive and the Jackson Lakes.

LDMU (Low Density Mixed Use)

The Low Density Mixed-Use district establishes appropriate areas and land use regulations for a complementary mix of low density residential uses and compatible nonresidential uses within mostly suburban areas. The primary intent of the district is to provide for a mix of neighborhood-scale retail sales, services and professional offices with greater dwelling unit density and diversity than the low-density residential district. Additionally, the LDMU district is intended to rely on a pattern of well-connected streets and provide for the separation of suburban uses from more dense and intense urban uses. Residential uses within the district include most forms of single-family, two-family and multi-family dwellings.

Oddly enough, Warrington has only one parcel zoned LDMU. It is an undeveloped, forested parcel on the south side of Gulf Beach Highway at Decatur Avenue.

COM (Commercial)

The Commercial district establishes appropriate areas and land use regulations for general commercial activities, especially the retailing of commodities and services. The primary intent of the district is to allow more diverse and intense commercial uses than the neighborhood commercial allowed within the mixed-use districts. To maintain compatibility with surrounding uses, all commercial operations within the Commercial district are limited to the confines of buildings and not allowed to produce undesirable effects on surrounding property. To retain adequate area for commercial activities, new and expanded residential development within the commercial district is limited, consistent with the commercial (C) future land use category.

COM is the primary zoning along the main arteries of Warrington: New Warrington Road, Navy Boulevard and Barrancas Ave. The exception to this is West Navy Boulevard which has sections of Heavy Commercial/Light Industrial (HC/LI) and Gulf Beach Highway which is Commercially zoned near the intersection of Navy boulevard but becomes HDMU along Gulf Beach Highway through Beach Haven to Fairfield Drive.

HC/LI (Heavy Commercial/Light Industrial)

The Heavy Commercial and Light Industrial district establishes appropriate areas and land use regulations for a complementary mix of industrial uses with a broad range of commercial activities. The primary intent of the district is to allow light manufacturing, large-scale wholesale and retail uses, major services, and other more intense uses than allowed in the commercial district. The variety and intensity of non-residential uses within the HC/LI district is limited by the applicable FLU and their compatibility with surrounding uses. All commercial and industrial operations are limited to the confines of buildings and not allowed to produce undesirable effects on other property. To retain adequate area for commercial and industrial activities, other uses within the district are limited.

The majority of HC/LI in Warrington are on West Navy Boulevard Gulf Beach Highway through the Beach Haven neighborhood to Fairfield Drive. A small portion of North New Warrington Road is also HC/LI.

REC (Recreation)

The Recreation district establishes appropriate areas and land use regulations for outdoor recreational uses and open space. The primary intent of the district is to preserve and maintain parcels of land necessary or used for a system of public and private parks providing both active and passive recreational activities and amenities. Indoor recreation facilities are allowed within the Recreational district if customarily incidental to the principal outdoor uses. Non-recreational uses are severely limited to ensure the preservation of district lands and provision of adequate areas for public recreation. New or expanded residential development is generally prohibited.

As to be expected, the Recreation zoned parcels are used for recreational purposes in Warrington. These Recreation zoned parcels are neighborhood parks except for the Navy Point Boat Ramp and Linear Park which may draw visitors from outside the area.

CON (Conservation)

The Conservation district establishes appropriate areas and land use regulations for the conservation of important natural resources. The primary intent of the district is to conserve wetlands, marshes, watersheds, coastal dunes, wildlife habitats and other environmentally sensitive lands, but allow for passive recreational opportunities and amenities consistent with the Conservation future land use category. Non-conservation uses are severely limited to ensure the conservation of district resources and provision of appropriate areas for public recreation. Nonresidential uses within the Conservation district are limited to activities that will have minimal impacts and where the educational benefits of the uses are determined to outweigh those impacts. New or expanded residential development is generally prohibited.

Warrington's Conservation zoned areas are generally limited to the Jones Swamp area which features a linear boardwalk and privately-owned wetland parcels south of Gulf Beach Highway.

AIPD (Airfield Influence Planning District)

The AIPD establishes land use regulations that implement comprehensive plan policies requiring the prevention of airport and airfield hazards and incompatible land uses around those facilities. It is the intent of these regulations to ensure the continued safe and efficient use of navigable airspace and operation of airports, airfields and other air navigation or communication facilities within the county. Airport and airfield hazards effectively reduce the size of areas available for the landing, taking off and maneuvering of aircraft, tending to destroy or impair both the present and future utility of aviation facilities and any public investment in them. Incompatible uses and activities have the potential for being hazardous to persons and property on the ground as well as aircraft operations. The AIPD also implements and puts into regulatory effect certain recommendations of the Escambia County Joint Land Use Study, September 2003, as amended through the Air Installations Compatible Use Zones (AICUZ) Study for NAS Pensacola and NOLF Saufley, 2010.

The county enforces its airport regulations to assure compliance with the requirements set forth in F.S. Chapter 333, as amended, to meet the intent of the Federal Aviation Administration's reviewed and accepted noise exposure maps, and to prevent encroachment into airport and airfield operational areas.

Airfield influence planning districts are combinations of noise zones, clear zones, accident potential zones, and other areas of influence that overlap and combine to define a broad range of airfield influences on surrounding land use. The range of influences is divided between two planning districts: AIPD-1 composed of areas closest to an airfield and, therefore, with highest noise exposure and accident risk; and AIPD-2 composed of areas further from the airfield than AIPD-1, but that still may influence or be influenced by airfield operations.

The southern half of the Warrington CRA is in an AIPD. The majority of the AIPD area in Warrington is AIPD-2, which is much less restrictive than AIPD-1 – affecting only a handful of parcels in the CRA in close proximity to NAS Pensacola.

Warrington Overlay District

Overlay zoning districts apply to areas of the county for which specific aesthetic, historic preservation, resource protection, redevelopment, or other public concerns have been identified. The overlays impose supplemental requirements to manage development not sufficiently managed by underlying zoning districts and may modify the allowable uses, site and building requirements, and other provisions of the underlying zoning.

The Warrington overlay district establishes supplemental land use regulations to support the objectives of the adopted Warrington area community redevelopment plan. The intent of the additional land use controls is to enhance the character of an area undergoing revitalization, especially along those commercial corridors that provide primary access or gateways to the adjoining military installations within the Warrington area. Beyond prohibiting manufactured homes and manufactured home subdivisions or parks, the restrictions apply only to non-residential development. See Appendix E for the current version of the Warrington Overlay.

HOUSING CONDITIONS

CRA staff conducted a housing condition windshield survey of the Warrington Redevelopment Area during 2023. The survey results are presented in Fig. 5.4 and Table 5.3 Housing Conditions. 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.

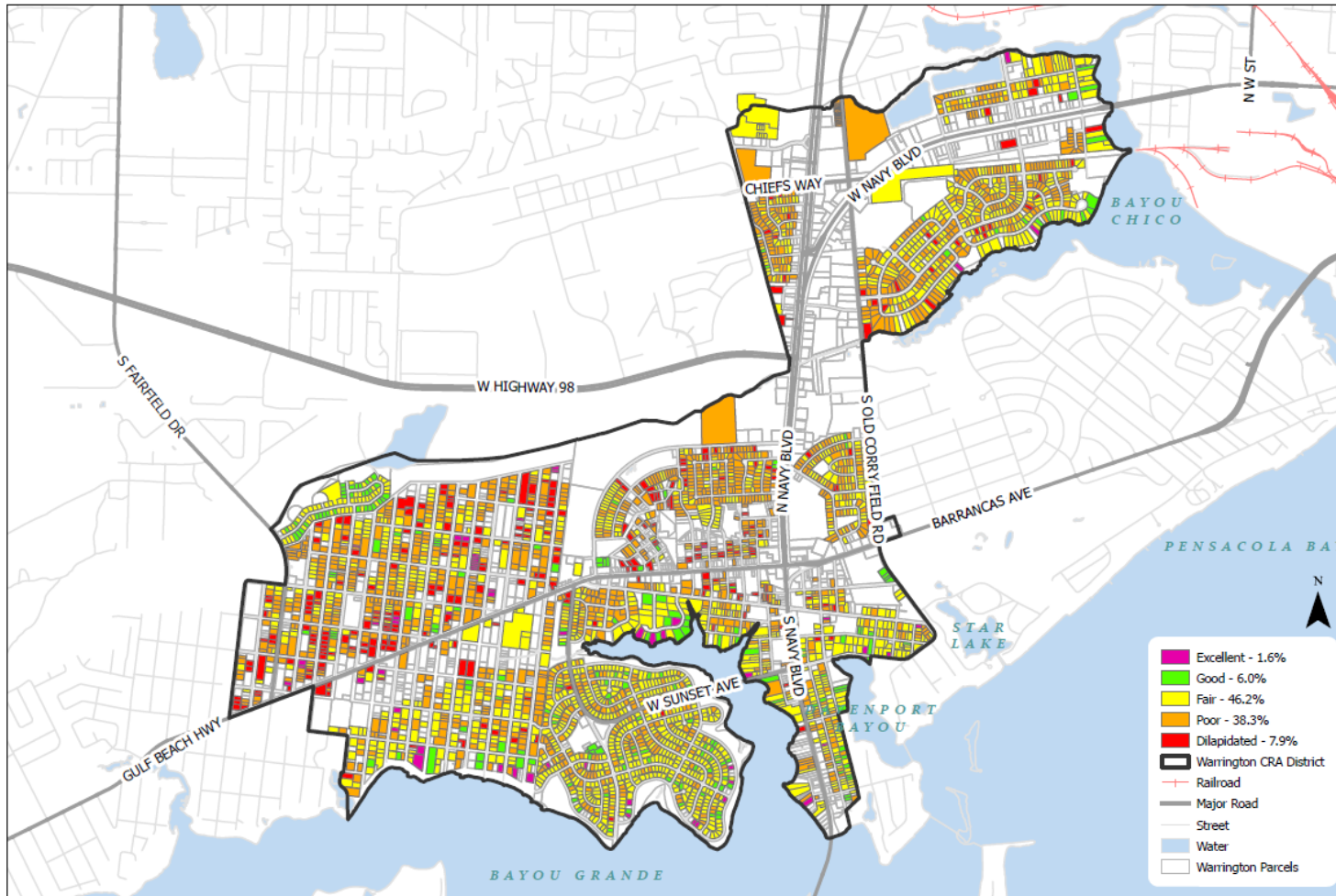
Fair condition – Repair or rehabilitation is required. Shingles may be curling. There may be evidence of the need for energy related improvements. Roofing work may be required as well.

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. 5.4

Warrington Redevelopment Area: Housing Conditions



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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TABLE 5.3

Housing Condition	Number of Parcels with Housing Condition	Percent of Total
Excellent	55	1.6%
Good	203	6.0%
Fair	1,561	46.2%
Poor	1,296	38.3%
Dilapidated	267	7.9%
Total	3,382	100%

Warrington's housing is mostly in fair (46.2%) or poor condition (38.3%). A small percentage of the housing is in excellent condition (1.6%) or good (6.0%). The greatest concentration of poor and dilapidated housing is in the Beach Haven neighborhood north of Gulf Beach Highway. However, it is interesting to note that greatest concentration of newly constructed homes in Warrington is also in this neighborhood. The recently completed Beach Haven Phase I sewer and drainage project acted as a catalyst for new residential development. Many undeveloped lots in Beach Haven are now being developed.

DEMOGRAPHICS

This section uses information collected in the 2000, 2010, and 2020 U.S. Census with estimated information for the years 2022 and 2027, courtesy of The Haas Center University of West Florida.

Population and Households

Warrington population grew by 4.42% from 2010 to 2022 (9,719 residents to 10,012, respectively) but it is expected to slightly decrease by 0.1% to 9,999 by 2027. Meanwhile, Escambia County grew 9.25% from 2010 to 2022 and is expected to grow an additional 2.7% by 2027. Warrington is growing at a slower pace than Escambia County and is expected to lag the county into the future. This is to be expected as Warrington is mostly developed and has few remaining large parcels for new residential development.

In the period between the 2000 and 2010 Census, household growth in Warrington was flat with 4,102 households in 2000 and 4,103 in 2010. The current number of households is 4,233 and is expected to grow slightly to 4,244 by 2027.

Most housing units in Warrington are rentals (55.92%) whereas the majority of housing units in Escambia County are owner-occupied (61.24%). Although Warrington has a lower percentage of owner-occupied homes compared to Escambia County, the percentage of owner-occupied homes that are owned free and clear is higher in Warrington (48.8%) than in the County (41.3%)

In Warrington, the median household income (\$35,992) is 29.65% less than Escambia County (\$51,161). This corresponds to a higher percentage of households below the poverty level in Warrington (16.79%) in comparison to Escambia (10.63%). See Table 5.4 below:

TABLE 5.4

Household Income	Escambia	Warrington CRA
\$0 - \$9,999	6.6%	9.8%
\$10,000 - \$14,999	4.6%	5.4%
\$15,000 - \$24,999	10.9%	15.6%
\$25,000 - \$34,999	10.9%	17.5%
\$35,000 - \$49,999	15.9%	21.2%
\$50,000 - \$74,999	19.4%	15.5%
\$75,000 - \$99,999	12.2%	6.0%
\$100,000 - \$124,999	7.8%	4.1%
\$125,000 - \$149,999	4.4%	2.0%
\$150,000 +	7.4%	2.8%
Average HH income	\$71,904	\$48,028
Median HH income	\$51,161	\$35,992
Per Capita Income	\$29,007	\$20,314

Age, Education and Transportation

Based upon 2022 Census estimates, the redevelopment area shows considerable difference in age in education attainment levels than the rest of the County. The median age of 33.7 for Warrington, is less than the median age of 37.5 for the county. The disparity in median age has continued to grow from the estimates for 2008 in the 2010 Redevelopment Plan, where median ages were 34.3 and 36.8, respectively.

The redevelopment area has a significantly larger population of children with 22.9% of the population being 14 years of age or younger, compared to 17.6% of the residents in the county as a whole. Much like the growth in median age disparity since 2008, the percentage of population of children has grown in Warrington since 2008 (21.6%) compared to the county (18%).

Warrington's college educational attainment lags behind Escambia County, which corresponds with higher percentage of blue-collar jobs 51.9% in the redevelopment area compared to 40% in the county.

TABLE 5.5

Educational Attainment	Escambia	Warrington
High School or less	38.2%	48.0%
Some College	24.2%	25.2%
Bachelor's Degree	15.8%	11.4%
Graduate Degree	9.1%	4.4%

The lack of transportation presents a noticeable difference between the redevelopment area and the county as a whole. Over 57% of Warrington's households own one car or no vehicle in comparison to the county at 45.2%.

TABLE 5.6

Number of Vehicles per HH	Escambia	Warrington
0	6.8%	9.7%
1	38.4%	47.9%
2 or more	54.9%	42.4%
Average per HH	1.8	1.59

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 blight. With its major assets being Naval Air Station Pensacola and Information Warfare Training Command Corry Station, along with waterfront geography, Warrington has tremendous potential for residential and commercial reinvestment.

Crime

Improving neighborhood security, particularly at known crime locations, was noted as an objective throughout the history of the redevelopment area. Since the initiation of the CRA in 1995, there has been significant cooperation between the Warrington Revitalization Committee, Neighborhood Watch Organizations, CRA and the Escambia County Sheriff's Office. Ongoing cooperation of these organizations will continue to support the creation of safe, secure neighborhoods.

Based upon data provided by the Escambia County Sheriff's Office presented in Table 5.7 is presented below.

TABLE 5.7

Escambia							
	Murder	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Motor Vehicle Theft
2010	29	253	573	1,391	3,189	9,313	609
2011	16	208	565	1,279	3,241	9,908	726
2012	22	207	502	1,601	3,899	9,920	680
2013	26	164	439	1,446	3,264	9,702	768
2014	21	181	388	1,454	2,818	8,850	660
2015	24	197	404	1,439	2,628	9,101	644
2016	19	188	373	1,400	1,978	7,767	655
2017	19	209	307	1,198	2,004	7,628	556
2018	12	224	293	1,181	1,769	7,203	679
2019	27	186	337	1,227	1,828	6,724	650
2020	32	225	376	1,306	1,588	6,039	732
2021	23	284	282	1,332	1,285	5,410	689
Total	247	2,242	4,557	14,922	28,206	92,155	7,359
Warrington							
	Murder	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Motor Vehicle Theft
2010	6	22	44	43	418	438	56
2011	3	20	58	31	369	427	73
2012	0	22	50	49	469	451	80
2013	2	19	49	47	471	436	78
2014	2	20	34	33	397	414	64
2015	2	15	35	39	365	348	64
2016	0	15	26	26	302	374	52
2017	2	18	23	26	283	311	42
2018	0	14	25	31	218	300	48

2019	2	9	29	37	204	310	59
2020	2	17	17	35	240	269	53
2021	2	10	16	34	194	251	76
Total	23	201	406	431	3,930	4,329	745

While the redevelopment area represents approximately 3.08% of the county's population, a disproportion of crime reported in the county during the 12-year study period occurred in Warrington. Crime such as murder, rape, robbery, burglary, and motor vehicle theft occur in Warrington at rates much higher than the rest of the county as a whole, see Table 5.8

TABLE 5.8

Total crime from 2010 to 2022	Escambia	Warrington	Warrington's Percentage of crime in the County	Multiplier of expected norm
Murder	247	23	9.31%	3.02 x
Rape	2,242	201	8.96%	2.90 x
Robbery	4,557	406	8.91%	2.89 x
Aggravated Assault	14,922	431	2.89%	0.94 x
Burglary	28,206	3,930	13.93%	4.52 x
Larceny	92,155	4,329	4.70%	1.53 x
Motor vehicle theft	7,359	745	10.12%	3.29 x

Over the past 12 years, crime in Escambia County peaked in 2012 and trended lower (Figure 5.5). Warrington's crime data also shows a similar peak in 2012 with a trend of lower crime than in the past (Figure 5.6).

FIGURE 5.5

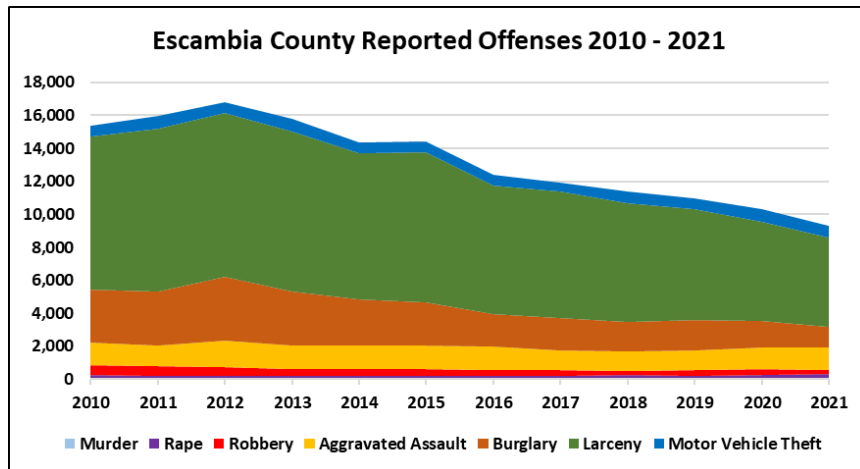
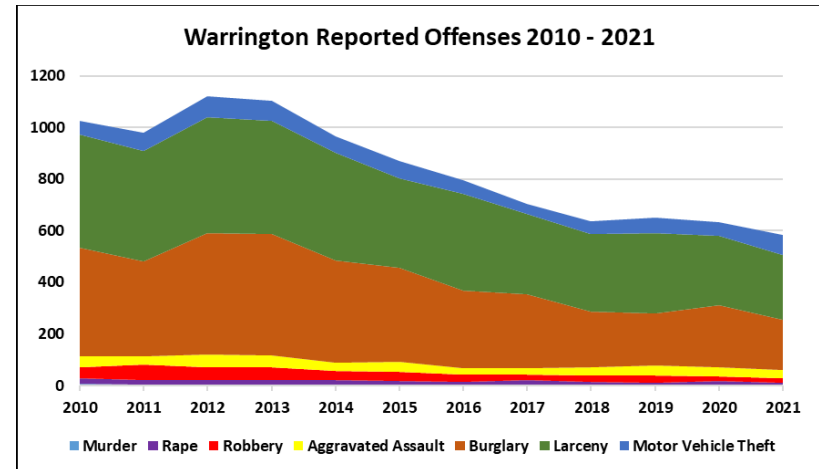


FIGURE 5.6



A reduction in crime requires a community effort. Due to vigilant citizens, the Sherriff's Office has successfully demolished at least two, well-documented homes where consistent citizen calls to report crime helped to establish a known crime hotspot.

SECTION 6: PLAN IMPLEMENTATION



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

The CRA, a Division of the Neighborhoods and Human Services Department, will be responsible for overseeing the implementation of the plan. CRA will work closely with other county departments, 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 Improvement Grant Program to existing and new commercial businesses in the area. As funding permits, the 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 Division 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 homeowners 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 county staff, 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. If Escambia County were to buyout the Forest Creek Apartments (which are occupied structures) for the purpose of demolition and stormwater mitigation, relocation plans would need to be in place for those affected residents.

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 nine redevelopment areas. The CRA works closely with the Neighborhood Enterprise Division, the administering agency, to identify capital projects for funding within the redevelopment areas. These funds may be used for housing rehabilitation, capital improvements, commercial matching grants, neighborhood renewal grants, and assistance with environmental assessment and cleanup 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 streetlights, 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



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

A proposal for relocation of low or moderate-income households is foreseen if the Escambia County were to buyout the Forest Creek Apartment complex for demolition and stormwater mitigation. If county-initiated 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

Recently, a corridor management study for Gulf Beach Highway to address traffic access, vehicle and pedestrian safety, and provide proposed design solutions was completed by the FL-AL TPO in September 2010. Among the many recommended improvements was the 4-lane widening of the corridor with access management controls. This sorely needed project is ranked 17th on the TPO's Non-Strategic Intermodal System Project Priorities and presently unfunded for the required engineering plan. Improving this corridor will improve traffic flow, increase motorized and non-motorized safety, and generally improve the quality of life for those who live or drive through the west side of Warrington. A repaving a restriping project is in design and will provide some relief in the meantime.

West Navy Boulevard has also been studied for improvements to its corridor. Additionally, an engineered plan was completed and is shovel ready. However, this project, with its heavy emphasis on beautification, is unfunded and not presently under consideration by the TPO for funding. 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 county engineering department 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

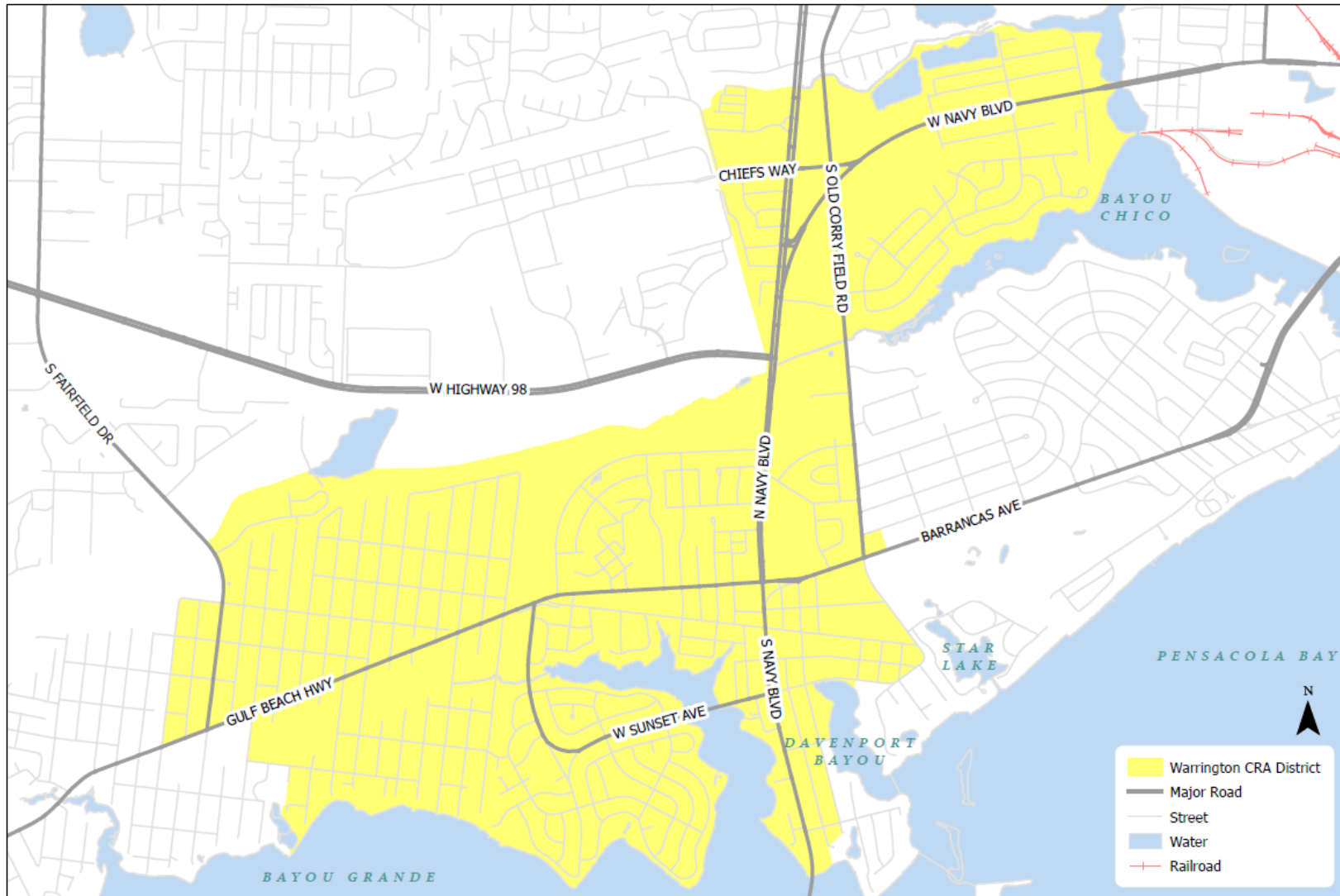
No major school impact is foreseen since no significant change in the residential character of the area is expected to occur.

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.

Appendix A: Warrington Redevelopment Area Maps

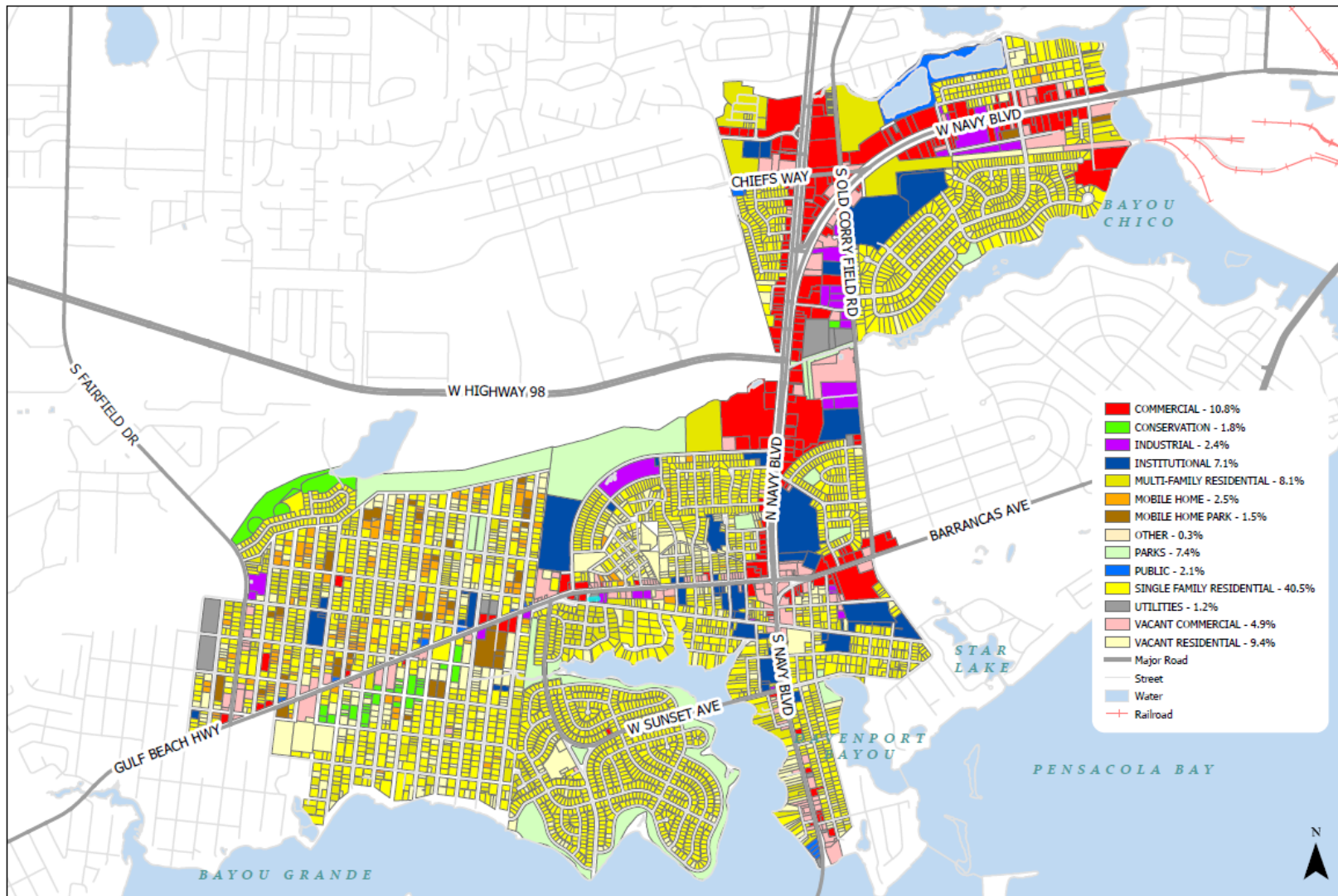
Warrington Redevelopment Area



Source: Escambia County GIS Division "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 services based on the on the information depicted herein. It is maintained for the function of the office only. These data are not guaranteed accurate." Created February 12 2024.
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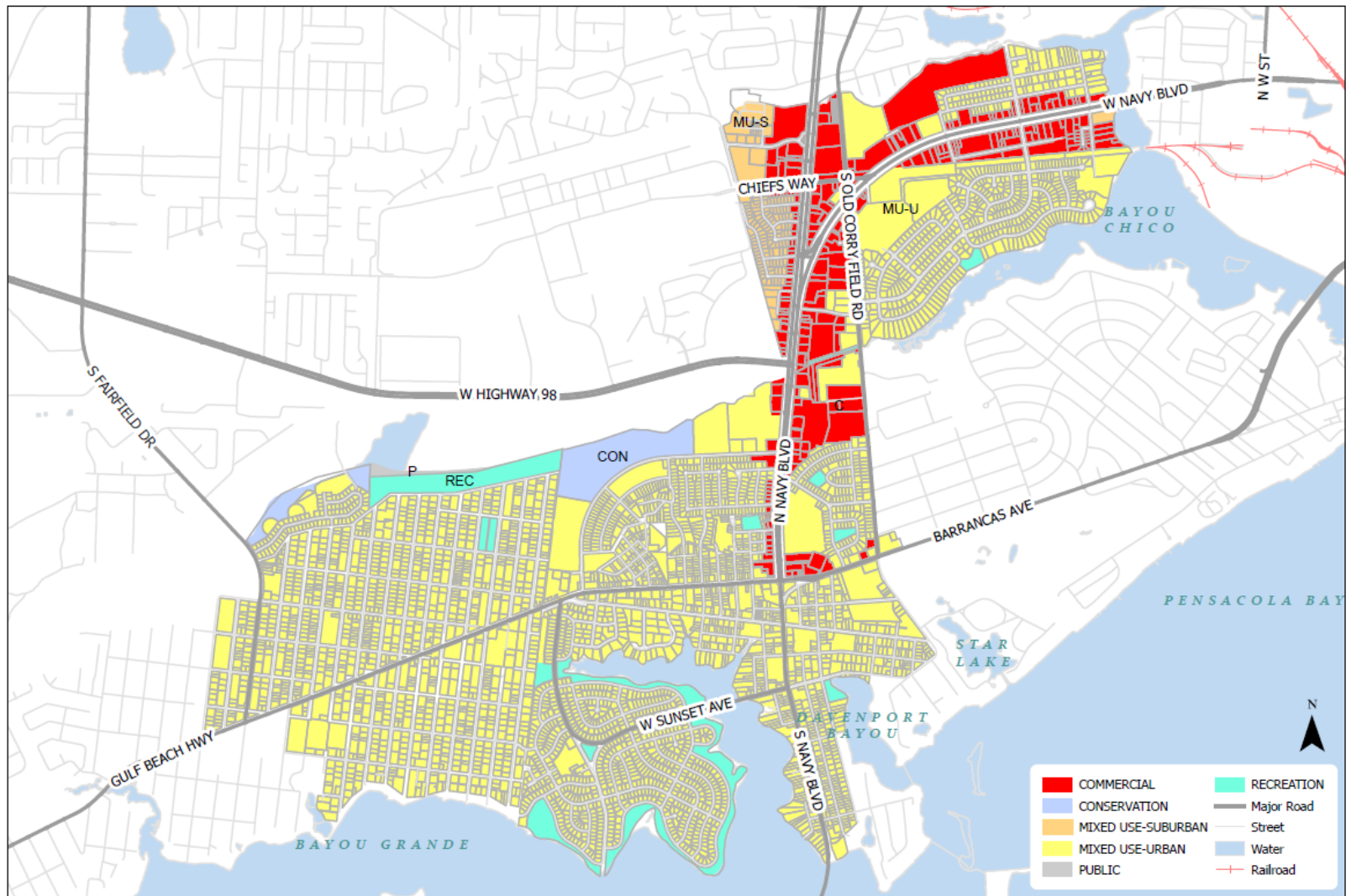
Warrington Redevelopment Area: Existing Land Use



Source: Escambia County GIS Division. "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 the office only. These data are not guaranteed accurate." Created February 12 2024.
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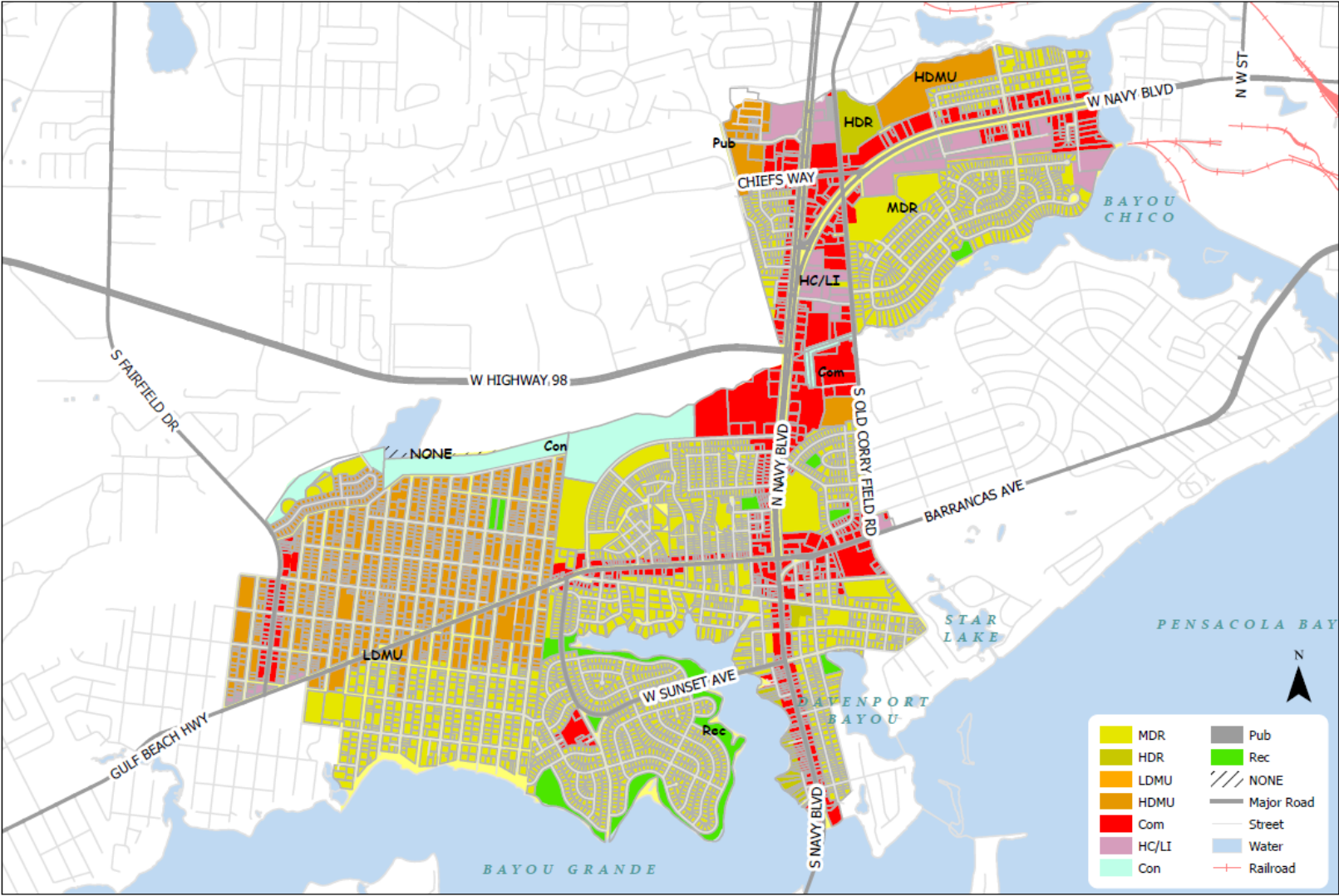
Warrington Redevelopment Area: Future Land Use 2030



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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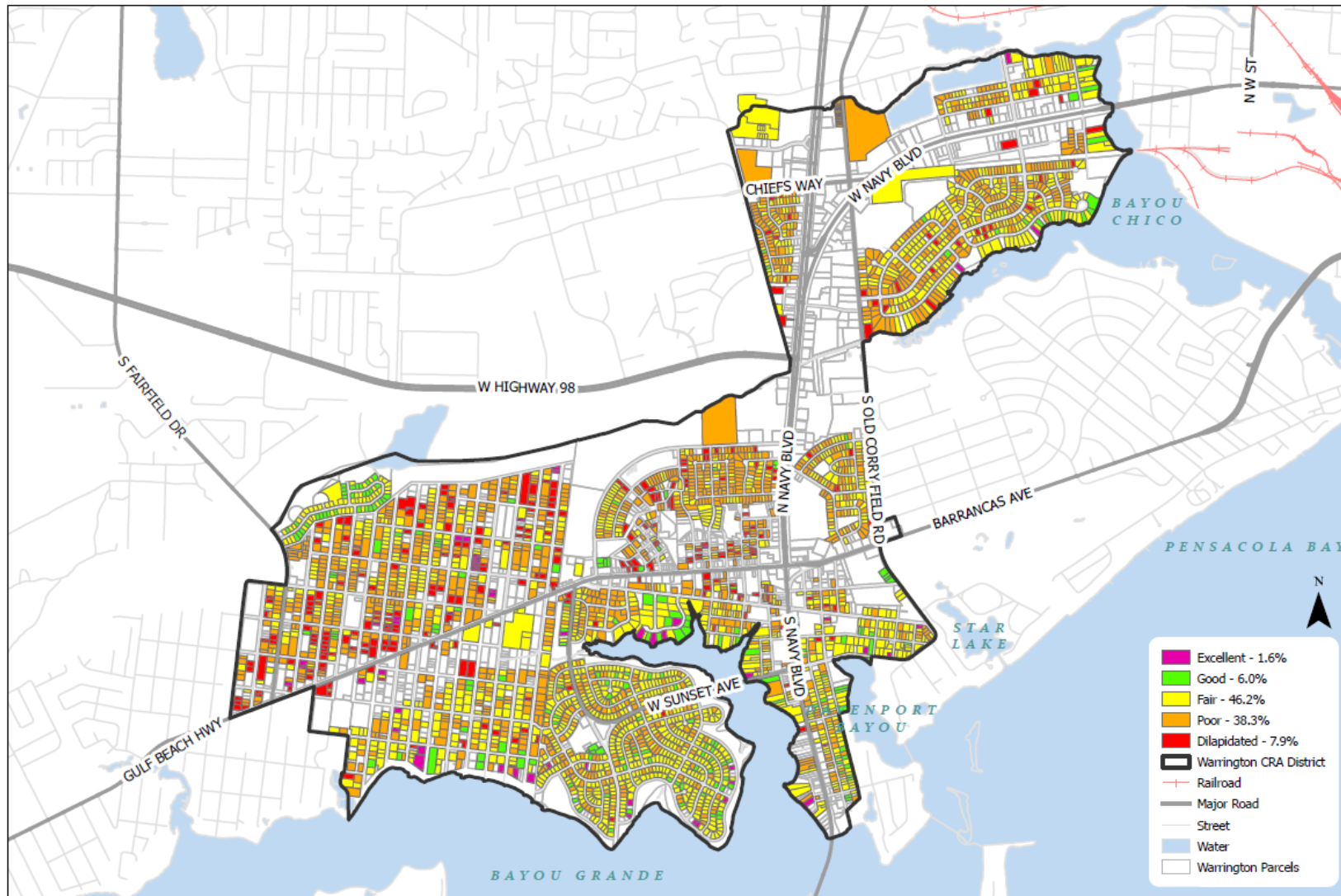
Warrington Redevelopment Area: Current Zoning



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12 2024.
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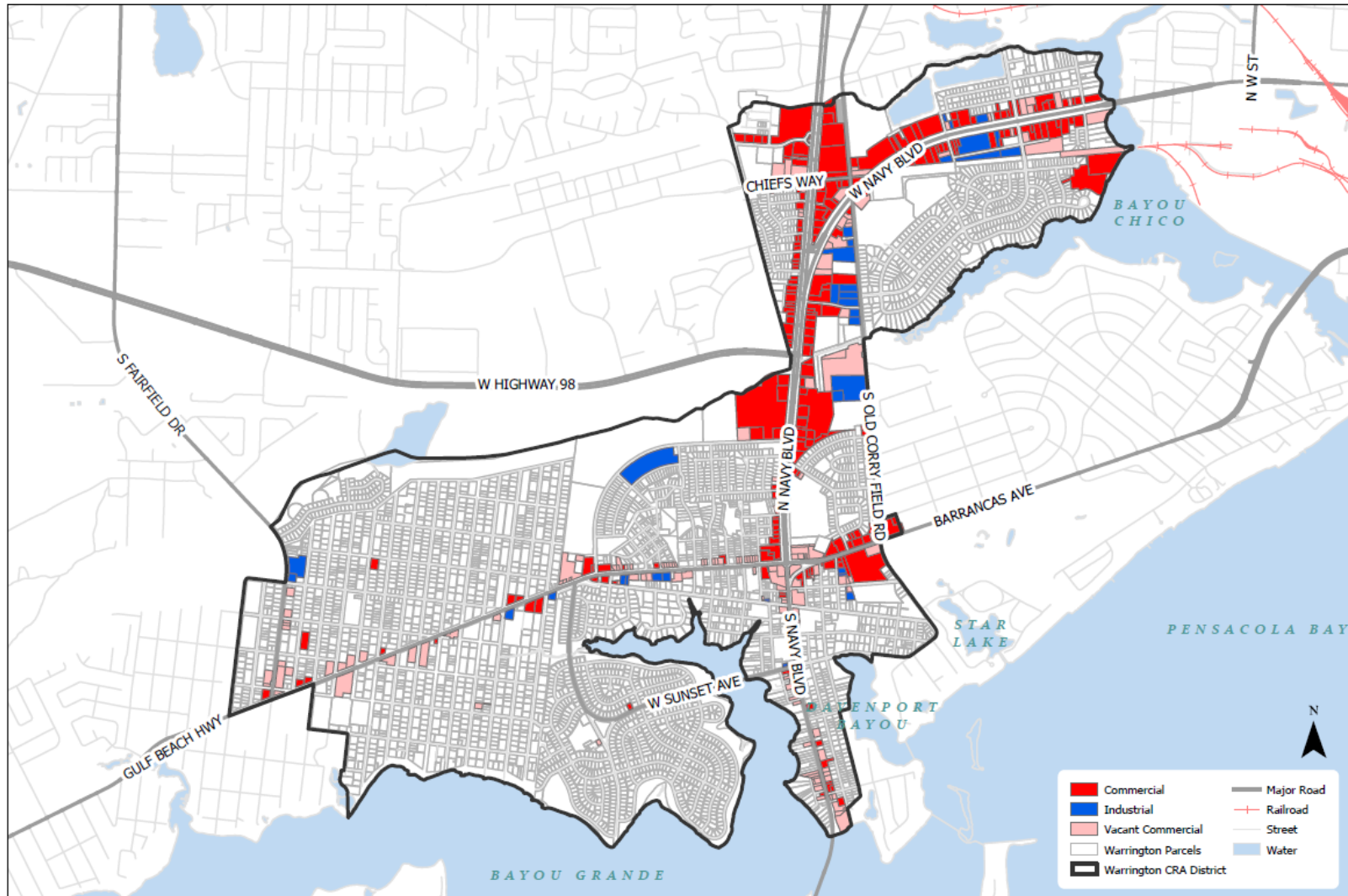
Warrington Redevelopment Area: Housing Conditions



Source: Escambia County GIS Division "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 services based on the on the information depicted herein. It is maintained for the function of the office only. These data are not guaranteed accurate." Created February 12 2024.
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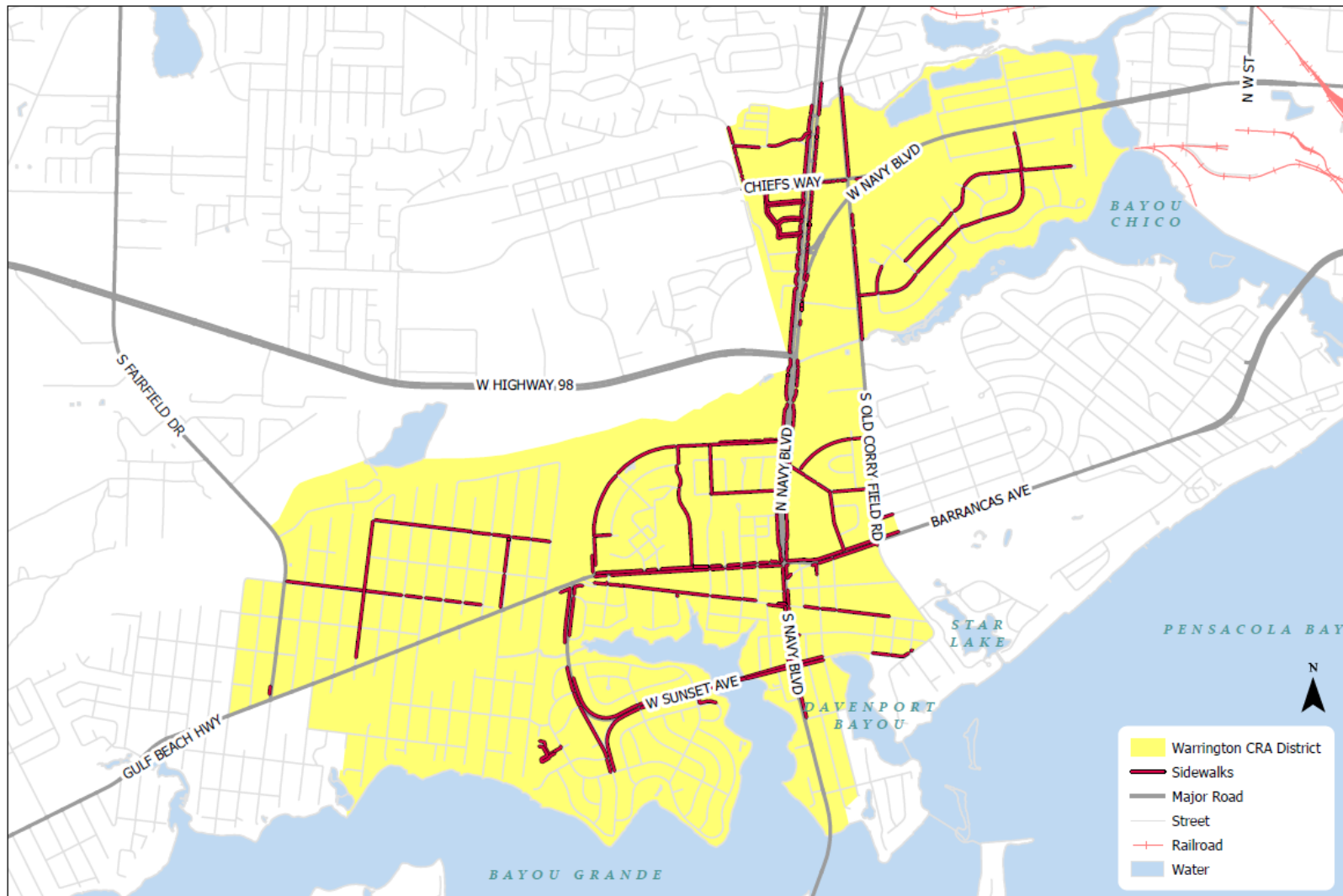
Warrington Redevelopment Area: Status of Commercial and Industrial Properties



Source: Escambia County GIS Division "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 the office only. These data are not guaranteed accurate." Created February 12, 2024.
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Warrington Redevelopment Area Sidewalks

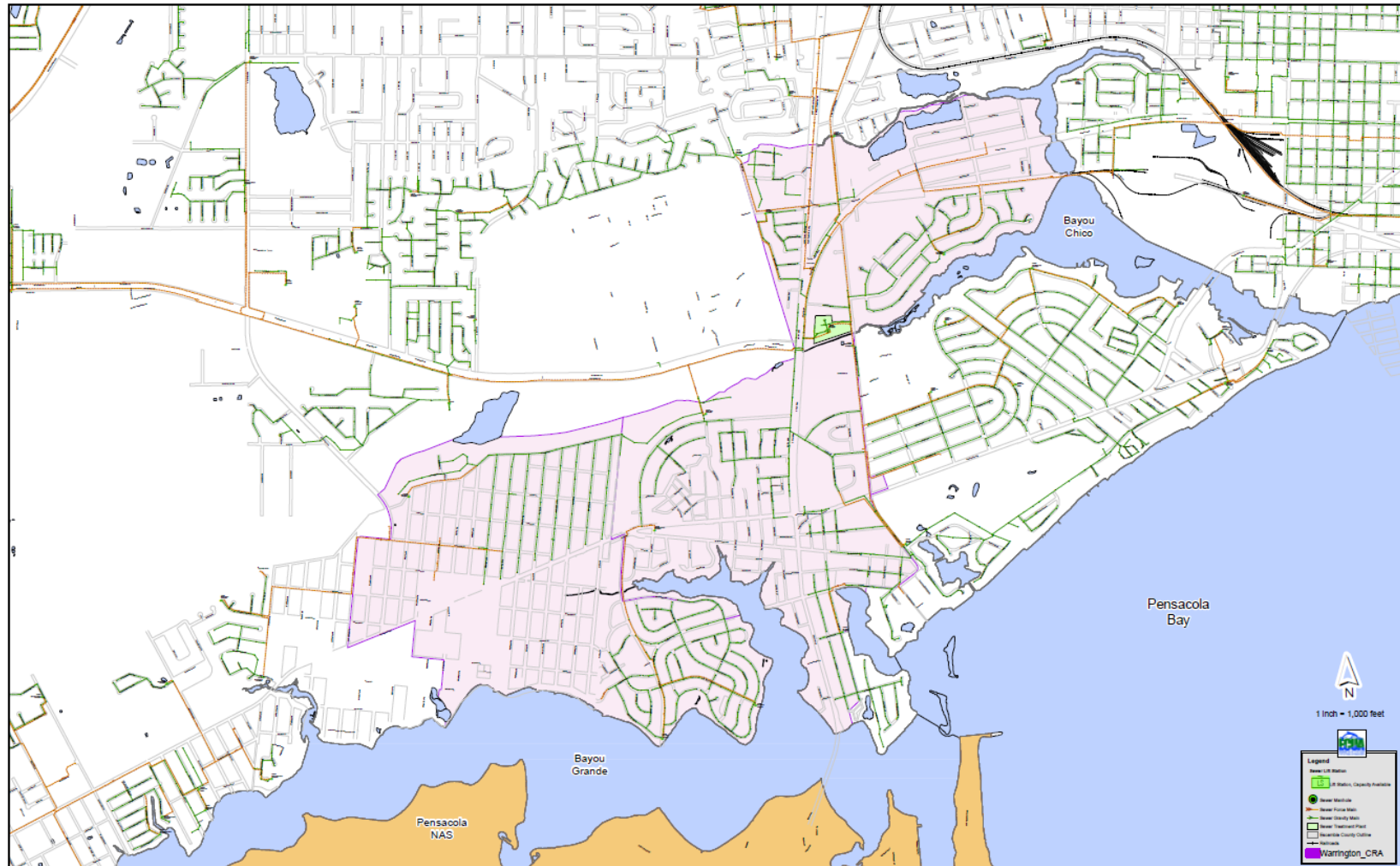


Source: Escambia County GIS Division "This map is provided for informational purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of the office only. These data are not guaranteed accurate." Created May 9 2024.
 Path: Q:\CRA\WARRINGTON REDEVELOPMENT PLAN UPDATE 2024\WARRINGTON CRA PLAN UPDATE 2024.aprx

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Warrington Sewer Availability

Warrington Redevelopment District



DISCLAIMER: The Emerald Coast Utilities Authority represents the approximate location of ECUA Water and/or Sewer Facilities. No representation is made as to its accuracy, and ECUA disclaims any and all liability with respect to any information shown, which may or may not include water and sewer facilities not owned by ECUA. ECUA provides this service for informational purposes only and it is not to be used for development of construction plans or any type of engineering services based on information depicted herein. These reports are not guaranteed accurate or reliable for any use other than that for which they were gathered. Any use of this information by any other organization for any other purpose and any conclusions drawn from the use of this data to entitle the responsibility of the user.

Date: 2/21/2024

Appendix B: 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 southwestwardly 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 C: Public Workshops



**JOIN US
IN SHAPING THE FUTURE OF
WARRINGTON!**

The Escambia County Community Redevelopment Agency (CRA) is updating the Warrington Redevelopment Plan and your input is important.

APRIL 5:30 p.m. Lexington Terrace Community Center 700 S Old Corry Field Rd, Pensacola, FL 32507	9	Meeting #1 Overview and making the case to update the Warrington Redevelopment Plan.
APRIL 5:30 p.m. Lexington Terrace Community Center 700 S Old Corry Field Rd, Pensacola, FL 32507	16	Meeting #2 Recap Meeting #1 and Seeking Public Input on Objectives, Strategies and Capital Improvements for Warrington
MAY 5:30 p.m. Lexington Terrace Community Center 700 S Old Corry Field Rd, Pensacola, FL 32507	28	Meeting #3 Review final draft of Redevelopment Plan and last chance for public input.

QUESTIONS?

For more information, please contact the Escambia County Community Redevelopment Agency to mprogers@myescambia.com or call 850-595-3499.

Public Meeting # 1

Warrington Redevelopment Plan Update

Kick-off Meeting
April 9, 2024
Lexington Terrace Community Center



WELCOME AND INTRODUCTIONS

Who am I?

Max Rogers, AICP
Development Program Manager
Escambia County
Community Redevelopment Agency

Call: 850-595-3499

Email: mprogers@myescambia.com

Agenda

- Orientation: CRA 101
- The Warrington Community Redevelopment Area
- The Warrington Redevelopment Plan
- The argument to extend the Plan
- Discuss next steps
- Questions from the audience
- Adjourn

What is the CRA?



Escambia County's Community Redevelopment Agency (CRA)

Created under Florida statute to reduce slum and blight (help improve the area)

CRA Board is made up of the five County Commissioners



Escambia County has nine Community Redevelopment Areas (also known as CRAs)

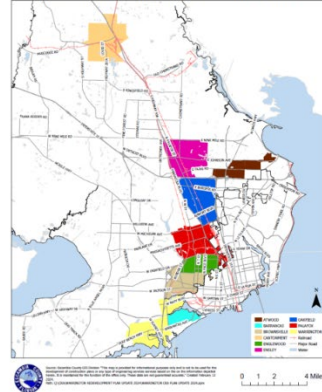
Atwood
Barrancas
Brownsville
Cantonment
Englewood
Palafax
Oakfield
Warrington



CRAs use Tax Increment Financing (TIF) to reinvest property taxes back into its district

Doesn't raise property taxes... just creates a mechanism to allow the CRA to reinvest more of your property tax dollars back into Warrington rather than go the County's General Fund

Escambia County Community Redevelopment Districts



What does the CRA do?

Coordinate the redevelopment of its districts

Advocate and fund capital improvements in Warrington

Beautification projects

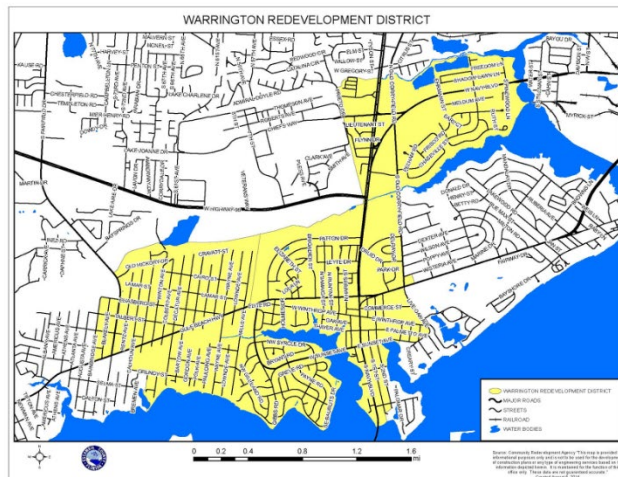
Pay for reoccurring costs (maintenance of beautification and streetlight bills)

Grants to encourage redevelopment (residential and commercial)

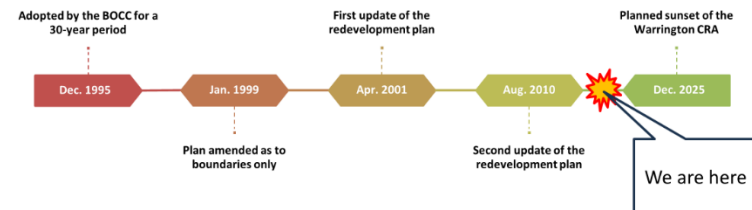
Neighborhood cleanups

Administer the zoning overlay

Engage with community to receive citizen input



Warrington is Escambia's first and oldest CRA



**We have a
choice to
make**

**If we do nothing,
Warrington CRA will
sunset in 2025:**

- The Warrington TIF will be dissolved, and any remaining funds will be returned to the County's General Fund
- No more redevelopment grants
- No dedicated source of funding for streetlights, beautification maintenance, neighborhood cleanups, etc...
- Overlay district sunsets

**If we want to extend
the Warrington CRA,
we must:**

- Update the redevelopment plan and have it approved by the Planning Board and adopted by the BOCC
 - Opportunity to review the objectives and strategies
 - Update the inventory and analysis (the data)
 - Update the Capital Improvement Project list
 - Other misc. requirements of F.S. Chapter 163

We are going to update the redevelopment plan

Section 1: Overview

Section 2: Area Accomplishments

Section 3: Redevelopment Objectives and Strategies

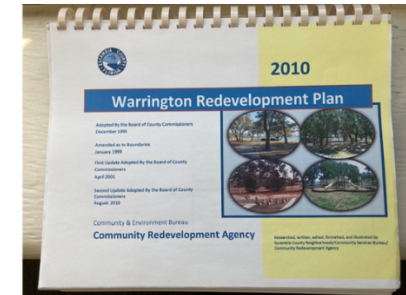
Section 4: Capital improvements

Section 5: Inventory and Analysis

Section 6: Plan Implementation

Section 7: Neighborhood Impact Analysis

Maps and Appendices



Planning process

Three public meetings

- 1st meeting (tonight):
 - Kick-off meeting, establish community needs, answer questions
- 2nd meeting (April 16th):
 - review the redevelopment objectives and strategies
 - discuss possible future capital improvement projects
- Final meeting (May 28th):
 - review the draft plan
 - last chance to add capital improvement project ideas

All meetings here at the Lexington Terrace
Community Center at 5:30pm

email questions or suggestions to: mprogers@myescambia.com



The rest of the agenda

1. Let's make the case for continuing the Warrington CRA for another 30 years
 - Blight (residential and commercial)
 - Demographics
 - Crime
 - Tools available to improve Warrington
2. Discuss next steps
3. Questions from the audience
4. Adjourn

Is Warrington blighted?

- Housing condition: windshield survey
- Commercial blight: (S. Navy Blvd. in particular)
- Demographics: how does Warrington compare to Escambia County as a whole?
- Crime: is it worse in Warrington?

Blighted Housing



Housing condition survey

- Rank all housing units in the CRA
 - 3,382 parcels with housing as its existing use
 - Actual number of units is higher (multi-family parcels, mobile home parks, large apartment complexes, etc...)
- The Ranking System:
 1. Excellent
 2. Good
 3. Fair
 4. Poor
 5. Dilapidated

This is a subjective measurement... a quick drive-by assessment

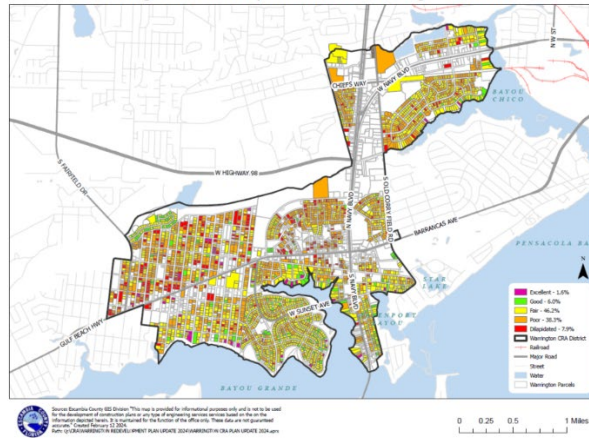
Warrington's 2023 Housing Condition

- Excellent = 1.6%
- Good = 6.0%
- Fair = 46.2%
- Poor = 38.3%
- Dilapidated = 7.9%

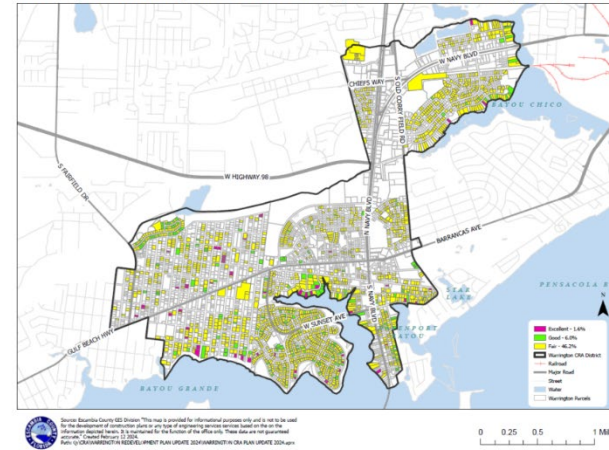
53.8% is ok or better

46.2% is in poor or worse condition

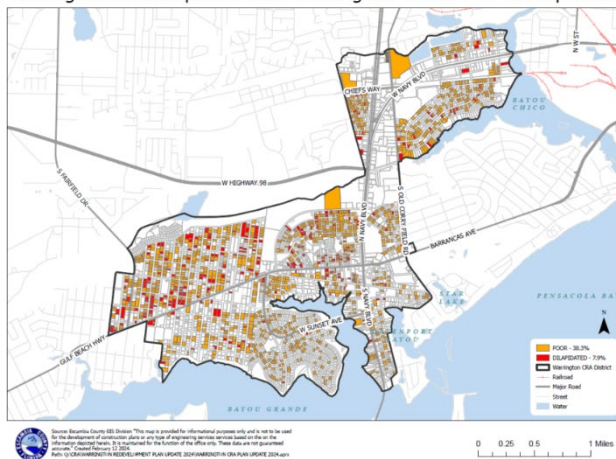
Warrington Redevelopment Area: Housing Conditions



Warrington Redevelopment Area: Housing Conditions Excellent, Good, & Fair



Warrington Redevelopment Area: Housing Conditions Poor & Dilapidated



Where is housing condition the worst?

- Greatest concentration of blight
 - Beach Haven (north)
 - Almost all the mobile homes and MHPs in Warrington are here
 - Patton Drive
- Corry
- Corry Heights
- Edgewater

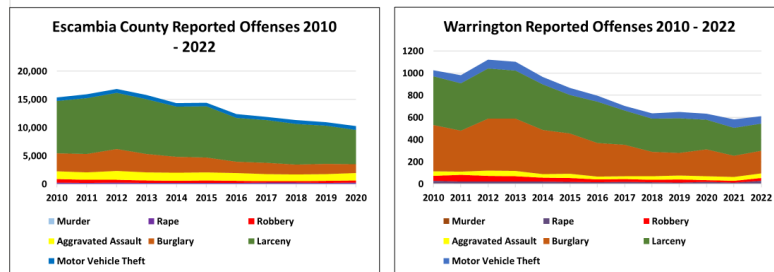
Blighted commercial property



Demographics

2022 Census Estimates	Escambia	Warrington	
Average HH Income	\$71,904	\$48,028	(33.2% less)
Median HH Income	\$51,161	\$35,992	(29.65% less)
Per Capita Income	\$29,007	\$20,314	(29.97% less)
HH Below Poverty Level	10.63%	16.79%	(57.95% more)
High School or less (age 25+)	38.20%	48%	(25.65% more)
HH With One Car or Less	45.20%	57%	(26.11% more)
Median Age	37.5	33.7	
Percentage of Children ≤ 14	17.60%	22.90%	

Crime (the good news...)



Crime (the bad news)

- 2022 Escambia population = **325,178**
- 2022 Warrington population = **10,012**
- Warrington has only **3.08%** of the County's population but a higher percentage of crime...

Total crime from 2010 to 2022	Escambia	Warrington	Warrington's Percentage of crime in the County	Multiplier of expected norm
Murder	247	26	10.52%	3.42 x
Rape	2,242	227	10.12%	3.29 x
Robbery	4,557	429	9.41%	3.06 x
Aggravated Assault	14,922	475	3.18%	1.03 x
Burglary	28,206	4,134	14.66%	4.76 x
Larceny	92,155	4,574	4.96%	1.61 x
Motor vehicle theft	7,359	812	11.03%	3.58 x

Is Warrington blighted?

- ✓ Almost half of the homes are in poor or worse condition
- ✓ Commercial blight (S. Navy Blvd. in particular)
- ✓ Demographics: much poorer than the County average
- ✓ Crime is higher in Warrington

What are the tools to address blight?

- Invest in infrastructure
 - Beach Haven example
 - Potential of W. Navy Blvd
- Improve safety (community policing, innovation, streetlights)
- Public/Private partnerships (grant programs)
- Low-income home repair assistance (low-income roof program)
- Beautification & cleanups
- Overlay zoning district (promotes quality commercial redevelopment and prevents new mobile homes and trailer parks)
- CRA as an advocate for redevelopment

Planning process

Three public meetings

- 1st meeting (tonight):
 - Kick-off meeting, establish community needs, answer questions
- 2nd meeting (April 16th):
 - review the redevelopment objectives and strategies
 - discuss possible future capital improvement projects
- Final meeting (May 28th):
 - review the draft plan
 - last chance to add capital improvement project ideas

All meetings here at the Lexington Terrace
Community Center at 5:30 pm

email questions or suggestions to: mprogers@myescambia.com



Questions from the audience

Public Meeting #2

Warrington Redevelopment Plan Update

Second Meeting

April 16, 2024

Lexington Terrace Community Center



Who am I?

Max Rogers, AICP
Development Program Manager
Escambia County
Community Redevelopment Agency

Call: 850-595-3499

Email: mprogers@myescambia.com

Welcome and Introductions

Agenda

- Orientation: CRA 101
- The Warrington Community Redevelopment Area
- The Warrington Redevelopment Plan
- **Review the Objectives, Strategies and proposed Capital Improvement projects**
- **Citizen Input on the Objectives, Strategies and proposed Capital Improvement projects**
- Discuss next steps
- Adjourn

Planning process

Three public meetings

- 1st meeting (April 9th):
 - kick-off meeting, establish community needs, answer questions
- 2nd meeting (tonight):
 - review the current redevelopment objectives, strategies and proposed capital improvement projects
 - citizen input on the redevelopment objectives, strategies and proposed capital improvement projects
- Final meeting (May 28th):
 - review the draft plan
 - last chance to add capital improvement project ideas

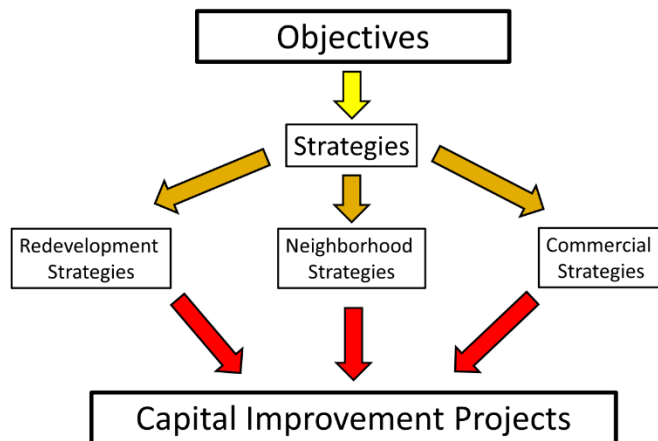
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Community Center at 5:30pm

email questions or suggestions to: mprogers@myescambia.com



What are we doing tonight?

- Quick review of:
 - Current redevelopment objectives and strategies
 - Proposed capital improvement projects
- 20 minutes for public input on the strategies and capital improvement projects
 - **WRITE DOWN YOUR IDEAS ON THE BIG PADS OF PAPER**
- Discussion of citizen input
- Discuss next steps
- Adjourn



Redevelopment Plan Objectives

- | | |
|--|---|
| <ul style="list-style-type: none"> • Appearance <ul style="list-style-type: none"> • upgrade visual appeal of commercial corridors and neighborhoods • Citizen and Business Involvement <ul style="list-style-type: none"> • Work with citizens and business owners to build community pride • Code Compliance <ul style="list-style-type: none"> • Use code enforcement to assure compliance, particularly with nuisance abatement and land development codes • Community Facilities and Programs <ul style="list-style-type: none"> • Provide facilities and programs for residents, with a focus on youth programming • Congestion <ul style="list-style-type: none"> • Improve roadway level of service for all users • Infrastructure <ul style="list-style-type: none"> • Upgrade streets, sidewalks, street lighting, traffic signalization, sewer connection, drainage and parks | <ul style="list-style-type: none"> • Maintenance <ul style="list-style-type: none"> • Assure proper maintenance of all public improvement projects • Navy Installations <ul style="list-style-type: none"> • Respond to the land use, safety, aesthetic and other concerns of Navy base commanders • Reinvestment <ul style="list-style-type: none"> • Use public funds to encourage improvements to substandard or vacant commercial and residential properties • Security <ul style="list-style-type: none"> • Increase neighborhood security, support innovative law enforcement programs • Zoning and Land Use <ul style="list-style-type: none"> • Support zoning policies that protect neighborhoods and encourage compatible commercial reinvestment |
|--|---|

Redevelopment Strategies

- **Arterial Highways** (GBH/Barrancas, Navy Blvd, and W. Navy Blvd)
 - Improve capacity, preserve commercial/industrial zoning and beautify
- **Code Enforcement**
 - Continue complaint-based model, aggressive enforcement
 - Neighborhood cleanups to remove junk and debris
- **Crime Reduction**
 - Neighborhood watch, community policing, innovation (surveillance van), youth-focused programs
- **Drainage**
 - Address known stormwater problems

Redevelopment Strategies (cont'd)

- **Housing**
 - Housing rehabilitation, new infill construction, homeownership programs, and rentals
- **Natural Disaster Recovery**
 - Identify projects and funding sources for mitigation and rebuilding projects
- **Neighborhood Pride**
 - Increase citizen involvement, work with neighborhood groups, beautification projects, youth-based civic programs
- **Sewer expansion**
 - Work with ECUA to continue sewer expansion projects
- **Zoning**
 - Preserve commercial zoning on arterials, update overlay zoning as needed

Neighborhood Strategies

- | | |
|---|---|
| <ul style="list-style-type: none">• Beach Haven<ul style="list-style-type: none">• Protect wetland areas• Expand sidewalk network• GBH pedestrian safety• GBH commercial corr. sewer expansion?• Bayou Davenport<ul style="list-style-type: none">• Live Oak Dr. stormwater• Corry Heights<ul style="list-style-type: none">• Improve & maintain appearance along Chief's Way• Corry Neighborhood<ul style="list-style-type: none">• Park improvements?• Edgewater<ul style="list-style-type: none">• Park updates (community center and re-decking the pier) | <ul style="list-style-type: none">• Holmes Estates<ul style="list-style-type: none">• Improve stormwater• Navy Point<ul style="list-style-type: none">• Shoreline restoration• Bayou Grande water quality improvement• Boat Ramp overflow parking repairs• Address streetlighting concerns• Patton Drive<ul style="list-style-type: none">• Expand sidewalk network• Park and community center improvements• Westerly Heights<ul style="list-style-type: none">• Sewer expansion• Jackson Lakes redevelopment• Neighborhood sidewalk network |
|---|---|

Commercial Strategies

- West Navy Blvd revitalization
- Gulf Beach Highway commercial frontage
- Old Corry Field Road corridor
- Gateway to NAS Pensacola
- Marketing Warrington campaign

Capital Improvement Projects (sample of completed projects)

- Warrington Gateway Park
- Chief's Way Beautification
- N & S Navy Blvd Beautification
- Navy Point Park Improvements (walking path, parking area, park amenities)
- Bayou Davenport – drainage, sewer and sidewalks
- Patton Drive sidewalks
- Jones Swamp boardwalk & parking lot accesses
- Glenn Key linear park
- Edgewater sewer & sidewalk
- Navy Point sewer
- Beach Haven sewer & sidewalks
- 3rd & Winthrop sewer
- W. Navy Blvd PD&E
- Gateway signs (& replacement)
- S. Old Corry Field drainage & sidewalk improvement
- Carver Heights sewer
- Wynn Oaks sewer

Capital Improvement Projects (ideas so far...)

- S. Navy Blvd beautification
- S. Navy Blvd sewer and drainage
- W. Navy Blvd sewer and drainage
- W. Navy Blvd beautification and roadway improvements
 - Implement the approved design
- Live Oak Ave drainage improvement
- Edgewater drainage improvement
- Gulf Beach Highway sewer and drainage (commercial corridor)
- Jackson Lakes master plan and passive park development
 - Land acquisition to support the Bluffline Trail Network? (UWF to Jackson Lakes)
- Westerly Heights sidewalks to connect to Jackson Lakes
- Other park improvements
- ...

Time to give
your input

Go to the pads on the walls
and discuss with others:

- Objectives
- Strategies
 - Commercial
 - Neighborhood
- Capital Improvements



Discussion
of the
comments

Objectives

Strategies

- Commercial
- Neighborhood
 - Bayou Davenport
 - Beach Haven
 - Corry Neighborhood
 - Corry Heights
 - Edgewater
 - Navy Point
 - Patton Drive
 - Westerly Heights

Capital Improvements

Next Steps

Three public meetings

- 1st meeting (April 9th):
 - kick-off meeting, establish community needs, answer questions
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Community Center at 5:30pm

email questions or suggestions to: mprogers@myescambia.com



Thank you!



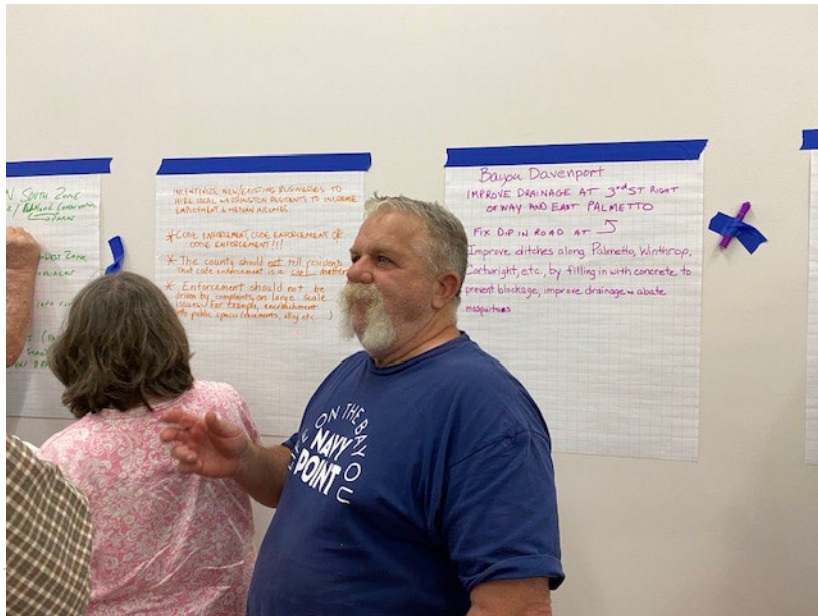
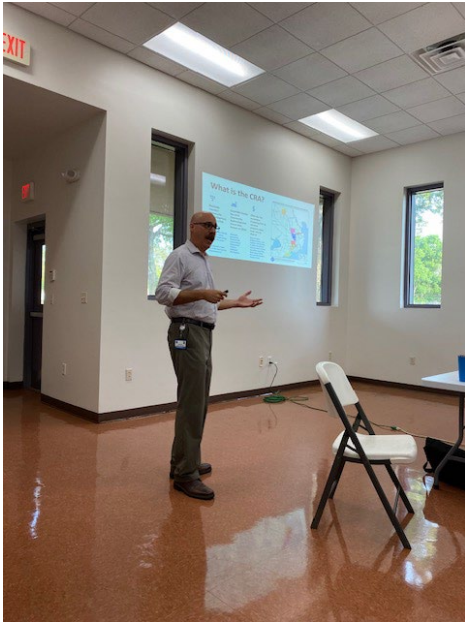
See you at the next meeting
May 28th, 5:30pm



Call:
Max Rogers at 595-3499



Email:
mprogers@myescambia.com



Appendix D: Escambia Comprehensive Plan – Selected Goals, Objectives, and Policies

ESCAMBIA COUNTY COMPREHENSIVE PLAN 2030

Selected Goals, Objectives, and Policies

Chapter 7 Future Land Use Element

The purpose and intent of the Future Land Use Element is to establish future land patterns that support and encourage compact, mixed-use urban development and support transit. The Future Land Use Element will also provide a clear separation between urban, suburban, and rural areas and provide protection for existing agricultural areas.

GOAL FLU 1 FUTURE DEVELOPMENT PATTERN

Escambia County will implement a planning framework that defines, supports and facilitates the desired future development pattern in Escambia County while protecting and preserving natural and historic resources.

OBJ FLU 1.1 Growth Strategies Apply accepted planning principles and utilize innovative and flexible planning strategies to achieve orderly and balanced growth and development. POLICIES FLU 1.1.1 Development Consistency. New development and redevelopment in unincorporated Escambia County will be consistent with the Plan and the FLUM.

FLU 1.1.2 Land Development Code. Escambia County will adopt and maintain within the LDC those specific and detailed provisions necessary and desirable to implement the goals, objectives, and policies of the Plan. The provisions will include regulations for the use of land and water, subdivision of land, flood-prone areas, onsite vehicular use, stormwater drainage, signage, and concurrency of infrastructure and services. LDC regulations will also provide for open space; the compatibility of adjacent uses; the correction of nonconforming uses and structures; and the protection of potable water sources, environmentally sensitive lands, and other natural resources. Additionally, the LDC will document the administrative processes necessary to implement its regulations, including development approval and permitting, rezoning, appeal of administrative decisions, variances of or exceptions to standards, and public notification of those processes. Other policies within the Comprehensive Plan may prescribe more specific LDC content.

FLU 1.1.3 Principles and Methodologies. Escambia County will ensure that all future development is consistent with accepted planning principles and professionally accepted methodologies.

FLU 1.1.4 Zoning Districts. Escambia County will, through LDC provisions, utilize various zoning districts to implement land use, density, intensity, and other development standards consistent with accepted planning principles and the designated future land use categories of the Comprehensive Plan and FLUM. Within a given future land use category, there will be one or more implementing zoning districts, and the development standards for each parcel will be those of the applicable zoning district. Additionally, the County will adopt and maintain parcel-based zoning district maps, and the LDC will contain provisions for map amendments (rezoning), including the minimum criteria necessary for approval of an amendment.

OBJ FLU 1.3 Future Land Use Map Designations Designate land uses on the FLUM to discourage urban sprawl, promote mixed use, compact development in urban areas, and support development compatible with the protection and preservation of rural areas.

OBJ FLU 1.4 Protect Existing Communities Escambia County will protect and enhance existing communities by eliminating nonconforming uses and structures over time and through implementing an active code enforcement program.

POLICIES

FLU 1.4.1 Nonconformity. Escambia County will prohibit the expansion of nonconforming land uses or structures within the County. The LDC will restrict any activity that would expand the land use in question, improve structures, or expand improvements associated with a nonconforming land use.

FLU 1.4.2 Code Enforcement. Escambia County will conduct a combination of complaint-driven and systematic code enforcement actions to reduce property maintenance code violations.

OBJ FLU 1.5 Sustainable Development Escambia County will promote sustainable development by encouraging compact, mixed- and multi-use land use patterns.

POLICIES

FLU 1.5.1 New Development and Redevelopment in Built Areas. To promote the efficient use of existing public roads, utilities, and service infrastructure, the County will encourage the redevelopment in underutilized properties to maximize development densities and intensities located in the MU-S, MU-U, Commercial, and Industrial Future Land Use categories (with the exception of residential development).

FLU 1.5.2 Compact Development and Maximum Densities and Intensities. To ensure that developments are designed to be compact and to accommodate travel mode choice-especially for short, local trips-the County will require minimum densities in the MU-S Future Land Use category and encourage the maximum densities and intensities in the MU-U Future Land Use category.

GOAL FLU 2 DEVELOPMENT AND PUBLIC SERVICES

Escambia County will promote urban strategies for compact development, the efficient provision of infrastructure and urban services, and the protection of natural resources. Urban strategies will include infill development, mixed-use development, and coordinated land use and transportation planning.

OBJ FLU 2.1 Urban Development

Direct growth toward those areas where infrastructure and services exist to support development at approved densities and intensities.

POLICIES

FLU 2.1.1 Infrastructure Capacities. Urban uses will be concentrated in the urbanized areas with the most intense development permitted in the Mixed-Use Urban (MU-U) areas and areas with sufficient central water and sewer system capacity to accommodate higher density development. Land use densities may be increased through Comprehensive Plan amendments. This policy is intended to direct higher density urban uses to those areas with infrastructure capacities sufficient to meet demands and to those areas with capacities in excess of current or projected demand. Septic systems remain allowed through Florida Health Department permits where central sewer is not available.

FLU 2.1.2 Compact Development. To promote compact development, FLUM amendments and residential re-zonings to allow for higher residential densities to be allowed in the MU-U and MU-S future land use categories.

OBJ FLU 2.2 Provision of Public Services

Promote orderly and balanced growth and development as a fiscal management technique to provide cost-efficient public services and facilities.

POLICIES

FLU 2.2.1 Location. Public facilities and services will be located to minimize their cost and negative impacts on the natural environment and maximize their efficiency. Cost alternatives, impacts on the environment, and levels of efficiency will be discussed during the design phase and bid process utilized by the County to accomplish the installation or location of public facilities and/or services. In addition, the County will coordinate with the ECUA, other water and/or sewer providers, and state or federal agencies with facilities located in the County or with plans to expand existing facilities or create new facilities in the County. Among other things, it is the intent of this policy that public facilities and services are available to support the densities and intensities of uses provided by this Plan and the FLUM and that there is adequate and suitable land available for such utility facilities.

FLU 2.2.2 Land Acquisition. Escambia County will include land acquisition within its Capital Improvements Element and its Capital Improvements Program (CIP) when necessary to provide for public lands for County owned facilities.

FLU 2.2.3 Right-of-way Dedication. Escambia County will continue to require dedication of adequate rights-of-way as approved by the County.

FLU 2.2.4 Existing Facilities. Prior to embarking on the construction of new capital improvements, Escambia County will consider the feasibility of upgrading or rehabilitating existing facilities to determine if the rehabilitation of present facilities would be in the best interest of the County and its citizens.

OBJ FLU 2.3 Infill Development

Encourage infill development in appropriate urbanized areas where infrastructure is sufficient to meet demands, such as in MU-U and MU-S.

POLICIES

FLU 2.3.1 Area Designation. All Community Redevelopment Areas as adopted by the BCC, are hereby designated as an Urban Infill and Redevelopment Area in conformance with Florida Statutes.

FLU 2.3.2 Community Redevelopment Areas. Escambia County will use its fiscal resources to encourage infill residential, commercial, and public development, particularly in the Community Redevelopment Areas.

OBJ FLU 2.4 Community Redevelopment

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

POLICIES

FLU 2.4.1 Strategy. The CRA and other County agencies will implement the recommendations of the Community Redevelopment Strategy through the Palafox, Englewood, Brownsville, Warrington and Barrancas Redevelopment Plans.

FLU 2.4.2 Block Grants. Escambia County will direct its Community Development Block Grant (CDBG) efforts primarily to the Community Redevelopment Areas, but in any case, the program requirements promulgated by the U.S. Department of Housing and Urban Development (HUD) will be met.

GOAL FLU 4 MILITARY INSTALLATIONS

Escambia County will support the missions of local military installations.

OBJ FLU 4.1 Compatibility and Encroachment.

Recognize the economic and historical significance of retaining local military installations and address compatibility and encroachment issues through implementation of the recommendations of the 2003 Joint Land Use Study (JLUS).

POLICIES

FLU 4.1.1 Planning Objective. Escambia County will consider the protection of public health, safety, and welfare as a principal objective of land use planning around military airfields.

FLU 4.1.2 Airfield Influence Planning Districts. Escambia County will provide for Airfield Influence Planning Districts (AIPDs) 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 military airfields. The overlay districts will require density and land use limitations, aviation easements, building sound attenuation, real estate disclosures, and Navy (including other military branches, where appropriate) review of proposed development based on proximity to Clear Zones, Accident Potential Zones (APZs), aircraft noise contours, and other characteristics of the respective airfields.

FLU 4.1.3 Infrastructure Impacts. Escambia County will review, in coordination with other agencies or organizations that provide necessary infrastructure (i.e., streets and utilities), the possible growth-inducing impacts of service extensions into AIPDs.

FLU 4.1.4 Information Access. Escambia County will continue to maintain an interactive page on its website as a tool for all users to access information concerning AIPDs, noise zones, and APZ. The County is committed to the continuous improvement and expansion of the website, with links to other information sources as needed.

FLU 4.1.5 Land Acquisition. Escambia County will seek dedicated sources of funds for acquiring the development rights or outright purchase of select lands for public purpose. The land acquisition program will be designed to serve multiple, complementary goals, including the elimination of possible development from lands near airfields, the protection of the environment, the maintenance of agricultural uses, and the conservation of quality open spaces.

FLU 4.1.6 Supporting Infrastructure. Florida Statutes has created the "Defense Infrastructure Grant Program" to support local infrastructure projects deemed to have a positive impact on the military value of installations within the state. Escambia County will support and proceed with infrastructure projects that would have a positive impact on local military installations, pursuing all assistance available.

FLU 4.1.7 JLUS Implementation. The LPA will function as the JLUS CP7:13 Implementation Oversight Committee to guide the implementation of technically sound, community-based, collaborative planning. The duties of the JLUS Implementation Oversight Committee will include, at a minimum, annual meetings, with others scheduled as necessary, to:

- a. Monitor the timely completion of the implementation of the JLUS recommendations;
- b. Make policy decisions and recommendations concerning the JLUS implementation to the BCC;

- c. Monitor the effectiveness of the implemented recommendations in controlling encroachment; and
- d. In the future, recommend additional measures to ensure compatible development in the AIPDs.

Chapter 8 Mobility Element

The purpose of the Mobility Element, serving as the Transportation Element, is to establish the desired and projected transportation system in Escambia County and to plan for future motorized and non-motorized traffic circulation systems. This element provides guidelines to prepare for and establish an effective multi-modal transportation system.

GOAL MOB 1 TRANSPORTATION

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

OBJ MOB 1.1 Transportation System

Continue to provide a safe, convenient, efficient and cost-effective multimodal transportation system and roadway network for present and future residents.

POLICIES

MOB 1.1.1 Level of Service (LOS) Standards. Levels of Service (LOS) will be used to evaluate facility capacity. Escambia County will adopt LOS standards for all roadways as indicated in the LDC. The standards for Strategic Intermodal System (SIS) facilities may be revised based on changes to the federal classification of these roadways. These standards are not regulatory but provide a basis by which the County may monitor congestion and coordinate needed improvements with FDOT.

MOB 1.1.2 On-site Facilities. All new private development will be required to provide safe and convenient on-site traffic flow as indicated in the LDC.

MOB 1.1.3 Non-motorized Transportation. All new public road construction projects in urban areas or community redevelopment areas will accommodate non-motorized transportation. At a minimum, sidewalks and bicycle facilities should be included. Consideration should also be given to include storage racks, striping, or signage.

MOB 1.1.4 Maintenance and Reconstruction Priorities. Escambia County will continue its practice of maintaining and/or reconstructing County roads on an “on-going” basis through implementation of the Capital Improvements Program (CIP) and the Concurrency Management System. The

County will utilize CIE 1.2.2 together with any cost/benefit analysis, traffic analysis, and analysis of the physical condition of the various roadways within the County. Said analyses may be performed by Escambia County or others.

MOB 1.1.5 Participation in Transportation Planning Organization. Escambia County will participate in and cooperate with the preparation of the Florida Alabama Transportation Planning Organization's (TPO's) Cost Feasible Plan and will continue its active participation with the TPO to ensure that the TPO recommendations and activities are consistent with this Plan. In addition, the County will continue to encourage the TPO to request funding for the Florida Department of Transportation (FDOT) by the governor and the legislature.

MOB 1.1.10 Safe Routes to School, Enhancements, and Trails. Pursuant to Florida Statutes, Escambia County, the Escambia County School Board, and the Community Traffic Safety Team will coordinate to prepare a "Transportation Alternative" master plan for each public school and then implement construction of improvements (e.g., sidewalks, shoulders) to encourage walking to school.

MOB 1.1.11 Required Bicycle and Pedestrian Facilities. Escambia County will encourage through private/public partnerships the installation of sidewalks along the street frontage of new development (including but not limited to new development along routes shown on the TPO Bicycle and Pedestrian Plan, the County's Bicycle and Pedestrian Plan, or the "Transportation Alternative" Plan) to provide connectivity and utility for existing sidewalks in the vicinity of the development.

MOB 1.1.12 Coordination with School District and Sidewalk Planning Participation. Escambia County will coordinate with the Escambia County School District regarding new school siting and needs at existing schools when determining locations for improvements to pedestrian facilities. Escambia County will also seek public input from citizens, the Escambia County School District, and the development community regarding sidewalk needs and priorities.

MOB 1.1.14 Roadway Improvement Recommendations. Escambia County will monitor and plan for transportation facilities to meet current and future demands. Escambia County will study roadway segments that are estimated to exceed the adopted LOS standard and recommend specific improvements to address deficiencies. These projects will be identified in the County's CIP. The County will develop and maintain a Transportation Level of Service plan which will provide for the monitoring of impacts to the transportation network and identify areas of concern and opportunities for improvement in partnership with the development community. This program will serve as the foundation of project review and evaluations, prioritizing roadway and transportation improvements as well as providing data for the LOS report and Transportation Level of Service Plan. Escambia County will continue to analyze and develop alternative mechanisms for funding roadway improvements and to shift the funding of development-related improvements from the County to the development source creating the impact. The County will continue to work with the TPO to address long-range improvements identified in the Cost Feasible Plan and County Transportation Plan.

OBJ MOB 1.2 Transportation and Land Use Assure the continual coordination of land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the FLUM and maintaining consistency between land use decisions and traffic circulation system improvements. POLICIES

MOB 1.2.1 Consistency. All plans and proposals for development and redevelopment as well as all land use decisions will be reviewed for consistency with the FLUM.

MOB 1.2.2 Non-motorized Transportation Facilities. Escambia County will provide or require 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.

OBJ MOB 1.3 Coordinated Transportation Planning

Continually coordinate Escambia County's decision-making process with the plans and programs of TPO and FDOT.

POLICIES

MOB 1.3.1 TPO Participation. Escambia County will participate and cooperate with the preparation of the TPO's Cost Feasible Plan. The County's participation will continue to be the provision of representation on the TPO and its several committees, paying its fair share of the cost to operate the TPO and assuring that projects required within Escambia County are included within the TPO and FDOT plans.

MOB 1.3.2 Regional Priorities. Escambia County will coordinate with the TPO and FDOT to ensure that regional priorities are included in County decision making.

MOB 1.3.4 Transportation Improvement Plans. Escambia County will participate in and review the annual updates of the TPO five-year Transportation Improvement Plan and the FDOT five-year Work Program to ensure that the activities of the County and the transportation improvement plans of other agencies are consistent.

GOAL MOB 4 AVIATION FACILITIES

Escambia County will provide public aviation facility services sufficient to meet current and future economic development and passenger needs and protect naval aviation facilities.

OBJ MOB 4.2 Naval Aviation Facilities

Evaluate development proposals for property located within the established AIPD overlays of the existing Naval aviation facilities within Escambia County to ensure compatibility and to protect airfield facilities from encroachment of incompatible land uses. The Naval aviation facilities in Escambia County are of significant value to the County, and protecting these important economic resources requires the prevention of the development of airfield hazards and incompatible land uses.

POLICIES

MOB 4.2.1 Airfield Influence Planning Districts. To promote an orderly transition and the rational organization of land uses; protect the health, safety, and welfare of the public; and maintain the mission of the military facilities, Escambia County establishes AIPD overlays over and around each of the military aviation facilities within Escambia County. The Navy will designate a representative from NAS Pensacola and from NAS Whiting Field to function as ex officio members of the Escambia County Development Review Committee (DRC) as a part of the regular DRC process.

MOB 4.2.2 JLUS Amendment. Needs of the Navy may be identified that require an amendment to the completed JLUS. When a determination is made that such an amendment is desirable, the Commanding Officer is encouraged to provide information concerning any community planning assistance grants that may be available to the County through the Department of Defense, Office of Economic Adjustment.

MOB 4.2.3 Interlocal Agreement. An interlocal agreement to determine the details of the coordination between the Navy and Escambia County will include, but not be limited to, the individual responsibilities of the County and the Navy; the method by which the Navy will appoint a Planning Board representative; the length of the term of appointment; the details of the coordination required to produce, receive and transmit any Navy comments to the State; establish who will be responsible for forwarding the comments; the method by which the Navy will apprise the County of any available grants and the details to be reported on the Annual Report on Comprehensive Plan Implementation. The Military Interlocal Agreement became effective September 2003.

MOB 4.2.4 County-Navy Coordination. Escambia County will coordinate with the Navy to effectively regulate land uses in areas covered by the AIPD overlays and the AICUZ to support the Navy's aviation mission while protecting the private property rights of the land owners.

MOB 4.2.5 Compliance Monitoring. Escambia County will monitor development in the AIPDs for compliance with the JLUS recommendations and AICUZ study requirements. Rezoning to a higher density will be discouraged. The compatibility requirements will be revised as the mission of the military facility changes or removed if the facility closes.

MOB 4.2.6 Encroachment Control Planning. Escambia County will utilize information provided by the Navy, such as the AICUZ Study Program Procedures and Guidelines (OPNAVINST 11010.36C) or approved successor and Aircraft Noise Survey, together with the recommendations of the JLUS when developing plans to control the encroachment of incompatible development in the vicinity of Naval Air Station Pensacola and Navy Outlying Landing Fields Saufley and Site 8, to ensure protection of each installation's aviation mission.

Chapter 9 Housing Element

The purpose of the Housing Element is to provide guidance for the development of safe, sanitary, and affordable housing for all residents of Escambia County. In particular, the goals, objectives, and policies contained in this element are intended to identify and address current and future

deficits in the provision of moderate, low, and very low income housing, group homes, foster care facilities, and housing for those with special needs. In addition, this element is intended to provide guidance to public and private sector housing providers, as well as to the residents of Escambia County, regarding the redevelopment of existing neighborhoods, removal of substandard housing, relocation assistance, and critical housing assistance programs.

GOAL HOU 1 PROVISION OF HOUSING

Escambia County will provide safe, sanitary, and affordable housing for the current and future residents of the County.

OBJ HOU 1.1 Housing Delivery Process

Provide guidance and direction to both the public and private sectors to assist in the provision of adequate housing that varies in type, density, size, tenure, ownership, cost, and location.

POLICIES HOU 1.1.1 Residential Areas. The Escambia County FLUM and zoning maps will identify areas suitable for residential development and/or redevelopment.

HOU 1.1.2 Site Development Criteria. The LDC will include site development criteria for all housing types, including affordable and special needs housing.

HOU 1.1.3 Permitting Process. The LDC will include an efficient and reasonable permitting process for residential development. This process will include the use of checklists and referrals to appropriate regulatory agencies.

HOU 1.1.4 Adequate Infrastructure. To assure the sustainability of residential communities, Escambia County will require new residential development to locate where adequate infrastructure is available.

HOU 1.1.5 Mixed-use Development. Escambia County will encourage mixed-use development, which places housing within close proximity to non-residential opportunities, such as retail and employment centers.

HOU 1.1.6 Ownership Types. Escambia County will recognize the need to provide a mix of ownership types, including for-sale and rental units, to meet the diverse needs of County residents.

HOU 1.1.7 Housing Types. Escambia County's Future Land Use Element and LDC will provide for a mix of housing types, including, but not limited to, single-family residential, multi-family residential, mobile and manufactured homes, live-work units, accessory dwellings, and other residential types that vary in density, size, cost and location.

OBJ HOU 1.2 Affordable Housing

Assure the provision of safe, sanitary and affordable housing for moderate, low, and very low income residents.

POLICIES

HOU 1.2.1 Definition. Escambia County will define affordable housing as housing with costs, including monthly rents or mortgage payments, taxes, insurance, and utilities, not exceeding 30 percent of the amount that represents the percentage of the median adjusted gross annual income for the households in Florida Statutes as amended.

HOU 1.2.2 Location. Escambia County will allow the location of affordable housing in any residential FLUM category provided that the housing is compatible with all applicable rules and regulations of the LDC.

HOU 1.2.3 Development Types. Escambia County will promote affordable housing opportunities by allowing cluster developments, zero-lot line developments, planned unit developments, and other types of housing layouts that may reduce the cost of individual dwelling units.

OBJ HOU 1.3 Special Needs Housing

Ensure adequate housing opportunities are available in residential areas or areas of residential character to accommodate citizens with special needs.

POLICIES

HOU 1.3.1 Location Criteria. The LDC will include criteria guiding the location of housing for group homes, foster care facilities, and households with special needs.

HOU 1.3.2 Compatible Zoning. Escambia County will allow foster care facilities and group homes, housing six or fewer residents, in any residential zoning category. Group homes, housing seven or more residents, may be located in any medium density, high density or mixed-use category.

HOU 1.3.3 Senior Needs. Escambia County will encourage the development of accessible and affordable senior housing within close proximity to support services and public infrastructure.

OBJ HOU 1.4 Existing Neighborhoods and Redevelopment

Protect the character of existing residential neighborhoods, provide opportunities for redevelopment, and infill development and reduce the number of substandard housing units through the continued implementation of structural and aesthetic improvement programs such as but not limited to: preservation and infill, regulation enforcement, construction inspection, improvement aid, unsafe building abatement, substandard home removal, infrastructure improvement, and rental units and housing stock conservation/rehabilitation.

OBJ HOU 1.5 Relocation Assistance

Provide housing assistance, including relocation housing for persons displaced by public programs, projects or housing rehabilitation.

POLICIES

HOU 1.5.1 Grants. Escambia County will pursue grants to provide for relocating moderate, low, and very low income persons displaced during the housing rehabilitation process.

HOU 1.5.2 County Policy. Escambia County will utilize its “Relocation Policy” that was developed in compliance with Public Law 93-383 (The Housing and Community Development Act of 1974) and adopted by the BCC on November 28, 1988, including any revisions thereto.

OBJ HOU 1.6 Housing Programs

Continue implementation of critical housing programs. Implementation will include, but not be limited to, County/Private partnerships, County/City partnerships, private non-profit, and technical assistance providers.

POLICIES

HOU 1.6.1 Program Information. Escambia County will continue its housing outreach program to assure dissemination of housing information.

HOU 1.6.2 Non-discrimination. Escambia County will enforce its nondiscrimination policies and provisions so as to ensure access to housing opportunities by all segments of the County’s population.

HOU 1.6.3 Low-Interest Mortgage Loans. Escambia County will cooperate with appropriate local, state and federal agencies to facilitate bond-backed low-interest mortgage loans for homes purchase by qualified individuals or families.

HOU 1.6.4 Housing Finance Authority. Escambia County will participate with the Escambia County Housing Finance Authority (HFA) in the issuance of bonds to provide low interest mortgage loans for home purchases by qualified families.

HOU 1.6.5 Neighborhood Enterprise Foundation Reports. Escambia County will receive, review, and respond to the annual reports produced by the Neighborhood Enterprise Division (NED) or other designated authority as such reports relate to this comprehensive plan and/or the provision of safe, sanitary, and affordable housing for all citizens of Escambia County.

HOU 1.6.6 State and Federal Assistance. Escambia County will participate in affordable housing programs as made available by the state, federal, or other appropriate agencies.

HOU 1.6.7 Neighborhood Enterprise Division. Escambia County will provide assistance, through NED, to provide affordable homeownership opportunities for moderate, low, and very low-income homebuyers.

HOU 1.6.8 SHIP Fund Initiatives. Escambia County will use State Housing Initiatives Partnership (SHIP) Program funds to expand and/or enhance ongoing activities designed to develop new affordable housing initiatives conforming to the statutory requirements of Florida Statutes.

GOAL INF 1 WASTEWATER

Escambia County will ensure the provision of environmentally safe and efficient wastewater collection, treatment, and disposal concurrent with the demand for such services.

OBJ INF 1.1 Provision of Wastewater Service Ensure the safe and efficient provision of wastewater services through coordination with service providers, maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies, and protection of natural resources.

POLICIES

INF 1.1.1 Service Agreements. Wastewater service will be provided at established levels of service within Escambia County consistent with the Interlocal Agreements between the County and the ECUA, the Escambia County Utilities Authority Act, Chapter 2001-324, Laws of Florida, and agreements with other wastewater providers.

INF 1.1.2 Provider Consistency with Plan. Escambia County will coordinate with ECUA and other providers relative to their capital improvements and program formulation to assure consistency with this Comprehensive Plan.

INF 1.1.3 Effluent Disposal. Escambia County will cooperate with and assist appropriate regulatory agencies and central sewer systems to provide for additional techniques and methods for effluent disposal so as to improve the ability of ECUA (and other providers) to obtain the requisite permits for treatment upgrades and capacity expansions as they become necessary.

INF 1.1.4 Required Septic Tank Retirement. Escambia County will, in coordination with the Escambia County Health Department and wastewater service providers, require all onsite sewage treatment and disposal system (i.e., septic tank) users to connect to an available central sewer system within the times prescribed by Florida Statutes. Sewer availability will also be as defined in Florida Statutes.

INF 1.1.5 Coordination on System Expansions. Escambia County will coordinate with ECUA and other wastewater service providers on the extensions of sanitary sewer collection lines and the siting or increase in capacity of wastewater treatment facilities to meet future needs.

INF 1.1.6 Concurrency Management. Escambia County will ensure the maintenance of LOS standards through the implementation of the County's Concurrency Management System and consistency with the Capital Improvements Element.

INF 1.1.7 Level of Service (LOS) Standards. Average LOS standard for wastewater service is 210 gallons per residential connection per day, and the peak LOS will be 350 gallons per residential connection per day. For nonresidential uses, the LOS requirements will 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. Escambia County will continue to work with the water providers to ensure that adequate capacity is available.

INF 1.1.8 Facility Funding. The construction, maintenance, and operation of facilities will be the responsibility of ECUA or other service providers and funded by user fees, special assessments, developer contributions, and state or federal grants or other means. Escambia County may consider additional funding mechanisms as appropriate.

INF 1.1.9 LOS Monitoring. Escambia County will monitor development to ensure that the LOS standards are maintained concurrent with development, consistent with the Capital Improvements Element.

INF 1.1.10 LOS Evaluation and Revision. Escambia County will develop a report evaluating the current LOS standard for wastewater service provision. This report will examine alternative LOS standards and establish a five-year plan to achieve and maintain a LOS that is sufficient to meet the County's projected needs. Upon completion of this report, recommendations for revisions to adopted LOS standards and other related policies identified within this report will be adopted as amendments to the plan. The LOS will be maintained before, during, and after the study period. The purpose of the proposed study is to evaluate and, if necessary, revise the current LOS standards for potable water and wastewater.

INF 1.1.11 Required New Service Connection. All new structures intended for human occupancy will connect to the ECUA wastewater system unless ECUA has determined that it is not feasible to provide wastewater service to the proposed structures. Those structures not required to connect to the ECUA wastewater system will not be issued a building permit until the applicant has obtained the appropriate permit from the Health Department.

GOAL INF 3 STORMWATER MANAGEMENT

Escambia County will ensure the provision of environmentally safe and efficient stormwater management concurrent with the demand for such services.

OBJ INF 3.1 Provision of Stormwater Management

Ensure the safe and efficient provision of stormwater management through maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies, and protection of natural resources.

POLICIES

INF 3.1.1 Existing Deficiencies. Escambia County will issue development permits for projects that meet the design and performance criteria for correcting existing deficiencies as defined by the LDC.

INF 3.1.2 County System Improvements. Escambia County will continue its practice of enhancing localized and regional drainage systems to increase the LOS associated with development prior to current stormwater management requirements.

INF 3.1.3 Maintenance and Inspection. Escambia County will continue its periodic inspection and maintenance program of stormwater control structures to insure the proper functioning of such structures.

INF 3.1.4 Stormwater Management Enforcement. Escambia County will continue enforcement of its stormwater management ordinance, consistent with the Capital Improvements Element and in cooperation with the municipalities and regulatory agencies, pursuant to the detailed guidance provided by Escambia County's stormwater management plan.

INF 3.1.5 Concurrency Management. Escambia County will ensure the provision of stormwater management facilities concurrent with the demand for such facilities as created by development or redevelopment through implementation of the Concurrency Management System.

INF 3.1.6 Developer Responsibilities. Installation of stormwater management facilities made necessary by new development will be the responsibility of the developer.

INF 3.1.7 Level of Service (LOS) Standards. Stormwater management LOS will be monitored through the provisions in the LDC design standards.

INF 3.1.8 Natural Drainage Features. Existing functioning drainage features will be utilized whenever sufficient capacity is available within such features. Utilization of natural drainage features will be required when such use does not impact sensitive natural resources. The LDC will include land use regulations that require site-specific development plans to protect natural drainage features and incorporate such features into the site planning and development process.

INF 3.1.9 Untreated Stormwater. Channeling untreated run-off directly into receiving waters will 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.

GOAL INF 4 POTABLE WATER

Escambia County will ensure the provision of environmentally safe and efficient potable water procurement, treatment, and distribution concurrent with the demand for such services.

OBJ INF 4.1 Provision of Potable Water Service

Ensure the safe and efficient provision of potable water services through coordination with service providers, maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies, water conservation, and protection of natural resources.

POLICIES

INF 4.1.1 Service Agreements. Potable water service will be provided at established levels of service within Escambia County consistent with the Interlocal Agreement between the County and ECUA, the Escambia County Utilities Authority Act, and franchise agreements between Escambia County and other water service providers that were in operation on August 1, 1981.

INF 4.1.2 Cooperation with Service Providers. Escambia County will cooperate with the various water service providers to provide for the timely and efficient provision of potable water facilities or to correct facility deficiencies.

INF 4.1.3 Existing Facility Utilization. The LDC will contain provisions, regulations, and incentives to encourage new development to utilize existing potable water facilities and systems to serve the needs of the development.

Chapter 11 Coastal Management Element

The purpose of the Coastal Management Element is to address both the natural hazards and the natural resources particular to Escambia County as a coastal county. The element establishes the necessary protection from hazards, including limiting public expenditures that subsidize development in areas subject to natural disasters. Additionally, the element ensures an orderly and balanced utilization of coastal zone resources that conserves and restores their quality.

GOAL COA 1 HAZARD MITIGATION

Escambia County will reduce the exposure of people and property to natural hazards and limit public expenditures in coastal areas subject to destruction by natural disaster.

OBJ COA 1.1 General Hazard Mitigation Reduce the exposure of people and property to natural hazards.

POLICIES COA 1.1.1 Building Code. Escambia County will, through adoption of the Florida Building Code, regulate the construction, alteration, use, maintenance and other aspects of buildings and structures to minimize the exposure to wind, flood, fire and other hazards.

COA 1.1.2 Flood Hazard Maps. Escambia County will, through LDC provisions and adoption of the County Flood Insurance Study with accompanying Flood Insurance Rate Maps (FIRM), regulate land use and development within areas of special flood hazard identified by the Federal Emergency Management Agency (FEMA).

COA 1.1.3 Flood Elevation. Escambia County will, as supported by federal emergency management regulations (Title 44, Code of Federal Regulations (CFR) 60.1) and the County's experience of significant flood hazard events, require additional height above the base flood elevation to more effectively reduce the exposure of people and property to losses from flood hazards.

COA 1.1.5 Stormwater Management. Escambia County will, through LDC provisions and periodic drainage basin studies, improve existing public stormwater management systems and assure the provision of adequate drainage facilities concurrent with the demand for such facilities to reduce the exposure of people and property to flood hazards.

COA 1.1.6 Wastewater Systems. Escambia County will, through LDC provisions and coordination with sanitary sewer providers, expand environmentally safe and efficient wastewater collection, treatment and disposal systems, especially in developed areas where elimination of septic tanks may improve public health and safety through reduced contamination of surface water and groundwater resources.

COA 1.1.7 Future Land Use and Zoning. Escambia County will, through FLU categories, zoning districts, and LDC provisions, regulate land use and development to reduce the exposure of people and property to natural hazards.

COA 1.1.8 Mitigation Strategy. Escambia County will, particularly through the Local Mitigation Strategy (LMS), coordinate with other local and regional governing and regulating authorities, private and civic organizations, and others with interest in mitigation strategies and initiatives, to reduce the exposure of people and property to natural hazards.

GOAL COA 2 COASTAL RESOURCE PROTECTION

Escambia County will maintain, restore, and enhance the overall quality of the coastal environment, utilizing and preserving all coastal resources consistent with sound conservation principles, including restricting development activities.

OBJ COA 2.1 General Coastal Resource Protection Protect, conserve, and enhance coastal ecosystems, environmentally sensitive areas, water resources, living marine resources, remaining coastal barriers, wildlife habitats and other natural coastal resources.

POLICIES

COA 2.1.1 Consistency with Plan. In addition to the provisions of the Coastal Management Element, the coastal ecosystems, environmentally sensitive areas, water resources, living marine resources, remaining coastal barriers, wildlife habitats, and other natural coastal resources of Escambia County will be protected, conserved and enhanced consistent with the goals, objectives and policies of the Conservation Element of this plan.

OBJ COA 2.2 Shoreline Use Protection

Preserve adequate shoreline for public access and recreational and commercial water-dependent and water-related uses.

POLICIES

COA 2.2.1 Structure Setbacks. Escambia County will require natural shorelines wherever possible. Development will be required to provide adequate setbacks for structures construction activities as required by LDC.

COA 2.2.5 Public Access. Escambia County will enforce the public access requirements of the Coastal Zone Protection Act of 1985 and will include such requirements within the LDC.

COA 2.2.6 County-Owned Sites. Escambia County will maintain County-owned shoreline or open space access sites and provide adequate parking facilities for each site. COA 2.2.7 Federal and State Assistance. Escambia County will seek all available federal and state financial assistance to increase public access to the shoreline. Escambia County will continue to seek opportunities to enhance the public access to water or waterways.

Chapter 13 Recreation and Open Space Element

The purpose of the Recreation and Open Space Element is to ensure adequate recreational opportunities for the citizens of Escambia County through the provision of a comprehensive system of public and private park facilities. These facilities may include, but are not limited to, natural reservations, parks and playgrounds, trails, beaches and public access to beaches, open spaces, and waterways.

GOAL REC 1

Escambia County will create recreational opportunities for the citizens of Escambia County through the provision of County facilities and coordination with federal, state, and private sectors.

OBJ REC 1.1 Recreational Facilities Access Continue to develop and improve public awareness of and physical access to all recreation facilities.

REC 1.1.8 Outdoor Facilities. Escambia County will provide for public use of those lands held in public ownership by ensuring the provision of facilities for outdoor recreation activities, including nature trails, boardwalks, waterway trails, interpretive displays, educational programs, wildlife observation areas, and picnic areas, whenever feasible.

REC 1.1.9 Multi-modal Residential Links. Escambia County will maintain and improve a multi-modal transportation system that links beach access points, open space, and other recreational facilities with residential areas. Improvements will include, but not be limited to, signage and construction of facilities (e.g., sidewalks, bike racks, etc.) by both the public and private sectors.

OBJ REC 1.3 Recreational Facilities Monitoring

Ensure the adequate provision of recreational facilities and open space through monitoring and evaluation.

POLICIES

REC 1.3.6 Designated 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 Escambia County:

- a. The Gulf Islands National Seashore;
- b. The Escambia River Wildlife Management Area;
- c. The Perdido River State canoe trail;
- d. Lake Stone Park and boat ramp;
- e. The improved county-owned community, neighborhood and urban parks/tot lots;
- f. Wayside Park;
- g. Navy Point Park;
- h. Casino Beach Recreation Area;
- i. Ft. Pickens;
- j. Big Lagoon State Recreation Area;
- k. Jones Swamp Wetland Preserve and Southwest Greenway;
- l. Perdido River Walk;
- m. Perdido Key Parks;
- n. Tarkiln Bayou Preserve State Park; and
- o. All publicly owned beach access ways

REC 1.3.7 Vacant Property Evaluation. All vacant property owned by Escambia County will be evaluated for its potential as a park, recreational facility, designated open space, or other use. New vacant properties acquired by the County will be added to the existing vacant properties inventory

Appendix E: Warrington Overlay District

Sec. 3-3.8 Warrington overlay (Warr-OL).

(a) *Purpose.* The Warrington overlay (Warr-OL) district establishes supplemental land use regulations to support the objectives of the adopted Warrington area community redevelopment plan. The intent of the additional land use controls is to enhance the character of an area undergoing revitalization, especially along those commercial corridors that provide primary access or gateways to the adjoining military installations within the Warrington area.

(b) *Permitted uses.* Within the Warr-OL district, the permitted uses of the underlying zoning districts are limited by the following:

(1) *Mix of uses.* For any mix of residential and non-residential uses within the same building, the non-residential uses shall occupy the first or bottom floor and the residential uses shall occupy the second or upper floors.

(2) *Separation of same uses.* Any two locations of the same use shall be separated by at least 2,500 feet as measured between the closest points of the two property boundaries for the following uses:

- a. Bars and nightclubs.
- b. Check cashing services.
- c. Pawnshops.
- d. Retail sales of alcohol for off-premises consumption.
- e. Tattoo parlors.

(c) *Conditional uses.* The Warr-OL district does not modify the conditional uses of any underlying zoning districts except for those uses prohibited by the overlay and the requirement that uses be separated as required for permitted uses within the overlay.

(d) *Prohibited uses.* The following uses are prohibited in the Warr-OL district regardless of their status in any underlying zoning district:

- (1) Manufactured (mobile) homes. The construction of modular homes is not prohibited.
- (2) Manufactured (mobile) home subdivisions or parks.

(e) *Nonresidential site and building requirements.* The site and building requirements of nonresidential uses within the Warr-OL are modified as follows:

(1) *Setbacks.* New construction must maintain the existing alignment of facades along the street front. Exceptions may be granted if the setback is pedestrian oriented and contributes to the quality and character of the streetscape.

(2) *Materials and detailing.* New structures, additions and renovations shall be constructed to be long-lasting and use materials and detailing that maintain the distinct character and harmony of the Warrington Community Redevelopment District. Vinyl or metal siding is prohibited on the primary facades of buildings adjacent to public rights-of-way. All accessory structures shall use the same materials, color, and/or style of the primary facade if visible from a public way.

(3) *Facades.*

a. *Front facade.* A front building facade more than 80 feet in width shall be divided into increments by changes in materials, bay windows, wall offsets, or similar methods.

b. *Rear facades.* A minimum of 15 feet of a building's rear facade facing a public right-of-way, parking area, or open space shall consist of transparent materials, not including reflective glass.

(4) *Awnings.* Awnings are encouraged to enhance the character of Warrington while providing sun protection for display windows, shelter for pedestrians, and a sign panel for businesses.

(5) *Natural features.* Natural features shall be protected and integrated into site design/development where possible. The applicant shall demonstrate how the development protects and incorporates existing vegetation.

(6) *Landscaping.* Water conservation is encouraged through proper landscape plant selection, installation and maintenance practices. Native plant species are required. All nonresidential development applications shall include a landscape plan as part of compliance review. The plan shall include the areas of natural vegetation to be protected, location and species of all plants to be installed, and an irrigation plan.

(7) *Buffers and screening of outdoor storage.* All outside storage must be screened from public view. The screening must use the same materials, color, and/or style as the primary building for architectural compatibility with the primary building and the building it is adjacent to. If the outside storage area is separate from the building it serves the following shall apply:

a. *Type.* Only fences constructed of legitimate fencing materials (may or may not be opaque) or masonry, concrete or stucco walls may supplement buffers. Specifically, garage doors and sheets of roofing material do not qualify for fencing or wall materials.

b. *Screening of outdoor storage.* Opaque fencing shall mean chain link fence with slats, privacy wooden fence, or privacy PVC/vinyl fence. A six-foot concrete or stucco wall may also be used to screen outdoor storage.

(8) *Signs*. Site signage is limited to one freestanding monument sign per development parcel, scaled primarily for pedestrians, and not to exceed 100 square feet in area and 12 feet in height, except for multi-tenant development where the sign may be up to 300 square feet. Sign colors, materials, and lighting shall avoid adverse visual impacts on surrounding properties. Wall signs shall not obstruct design details, windows, or cornices of the buildings to which they are attached.

(9) *Lighting*. Lighting in the overlay district should serve to illuminate facades entrances and signage to provide an adequate level of personal safety while enhancing the aesthetic appeal of the buildings. Building and signage lighting must be indirect, with the light source(s) hidden from direct pedestrian and motorist view.

(10) *Parking*. Parking in the overlay district must adequately serve the users without detracting from the compact design that makes it a successful commercial center. For new construction: off-street parking must be located in the rear. If the lot orientation cannot accommodate adequate rear parking, parking on the side will be permitted.

(11) *If within HC/LI zoning*. Development within the HC/LI zoning district is subject to the following design standards.

a. *Landscaping*. A minimum ten-foot wide landscaped strip is required on all roadway frontages. The strip shall contain one tree and ten shrubs for every 35 linear feet of frontage. Preservation of existing plants 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 length.

b. *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 minimum five-foot wide landscaped strip from any boundary of the property on which the vehicular use area is located. The strip shall contain 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 mature size.

c. *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 contiguous spaces.

d. *Irrigation system*. An irrigation system shall be installed for all landscaped areas of the site. All systems shall include rain sensors and all system materials used shall be ASTM approved.

e. *Existing development*. Any change of use to a HC/LI use within the overlay district must meet the above standards.

(f) *Rezoning*. Rezoning of commercial zoned property to a more intense zoning district is prohibited if located on an arterial roadway.

