



Brownsville Redevelopment Plan



Adopted By the Board of County Commissioners
September 1997

Amended as to Boundaries and Findings of Necessity Only
September 4, 2003

Updated March 18, 2004

Neighborhood and Environmental Services Department
Community Redevelopment Agency



BROWNSVILLE NEIGHBORHOOD REDEVELOPMENT PLAN

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I. INTRODUCTION

Escambia County's Redevelopment Strategy was initiated in 1995 as a result of efforts in Warrington to protect and strengthen the commercial highway gateways to the two Navy bases. Subsequently, the County realized that adjacent residential neighborhoods also warranted revitalization. The Board of County Commissioners designated four redevelopment areas in February 1995, including Brownsville. In September 1997, they approved the initial Brownsville Redevelopment Plan and a Brownsville Tax Increment Financing Trust Fund. Since the capital improvement program contained in the plan was a five-year plan, covering the period from 1997 – 2002, the plan had to be updated. This document is the result of that need to update and revise the plan.

A great deal has been accomplished in the six years since the redevelopment plan was first adopted as is summarized in Chapter III. The objectives of the redevelopment effort remain largely the same as in 1997, with some fine-tuning that reflects some of these accomplishments and the expansion of the area southward to Bayou Chico. Of note is the addition of a traffic congestion reduction objective related to a portion of Fairfield Drive being designated a Traffic Concurrency Exception Area (TCEA). Recognition also is given to the inclusion of Allie Yniestra Elementary School as an important institutional anchor in the expanded area, the need for outreach to the growing Asian community and the increase in Asian-owned businesses along the Mobile Highway commercial corridor, the need for public parking along commercial corridors, and the need for community facilities and programs to serve youth as well as the significant elderly population in order to attract young families to purchase homes in the area and to help prevent youth from becoming involved in criminal activities.

The Brownsville Revitalization Committee (BRC), including members of the Brownsville Neighborhood Organization, remains active in its role as a sounding board for the CRA staff and advocate for the Brownsville community. The group has met on the first Tuesday of every month except December for six years. In 2003, the BRC adopted its first set of by-laws and held elections. The group is now led by a Chairperson, Vice Chairperson, and Secretary, and they are pursuing obtaining non-profit corporation status as a 501 (c) 4 corporation.

The Brownsville Westoak Division Neighborhood Watch group also has become a vital partner in crime reduction and revitalization efforts in Brownsville.

This updated plan reflects citizen input from three community meetings and one business district meeting held in 2003. The meetings were held with the BRC, Baggett Court neighborhood, Fiveash/Wells neighborhood, and the Brownsville Business District that includes business owners from throughout the Brownsville Redevelopment Area.

II. EXISTING CONDITIONS

A. Introduction

The Brownsville Redevelopment Plan was amended in September 2003 to expand the boundaries of the redevelopment area and document the findings of necessity as required by Chapter 163, Part 3, F.S. An updated legal description and map are included within this plan to describe the new physical boundaries of the Brownsville Redevelopment Area. The expansion generally takes in the south side of Jackson Street to the northern boundaries of fingers of Bayou Chico. The total area now is just under two square miles (1.8 square miles).

The redevelopment area includes the following neighborhoods and neighborhood associations:

- Baggett Court neighborhood
- Fiveash/Wells neighborhood
- Green Street neighborhood
- Proposed Historic District
- Brownsville Business District (Mobile Highway and T Street)
- Brownsville Revitalization Committee
- Brownsville Westoak Division Neighborhood Watch Group

The CRA solicited input from residents and business owners in all of these neighborhoods and organizations, including some from those who live or work on the City of Pensacola side of Brownsville, by conducting a series of four public community meetings in 2003 and administering questionnaires. Community member responses as well as conditions existing in the area in 2003 that are outlined in this chapter were used to determine specific redevelopment needs to be addressed in the next five years. The CRA will continue to work with these neighborhoods, neighborhood associations, and area businesses during plan implementation.

B. Existing Housing Conditions

CRA staff conducted a neighborhood housing survey throughout the Brownsville Redevelopment Area in the summer of 2003. Area houses were evaluated based upon the following established conditions criteria:

1. **Excellent condition** - No or very minor repair required.
2. **Good condition**– Possibly requiring paint. There may be evidence of aging. No structural repair is necessary.

3. 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.

4. 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.

5. 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.

It should be noted that mobile homes are not included in Table 1 below.

Table 1. Existing Housing Conditions, Summer 2003

HOUSING CONDITIONS	NUMBER OF STRUCTURES	PERCENT OF TOTAL
1= Excellent	46	2.29%
2= Good	92	4.57%
3= Fair	1,628	80.95%
4= Poor	162	8.06%
5= Dilapidated	83	4.13%
Total	2,011	100%

Source: Escambia County Community Redevelopment Agency, windshield surveys summer 2003

Based upon the results of the survey, the following conclusions can be drawn:

- Less than 7 percent of houses in Brownsville in 2003 are in “excellent” or “good” condition.
- The overwhelming majority of houses, nearly 81 percent, are in “fair” condition and are in need of repair.
- A little more than 12 percent of housing is in “poor” or “dilapidated” condition, indicating a need for serious repair or demolition.

As indicated in **Table 2**, the median value of an owner occupied house in the redevelopment area is \$42,643, which is more than \$48,000 less than the median value of an owner occupied house in Escambia County as a whole. In addition, more than 27 percent of the houses in the area are over 50 years old, indicating a potential for deterioration and the need for rehabilitation.

Compared to housing conditions in 1997 reported in Table III of the initial Brownsville Redevelopment Plan, there has been a drastic shift from nearly 77 percent of homes in “excellent” or “good” condition to less than 7 percent in 2003.

Table 2. Selected 2000 U.S. Census Results and 2003 Estimates

		Brownsville	Escambia
Population			
1990 to 2000 Growth		-0.89%	12.18%
2000 Census		6,907	294,410
2003 Estimates		6,951	302,637
	Age 17 and Under	28.20%	22.97%
	Age 65 and Over	12.89%	13.75%
	Median Age	34.36	35.97
Households			
1990 to 2000		-1.42%	12.82%
2003 Estimates		2825	116,004
	Family Households	1610	76,660
	Family income below poverty level	28.82%	12.16%
	Estimated average household size	2.42	2.42
	Household with no vehicles	18.87%	8.31%
Household Income			
2003 Estimates			
	Income under 15,000	20.87%	10.73%
	Income 15,000 to 24,999	20.37%	10.73%
	Median Family Household Income	\$29,464	\$47,170
Housing			
2003 estimates			
	Occupied Units		
	Owner Occupied	47.29%	67.46%
	Rental Occupied	52.71%	32.54%
	Owner occupied housing value		
	Less than 20,000	9.58%	3.48%
	20,000 to 39,999	36.30%	8.17%
	40,000 to 59,999	31.36%	13.19%
	60,000 to 79,999	13.40%	16.45%
	Median Value	\$42,643	\$90,661
	Units built 1990 to Present	5.80%	23.11%
	Units built 1949 or earlier	27.09%	10.08%
Education			
Highest Level of School completed			
	High School or GED	35.41%	28.28%
	Some College	18.25%	24.61%
	Associates Degree only	4.41%	8.31%
	Bachelor's degree Only	5.36%	13.71%

Source: UWF Haas Center for Business Research and Economic Development

Only 15 percent of homes were in “fair” condition in 1997, compared to nearly 81 percent in 2003. And homes in “poor” or “dilapidated” condition went from nearly 8 percent in 1997 to a little more than 12 percent in 2003. Although they used the same criteria, different staff conducted the two housing surveys, which may account for some differences. However, CRA staff who conducted the surveys during 2003 were trained by those conducting the surveys in 1997, so it seems unlikely that differences in actual observers would account for all of the dramatic change in housing conditions in Brownsville.

Mobile homes are not included in Table 1 above. Based on a windshield survey conducted by CRA staff, there are 178 mobile homes on individual parcels and eight mobile home parks with multiple mobile homes in each park located throughout the Brownsville area. One mobile home park is located in an area zoned R-3, which only allows mobile homes as guest residences. Thus, it is a non-conforming use. Although the ranking criteria for housing conditions noted above are not used to rank mobile homes, CRA staff observed that nearly all of the mobile homes in the area are older and in need of serious repair.

C. Housing Affordability

Chapter 163.340 of the Florida Statutes defines a community redevelopment area as a slum or blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly. State Housing Initiative Partnership (SHIP) Florida Housing Finance Corporation (FHFC) Administrative Rule 67-37 provides the following definition of affordable housing.

Housing Affordability: The maximum monthly housing payment, including an allowance for taxes and insurance shall not exceed 30% of the area median income for very low, low and moderate income families adjusted for family size, unless the first mortgage lender approves the household at a higher percentage based upon the lenders analysis of the family’s ability to pay the mortgage.

Income limits used in the determination of eligibility shall be those published annually by the U.S. Department of Housing and Urban Development (HUD) and distributed by the FHFC. Chapter 420.907 of the Florida Statutes, known as the SHIP Program, provides the following definitions of low and moderate income for households:

low income: “...a total annual gross household income that does not exceed 80 percent of the median annual income adjusted for family size for households within the MSA, or county, or non-metropolitan median for the state, whichever amount is greatest.”

moderate income: “...a total annual gross household income that does not exceed 120 percent of the median annual income adjusted for family size for

households within the MSA, the county, or non-metropolitan median for the state, whichever is greatest.

Section 7.16.00 of Escambia County's Land Development Code defines affordable housing as "that which costs no more than 33 percent of the median family income including utilities." The facts regarding housing affordability within the redevelopment area are as follows:

With a median household income of \$29,464 within the Brownsville redevelopment area, approximately 41 percent of the area residents cannot afford to pay the \$666 monthly mortgage cost required by the median cost of a home (\$90,661) in Escambia County.

This demonstrates the inability of the typical resident living within the redevelopment area to afford an existing house.

D. Socio-Economic Conditions

The redevelopment needs of the Brownsville area, including the expansion, were evaluated both directly through field investigations and indirectly through U.S. Census data estimates and similar statistics. Data in **Table 2** on selected variables such as population, household income, housing, employment, and education reflect socio-economic conditions in the Brownsville redevelopment area compared to Escambia County. The information is a combination of 2000 census results and census-based 2003 estimates. Estimates are noted as such.

- Based upon a comparison of 1990 to 2000 Census data, there was just under a one percent decline in population growth within the redevelopment area while Escambia County as a whole experienced a 12.18 percent increase in population.
- Over one-quarter (28.82 percent) of the families living in the redevelopment area have a household family income below the poverty level.
- The median household income of \$29,464 in the redevelopment area is over \$17,000 less than the County wide median household income of \$47,170.
- Over one-half (52.71 percent) of the housing stock in the area is used for rental purposes as compared to just under one third (32.54 percent) for the County as a whole.
- The percentage of persons living in the area who have completed high school exceeds the countywide percentage. However, the percentage of persons completing some level of higher education (28.02 percent) is much less than the County as a whole (46.63 percent).
- Almost 20 percent (18.87 percent) of the households in the area do not own a vehicle.

Based upon the data evaluated, the Brownsville Redevelopment Area exhibits conditions of slum and blight and a lack of affordable housing.

E. Crime

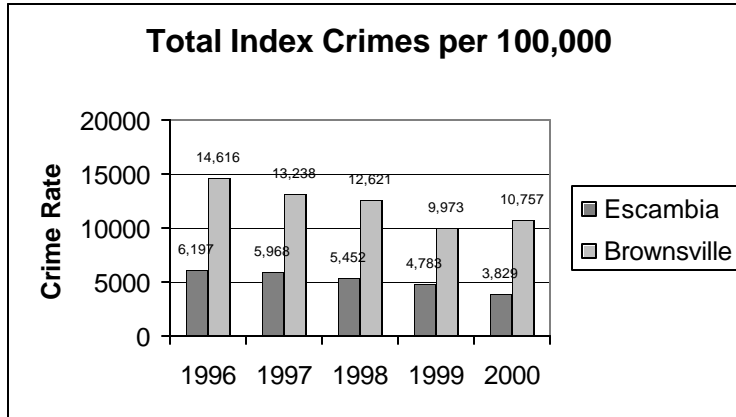
Crime and the perception of crime in Brownsville were identified in the initial redevelopment plan as major contributing factors to blight in the area. Data presented in **Tables 3, 4, and 5** and the graphs below indicate that this continues to be the case. Specifically, **all crimes**, both violent crime and property crime, are much more prevalent in Brownsville than in Escambia County as a whole. While Escambia County showed a consistent decline in violent crime from 1996 to 2000, Brownsville showed a decline through 1999 and then an increase in 2000. This increase showed the nearly 3 to 1 prevalence of serious crime in Brownsville that was prevalent in earlier years.

Table 3. Index Crime Rates (Reported) by Jurisdiction and Year, 1996-2000*

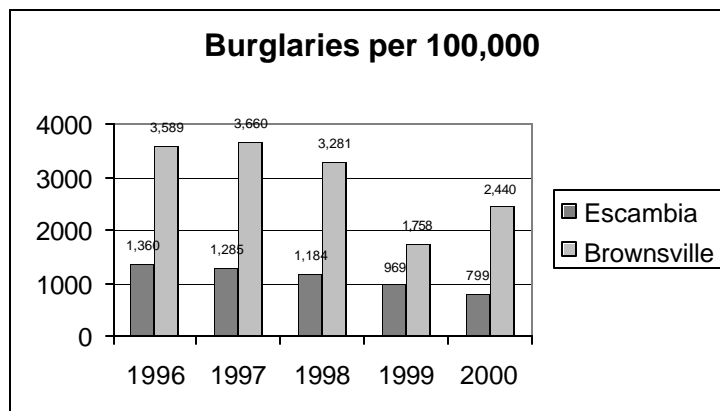
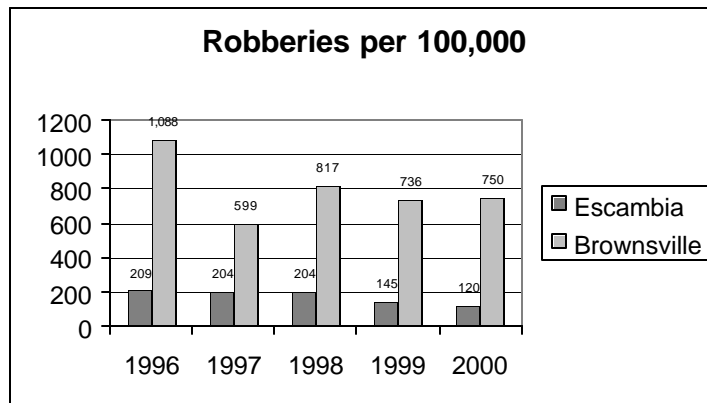
	Forcible							Total
	Murder	Sex	Robbery	Assault	Burglary	Larceny	MVT	
1996 Escambia	7.7	118.1	207.8	759.7	1359.8	3438.3	306.0	6197.3
Brownsville	81.6	299.1	1087.7	2991.2	3589.4	5792.0	775.0	14615.9
1997 Escambia	4.5	126.4	204.0	670.5	1285.3	3392.9	284.4	5968.0
Brownsville	13.6	258.5	598.6	2176.9	3659.9	5782.3	748.3	13238.1
1998 Escambia	5.7	90.8	203.6	586.5	1183.8	3089.2	292.1	5451.7
Brownsville	0.0	204.2	816.9	1810.8	3281.1	5718.2	789.7	12620.8
1999 Escambia	2.7	103.1	148.9	504.0	968.8	2829.1	226.1	4782.6
Brownsville	0.0	286.1	735.7	1566.8	1757.5	5122.6	504.1	9972.8
2000 Escambia	5.4	87.0	119.6	407.9	799.2	2225.8	184.1	3829.0
Brownsville	27.3	259.0	749.8	1431.5	2440.4	5235.2	613.5	10756.6

* The data do not include the expanded area. All data represent "Offenses Reported" and have been normed per 100,000 population.

Source: Escambia County data were obtained from the Florida Department of Law Enforcement. Brownsville data were obtained from the Escambia County Sheriff's Office by geographic code (district and grid) that most closely fit the initial Brownsville Redevelopment Area (an area slightly larger than the initial redevelopment area).



The increasing trend in crime in Brownsville compared to the county as a whole is even more pronounced in two types of criminal activity—**robbery** (a violent crime) and **burglary** (a property crime). The results below show again the large increase in the year 2000 data.

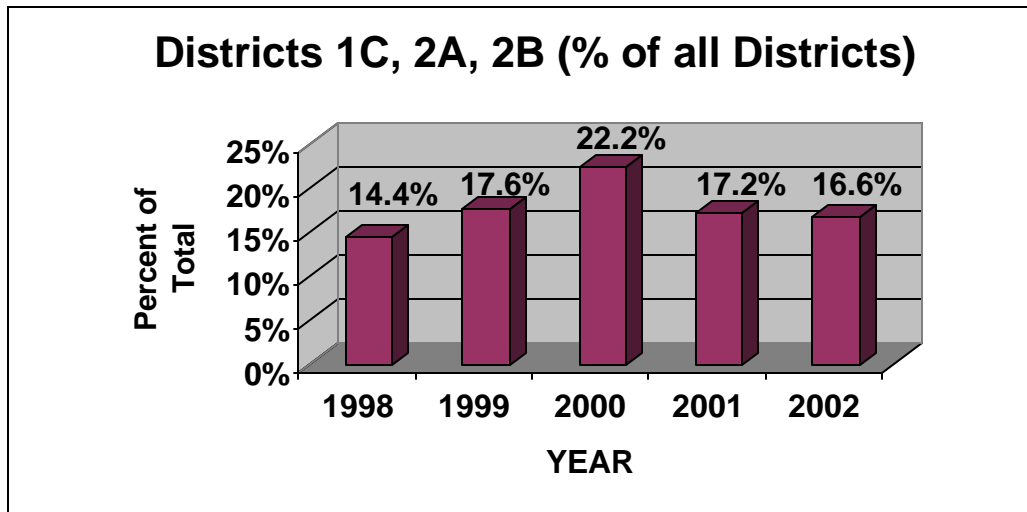


While Escambia County has shown trends similar to the nationwide trend of decreasing crime rates, Brownsville data have been more erratic. Serious crime in Brownsville has always been at a much higher rate than that found for the county, but there is an alarming increase in the last year of the data series.

In addition to robbery and burglary, prostitution and narcotics have also posed serious crime problems in the target area. Data from the Escambia County Sheriff's Office on narcotics and prostitution "calls for service" from 1998 to 2002 in Districts 1C, 2A, and 2B, an area slightly larger than the initial redevelopment area, compared to calls for service in the County overall are summarized in **Table 4** and the chart below.

Table 4. Calls for Service for Prostitution and Narcotics by Year and Jurisdiction

<u>Year</u>	<u>Escambia County</u>	<u>Brownsville Area</u>	<u>Total Percent</u>
1998	596	86	14.4%
1999	3077	542	17.6%
2000	3684	819	22.2%
2001	4156	715	17.2%
2002	2795	464	16.6%



Note: The Brownsville Area is represented by Districts 1C, 2A, and 2B. Escambia County is representative of all Districts.

As data in **Table 4** indicate, prostitution and narcotics "calls for service" increased dramatically in Brownsville and Escambia County overall since 1998, peaking in 2000 in Brownsville with 819 calls and in 2001 in the County with 4,156 calls, then decreasing for both areas substantially thereafter.

In Brownsville, this pattern of decreasing calls for service in 2001 and 2002 likely reflects the effect of a four month special investigation by the Sheriff's Office and the Florida State Attorney's Office in 2001 which culminated in 25 arrests, shutting down one known house of prostitution, shutting down three motels (two

of which are just outside the western limits of the target area on Mobile Highway), and filing forfeiture and lis pendens proceedings against the three motel owners. However, the most telling sign that narcotics and prostitution have been, and remain, serious crime problems in Brownsville is the fact that although the initial Brownsville redevelopment area (excluding the expansion) represents less than two percent of the population of Escambia County, narcotics and prostitution calls for service in Brownsville have ranged from 14 percent to 22 percent of all calls countywide between 1998 and 2002. And these offenses also may be indicators of other criminal activity, such as gangs or organized crime.

Data presented in **Table 5** on criminal offenses reported in 2002 in Brownsville, including the expansion area, and Escambia County as a whole indicate that both violent and property crimes continue to be a serious problem in Brownsville. While the population in the Brownsville Redevelopment Area makes up only 2.3 percent of Escambia County’s total population, a disproportionate percentage of both violent and property crimes (Robbery – 12.3%, Aggravated Assault 12.5%, and Motor Vehicle Theft 12.7%) continue to occur in this area.

Table 5. Criminal Offenses Reported in 2002 by Jurisdiction

	Brownsville	Escambia County	% Occurrence in Brownsville
Murder	1	15	6.6%
Forcible Sex	22	271	8.1%
Robbery	50	405	12.3%
Aggravated Assault	124	992	12.5%
Burglary	274	2972	9.2%
Larceny	508	6867	7.4%
Motor Vehicle Theft	81	636	12.7%

Note: All data represent “Offenses Reported” and have not been normed per population. Source: Escambia County Sheriff’s Office. Data on Brownsville were compiled by geographic code (district and grid) that most closely fit the Brownsville Redevelopment Area’s geographic boundaries. Offenses reported are from an area slightly larger than the redevelopment area.

Youth - The Florida Department of Juvenile Justice (DJJ) stated that there were 100 youth reported for delinquency in 1999-2000 in the initial Brownsville redevelopment area. Of those, 48 were classified as “chronic offenders” meaning they had 4 or more referrals in their histories. Of note also is that the average age of the 100 youth was 14.8 years, and the average age at the time of their first referral to DJJ was 13.8 years. Moreover, Brownsville is located within zip code 32505. DJJ reports that the number of delinquency referrals generated out of zip code 32505 exceed all other zip codes in Escambia County by more than fifty percent.

In terms of types of charges, about forty percent were for non-criminal activities such as pick-up orders issued for failure to appear. However, delinquent youth in the initially designated Brownsville redevelopment area were charged with 186 property crimes and 84 crimes against persons in 1999-2000, which is consistent with the overall pattern of reported offenses in Brownsville noted earlier. And it is likely that this high level of delinquency referrals is related to the much higher truancy rates in public schools in and surrounding the redevelopment area than in the County as a whole.

A. Commercial Characteristics

Based upon a comparison of data in **Table 6** below that was collected by CRA staff in the summer of 2003 and figures reported on Table IV of the original Brownsville Redevelopment Plan, the number of vacant commercial buildings in the area has decreased by approximately four percent.

Table 6. Occupancy Status of Commercial Structures

Status of Commercial Structures	Number of Structures	Percent of Total
Occupied	269	84.0%
Vacant	50	16.0%
Total	319	100%

Source: Windshield survey conducted by Escambia County CRA staff summer 2003.

G. Current Zoning

The nine zoning districts identified in the Brownsville Redevelopment Area include a broad range of intended uses. The zoning districts and brief descriptions are presented as follows in **Table 7**.

Table 7. Current Zoning Districts

Zone	Intended Use
R-2	Single-family district, low-medium density
R-3	One and two-family district, medium density
R-4	Multiple-family district, medium high density
R-5	Urban residential/limited office district, high density
R-6	Neighborhood commercial and residential district, high density
C-1	Retail commercial district
C-2	General commercial district
C-4	Brownsville-Mobile Highway and T Street commercial overlay district
ID-1	Industrial district (no residential uses allowed)

Source: Escambia County Land Development Code.

With the exception of the areas in the vicinity of “W” Street and Old Corry Field Road, generally the existing zoning pattern follows the existing land use pattern. The areas between Old Corry Field Road and New Warrington Road and fronting “W” Street are zoned as commercial districts; however, there is a significant presence of residential uses.

Residential

The predominant residential zoning district in the redevelopment area is R-3, which allows for a mixture of one and two-family detached houses and supporting community facilities. Additionally, this zoning district allows for the use of a mobile home as a guest residence. Isolated areas of R-2 residential zoning are located along the waterfront and in the eastern section of the redevelopment area. R-2 residential zoning allows for only single-family detached houses and supporting community facilities. There is one large pocket of R-5 residential zoning located in the northwest corner of the redevelopment area, which allows for a mix of urban residential uses and compatible professional office development. There are pockets of R-6 residential zoning districts located along key commercial corridors, connectors and near the Baptist Hospital complex located adjacent to the east of the redevelopment area. R-6 residential zoning is intended to provide for a mixed-use area of residential, office and professional, and certain types of neighborhood convenience shopping, retail sales and services.

Commercial

A mix of C-1 and C-2 commercial zoning is located along the key commercial corridors within the redevelopment area. Pockets of C-2 commercial zoning can also be found along “T” and Jackson Streets. With the exception of the presence of residential dwellings to the north of Mobile Highway, along “W” Street, and in the area between Old Corry Field Road and New Warrington Road, the commercial zoning pattern appears to coincide with the current uses. As part of the initial redevelopment efforts for this community, an overlay district was created that applies to a portion of Mobile Highway and “T” Street. The C-4 (OL) Brownsville-Mobile Highway and T Street commercial overlay district provides an enhanced level of protection to these prime commercial corridors in the Brownsville community by requiring that special performance standards be applied to commercial development within this district. See Appendix B.

Industrial

Three pockets of ID-1 industrial zoning exist fronting on or near Mobile Highway. This zoning district is intended primarily for research-oriented activities and light manufacturing and processing businesses. Currently, these sites are in operation as commercial activities.

H. Existing Land Use

Table 8. Existing Land Use in Brownsville Redevelopment Area

EXISTING LAND USE	AREA IN ACRES	PERCENT OF TOTAL
Residential (including multiple family and mobile homes)	660	58%
Public (utilities)	6	.5%
Commercial	270	23%
Church	23	2%
Industrial	2	.1%
Parks	12	1%
Vacant	132	11.5%
Streets	37	3.2%
Cemeteries	1	.1%
Schools	7	.6%
Total	1,150	100%

Source: Windshield survey conducted by Escambia County CRA staff in summer 2003 and data provided by Information Resources Department/GIS Division.

I. Public Facilities

Parks

One park facility, Raymond Riddle, is located within the Brownsville Redevelopment Area. Improvements to this park were completed as part of the Capital Improvement Program undertaken during the first five years of plan implementation as noted in Chapter III. A Salvation Army facility located on "S" Street provides some limited play areas for youth activities. The County and residents are aware of the need for additional park facilities in this community to provide safe play areas for youth. Land acquisition to build one additional neighborhood park in the next five years is included in the Capital Improvement Program outlined in Chapter IV.

Sewers

Escambia County Utilities Authority (ECUA) provides public water service throughout the area. Public sewer servicing both the residents and businesses remains spotty throughout the Brownsville Redevelopment Area. To facilitate reinvestment along the major commercial corridors in Brownsville, the CRA has initiated discussions with ECUA to determine a method and funding sources to bring sewer service into this area.

Sidewalks

Over the last five years the CRA has installed several sidewalk segments along "T" and Kirk Streets. Locations were selected based on criteria to provide safe

pedestrian walkways to area schools, parks and retail centers. Currently, the CRA is working with the Florida Department of Transportation to install sidewalks along Mobile Highway as part of its resurfacing project. The completion of these projects will allow the County to work towards creating a network of sidewalks in Brownsville by adding the segments listed in the Capital Improvement Program in Chapter IV.

Storm Water Drainage

Minor storm water drainage improvements were addressed while completing the "T" Street resurfacing project during 2001. Street flooding problems have since been reported at several intersections crossing West Moreno Street. However, the County is in the process of conducting drainage basin studies throughout the County, and no plans for improvements in Brownsville will be made until the studies have been completed.

Streetlights

As a result of the CRA program, all the residential neighborhoods located within the original boundaries of the area are served with streetlights. A lighting program will be initiated for the expansion area. The Brownsville Business District Urban Design Guideline manual identifies suggested decorative light fixtures to be used along the Mobile Highway and "T" Street commercial corridors. See Appendix A.

Streets

The Florida Department of Transportation is in the process of completing two street resurfacing projects along two arterial state highways, Mobile Highway and Pace Boulevard, which run through the Brownsville Redevelopment Area.

Other Public Facilities

The West Pensacola Volunteer Fire Department, located at "W" and Mallory Streets, provides fire protection.

III. ACCOMPLISHMENTS 1997 – 2003

The following constitutes major accomplishments during the initial six years of the Brownsville redevelopment program:

Capital Improvements 1997 – 2003

<u>Plan</u>	<u>Status</u>
“W” Street/Avery Street Construction/LOST/\$85,655/1997 Traffic safety study, signalization, and improvements were constructed by Engineering to increase safety.	Complete
Raymond Riddle Park/LOST/\$150,000/1997	Complete
35,000 lineal feet sidewalks/CDBG, LOST, TIF/\$280,000/1999-2002	Complete
450 Street lights/TIF/\$25,000/1998-2002	Complete
<u>Other Elements of the Plan</u>	
Environmental Enforcement Clean Sweeps (2 per year)	Ongoing
Clean and Green trash removal	Ongoing
Commercial Reinvestment Assistance: 10 Commercial Façade and Streetscape Grants awarded = \$54,906	Ongoing
Reduction in Crime and Perception of Crime: Escambia County Sheriff’s Office & State Attorney’s Office Drug and Prostitution bust in fall 2001 Implementing Dept. of Justice Weed & Seed Strategy	Complete Ongoing
Brownsville Business District Design Guidelines Manual	Complete
Rezoning on Mobile Highway and “T” Street	Complete
Creation of a Brownsville/Mobile Hwy. /”T” Street Overlay District	Complete

Accomplishments not specifically listed in the 1997 Brownsville Redevelopment Plan

“T” Street Resurfacing	Complete
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<p>“Welcome to Brownsville” – 2 Signs/planters PCIP grant from City of Pensacola for 1 sign</p>	Complete
<p>Historic Marker at Cervantes and T Streets</p>	Complete
<p>“Nice people don’t litter” – Several Signs Installed</p>	Complete
<p>DCA Visioning Study and Grant 2001</p>	Complete
<p>Creation of Brownsville Redevelopment Task Force to implement the Visioning Study</p>	Complete
<p>Mobile Highway Corridor Study by Hunter Interests, Inc. Conceptual Plan for Property Acquisition and Retail Center</p>	Complete
<p>Historic Site Survey of 55 block area (city and county)</p>	Complete

IV. REDEVELOPMENT PLAN OBJECTIVES

This redevelopment plan is intended to accomplish the following objectives:

A. Reinvestment

Achieve reinvestment, particularly in substandard or vacant residential and commercial buildings. Increase opportunities for construction of new, in-fill affordable housing. Use public action to improve the climate for such private reinvestment.

B. Appearance

Upgrade the visual quality of the commercial corridors and public areas.
Upgrade the visual quality of the residential neighborhoods.

C. Code Compliance

Utilize systematic or targeted code enforcement to assure on-going compliance with all key County codes including zoning, signs, weeds, litter, noise, etc. Support the development and passage of a minimum housing standards ordinance.

D. Infrastructure

Continue to install and/or upgrade streets, sidewalks, drainage and parks where appropriate. Add streetlights in the expanded boundary area and public parking for vehicles and bicycles along commercial corridors.

E. Security

Improve neighborhood security, particularly at known crime locations.

F. Traffic

Promote transportation alternatives to reduce traffic congestion along that portion of Fairfield Drive designated a Traffic Concurrency Exception Area.

G. Community Facilities and Programs

Provide facilities and programs for the elderly population of the neighborhood and for children, teens and young families to encourage young families to purchase homes in the area and to prevent youth from becoming involved in crime.

H. Zoning and Land Use

Review articles of the Land Development Code that may be impeding residential or commercial reinvestment in redevelopment areas and propose modifications to the Planning Board and Board of County Commissioners as appropriate.

I. Institutional Anchors

Work with and build upon institutional anchors in the neighborhood, particularly Allie Yniestra Elementary School, Salvation Army, Baptist Health Care, Lakeview Center, and several churches.

J. 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.

K. Citizen, Business and City Involvement

Continue to involve residents and business owners in the planning process and build a sense of community pride; this includes outreach to the growing Asian community and continued coordination with City officials due to the portion of Brownsville located within the City limits.

V. REDEVELOPMENT STRATEGIES

A. AREA WIDE STRATEGIES (These are listed in alphabetical order for ease of reference.)

Arterial Highways (W. Fairfield Drive, Mobile Highway, New Warrington Road, Pace Boulevard, and W Street)

The Issue

Several arterial state highways serve the transportation needs of the Brownsville Redevelopment Area. All could benefit from sidewalk and/or beautification enhancements to improve safe pedestrian access, slow down speeders, and improve the physical appearance of the area.

The Strategy

The CRA will pursue sidewalk and highway beautification enhancement opportunities available through the Florida Department of Transportation as feasible for existing rights-of-way.

Code Enforcement, Cleanup and Housing Rehabilitation

The Issue

Despite County Code Enforcement efforts to enforce compliance and conduct Clean Sweep trash drives, Brownsville continues to have a disproportionate number of code enforcement “complaints” of unauthorized dumps, excessive trash and debris in yards, and accumulation of inoperable vehicles. This appears to be related to several demographic factors involving disproportionately high percentages of property rentals; poverty rates; houses in “fair”, “poor” or “dilapidated” condition; and population with a high school education or less. In addition, with more than half of the houses built more than forty years ago, the widespread need for housing rehabilitation is not surprising. Approximately 245 homes are in “poor” or “dilapidated” condition. Further, the large number of abandoned buildings is conducive to continued use as crack houses.

It is essential that high priority be given to addressing these problems for the rest of the strategies to work. Working with homeowners to achieve improved housing conditions in tandem with rehabilitation assistance and code enforcement are vital in changing the appearance and livability of this area. Likewise, working with owners of a large percentage (over fifty percent) of rental housing units, especially through code enforcement, is necessary to achieve these results. And supporting the development and passage of a County minimum housing standards code also is essential.

The Strategy

Most of the Brownsville Redevelopment Area is located in a newly designated state Enterprise Zone (EZ). Work with the EZ Development Agency Board, County staff, and others to implement the components of the Escambia County EZ Strategic Plan that address Physical Appearance and Neighborhood and Housing Development in the Brownsville area. Also, work very closely with Neighborhood Enterprise Foundation, Inc., the Governor's Front Porch Council of Pensacola, and neighborhood groups to identify low-income residential property owners who need housing rehabilitation assistance that may be available through non-profit organizations such as World Changers and facilitate participation.

Create a Neighborhood Restoration Program in the CRA to:

- ensure that Clean Sweep trash drives and public education programs will be conducted at least twice a year,
- insure that neighborhood leaders will be trained in how to conduct and support trash drives,
- support a Neighborhood Scout program, which takes a pro-active approach to preventing and/or eliminating code enforcement violations through residents taking proscribed actions,
- systematically identify housing in need of demolition and work with the Environmental Enforcement Division to demolish dilapidated and unsafe structures, and
- systematically identify vacant residential parcels suitable for constructing in-fill housing as discussed in In-fill Housing Construction below to decrease the number of code violations for overgrowth, rodent problems, etc. that plague vacant properties.

Support systematic code enforcement throughout the area and the adoption of a minimum housing standards code.

Assist sub areas of Brownsville interested in utilizing the Enhanced Neighborhood Protection Zone (ENPZ) Program until or unless a minimum housing standards code is passed that makes this program unnecessary. The ENPZ program gives residents the opportunity to draft an ordinance setting standards not covered by existing County codes. These standards are then enforced by the Environmental Enforcement Division. Examples include prohibiting parking on the front lawn or defining minimum exterior housing conditions.

Commercial Urban Village

The Issue

There are at least fifty vacant commercial structures in the Brownsville area in need of renovation and occupancy. Hunter Interests, Inc., conducted a market

feasibility study for a retail commercial center along the Mobile Highway Corridor in 2001. The study revealed unmet neighborhood retail needs in the area, a lack of adequate consumption capacity by residents related to high poverty rates, and a need to capture the drive through market to sustain new retail businesses along Mobile Highway.

Subsequently, urban design guidelines were created for the Mobile Highway/Cervantes Street commercial corridor to encourage signage that could help capture the drive through market and create a more unified and attractive “look” along the corridor, enhancing neighborhood pride and a sense of identity.

Commercial activity has been increasing, noticeably along Mobile Highway and Cervantes Street. A number of Asian-owned businesses have opened. There is an effort among the Asian community to increase their numbers, creating a centralized location for retail goods and services for customers from as far away as Mobile and Panama City. The targeted population is primarily Vietnamese and Philippino. This may be the commercial “drawing card” the area has needed for some time.

The Strategy

Promote the creation of a commercial urban village from Kirk east into the City portion of the Mobile/Cervantes frontage through installation of additional infrastructure, especially sidewalks, sewer, and public parking. Apply to FDOT for a highway beautification grant to coincide with the resurfacing of Mobile Highway, from V Street to Lynch Street. Encourage use of the Brownsville Business District urban design guidelines by linking them to Façade and Streetscape Grant incentives and utilizing them in any public streetscaping projects. Seek funding to acquire and assemble small parcels and other pre-development activities to promote development of a commercial retail center along Mobile Highway.

Create urban design guidelines for “T” Street and expand the existing “T” Street corridor as a furniture and antique specialty area using Façade and Streetscape Grant incentives.

Community Center

The Issue

The residents of Brownsville do not have access to a community center to organize supervised recreation for youth, classes on various topics for adults, special programs for seniors, or an office and meeting place for the Brownsville Revitalization Committee and emerging Neighborhood Watch groups. Obtaining a community center is an important objective of the Weed and Seed strategy to help accomplish these goals, with particular emphasis on offering business or career-oriented programs to assist working adults and parents improve their skills

so they may take advantage of new higher wage jobs that locate in the area or to start their own businesses.

The Strategy

Resolve the County's commitment to HUD concerning ownership of the former Danley Furniture Building on Mobile Highway so the County can request new CDBG funding to purchase an existing structure and renovate as needed or construct a new community center

Crime

The Issue

Crime and the perception of Brownsville as a dangerous place, especially in terms of drugs and prostitution, remain a major impediment to revitalization of the area. As of 2000, all crimes, both violent crime and property crime, were much more prevalent in Brownsville than Escambia County as a whole.

Although the grant applications were rejected, community and public agency efforts to apply for a U.S. Department of Justice Weed and Seed Official Recognition Grant in 2001 and 2002 have produced some positive results. An old Neighborhood Watch group has been resurrected. Others are interested in forming new groups. Resident led Watch group efforts near Green and Garnet Street have resulted in more attention from the Sheriff's Office including plans to install a video camera at the intersection and an increase in directed patrols. Several businesses have committed to becoming "Safe Places" where youth in need of immediate help can go until Lutheran Services can pick them up and provide more in-depth assistance. And the community and its partners are in the process of implementing a comprehensive strategy addressing law enforcement, community policing, prevention, intervention and treatment, neighborhood restoration, and economic development.

The Strategy

Continue to work with the Brownsville Revitalization Committee, Neighborhood Watch groups, the Brownsville Business District, the Sheriff's Office and other agencies to implement the Weed and Seed strategy developed in 2002 and the Physical Safety and Security component of the EZ Strategic Plan developed in 2003.

A Deputy Sheriff should be one of the County representatives on the neighborhood corporation board.

A community center should be established whether in a school, a local institution or other building to provide a place for supervised activities for youth.

Support the resumption of publication of The Brownsville Bugle newsletter to highlight and publicize the positive aspects of living and working in Brownsville.

Finally, CPTED (Crime Prevention Through Environmental Design) or similar concepts must be incorporated in all redevelopment projects. From a physical design standpoint, this program achieves natural surveillance through architectural, landscaping and site plan designs that creates ease of visibility. Preventative design such as houses that overlook playgrounds, vegetation that is limited in height, trees that are pruned and open wrought iron or aluminum fencing as opposed to privacy fencing are all design criteria inherent in the CPTED program.

Industrial and Heavy Commercial Areas

The Issue

The Mobile Highway frontage and adjacent land west of Dominguez Street plus the Old Corry Field Road corridor are industrial and heavy commercial areas. The visual appearance of these uses is often a detriment to the area since they form a gateway, yet they are valuable job and tax base properties. However, the salvage yard on Mobile Highway, near Dominguez Street, that remained an eyesore for many years is being redeveloped into mini-warehouse storage. The work is being aided by a Façade and Streetscape grant. Adjacent properties also were purchased and the owner has proposed redevelopment projects that are significantly more attractive than their former uses and will likely invest one and a half million dollars improving the properties. These industrial and commercial areas should be retained and enhanced with financing incentives for reinvestment.

The Strategy

Continue to disseminate information about the expansion of the Historically Underutilized Business (HUB) Zone eligible area in Brownsville, the Façade Grant Program, State Enterprise Zone incentives, and other commercial incentives. Add street trees and other vegetative buffers wherever right-of-way space allows.

In-fill Housing Construction

The Issue

There are many vacant residential parcels in the Brownsville area, often encumbered by liens or problems with clouded titles. Many are not maintained, which encourages illegal dumping, overgrowth, and rodent problems. There also is a shortage of decent affordable housing in Brownsville.

The Strategy

The Neighborhood Restoration Program will systematically identify vacant residential parcels suitable for in-fill housing construction, work with property owners to remove encumbrances on properties so they may become available

for redevelopment, and encourage private developers such as Habitat for Humanity, CEII, AMR, and others to build affordable housing.

Work with Neighborhood Enterprise Foundation, Inc. and others to implement the Neighborhood and Housing Development component of Escambia County's EZ Strategic Plan and promote the use of State EZ incentives for new home construction.

Leadership and Community Involvement

The Issue

The BRC, including the members of the Brownsville Neighborhood Organization, remain active in its role as a sounding board for the CRA staff and advocate for the Brownsville community. This group meets the first Tuesday of every month except December. In 2003, the BRC adopted its first set of by-laws and held elections. The group is now lead by a Chairperson, Vice Chairperson, and Secretary. Currently, the group is pursuing obtaining non-profit corporation status as a 501 (c) 4 corporation. The Brownsville Business District group also continues to meet quarterly, and the Brownsville-West oak Division Neighborhood Watch Group meets monthly. All of these groups need office or community center space to organize and meet.

The Strategy

Continue to support and expand neighborhood organization leadership and community involvement. CRA will conduct neighborhood leadership workshops, sponsor attendance at the annual Florida Neighborhoods Conference, encourage resuming publication of The Brownsville Bugle newsletter supported through advertising and including columns written in Vietnamese to reach out to the growing Vietnamese business community, continue to send monthly BRC meeting notices, and include the acquisition of a community center in this plan's Capital Improvement Program as noted in Chapter VI.

Major Neighborhood Institutions

The Issue

With the expansion of the Brownsville Redevelopment Area, Allie Yniestra Elementary School (public) on Jackson Street will become an important institutional anchor. The school building recently was identified in a historical site survey as of historical significance. Other schools in or adjacent to the area include Brownsville Middle School (across Avery Street) and Escambia Christian School.

Other major institutions include Baptist Health Care and Lakeview Center campus along Avery east of Pace Boulevard, Salvation Army complex west of Pace Boulevard near Blount Street, and a number of churches.

These institutions have a lot to contribute programmatically to the area, Combined with good site design, they have become anchors of neighborhood stability.

The Strategy

County staff and a neighborhood corporation must begin or continue to work with these anchors to maximize this contribution, especially in terms of the role each may play in implementing the Weed and Seed strategy. Outreach and joint programming with the schools is particularly important since either the demographics of the area have changed and/or the expanded area has significantly more young residents (children seventeen or younger).

Parking

The Issue

The lack of off-street parking has significantly impacted the commercial corridors of the area, causing several businesses to close. The addition of off-street parking could provide the necessary incentives to regenerate a neighborhood oriented business center, accessible by automobile, bicycle, and pedestrians. This may also help reduce vehicular traffic on Fairfield Drive, easing congestion in the Traffic Concurrency Exception Area.

The Strategy

Acquire property from Gulf Power on both sides of Mobile Highway under its transmission lines to build a landscaped public parking plaza that will tie into a future walking path under the power lines from Jackson to Avery Street. Install bicycle racks. Seek other private/public opportunities for land acquisition on Mobile Highway and T Street to build additional parking plazas.

Parks

The Issue

Every community needs to have areas where neighbors gather for socializing and recreation. These areas must be easily accessible and in close proximity to the housing areas. There is only one park in the area, Raymond Riddle on T Street, located in the northeast section of the redevelopment area.

The Strategy

Acquire approximately four acres of property to build at least one neighborhood park with some athletic facilities on the western or southern section of the redevelopment area. Sites to be reconsidered include:

- Paul Street and Dogwood Lane,
- Gail Drive and Alice Street, and
- Any property obtained for use as a community center.

Development of a greenbelt with walking/bicycle path under Gulf Power transmission lines between Kirk and Grandview Streets, from Jackson to Avery Streets, also should be pursued.

Sewers

The Issue

Lack of access to sewer has significantly impacted commercial development along the commercial corridors. Some residents of the area also have expressed the desire to have ECUA extend lines further into the neighborhood to eliminate dependence on septic tanks.

The Strategy

Obtain estimates from ECUA for extending sewer in several locations, giving access from Mobile Highway high priority to stimulate commercial reinvestment. Seek financial assistance through LOST, CDBG, TIF, ECUA and property owner funding.

Sidewalks and Lighting

The Issue

Although some sidewalks have been installed in the area, there is still a need for more sidewalks to provide children with safe pedestrian access to schools and neighbors safe pedestrian access at night.

Residential street lighting has been installed throughout the initial redevelopment area, and TIF funding pays for ongoing energy and maintenance costs. However, street lights are needed in the expanded area and are discussed under "Expansion Neighborhood" below.

The Strategy

Installing additional sidewalks to provide the network described below would provide a safe path to Yniestra School and safe pedestrian access throughout the area:

- W. Jackson Street from Yniestra Elementary School to New Warrington Road (note: coordinate with the City of Pensacola to install sidewalks from the school, east to the City limits),
- Kirk Street, from W. Jackson to Mobile Highway,
- New Warrington Road, from W. Jackson to Mobile Highway,
- Mobile Highway, from V to Lynch (FDOT),
- W. Blount Street, from "J" street to "T" Street. and
- Gulf Power transmission lines, from W. Jackson to W. Avery Street.

Install residential street lights throughout the expanded area as needed.

Street Trees

The Issue

Although most residential streets have a tree canopy, the commercial street frontage is relatively devoid of street trees. There are limitations in some areas due to a narrow right-of-way. Also, because of the crime problem, there is a need for proper maintenance of vegetation.

The Strategy

A major program of street tree plantings is needed along the collector and arterial streets, especially in the heavy commercial and industrial areas to the west and wherever right-of-way space will allow.

Traffic Access Management

The Issue

Development of the section of Brownsville west of Green Street is limited by a lack of access for the major roadways and an abundance of dead-end streets. Speeding by truckers and others is also a persistent complaint of residents in the area.

The Strategy

The CRA will request that County Traffic Engineering conduct a Traffic Access Management Study and make recommendations to improve access to this portion of the redevelopment area for commercial reinvestment without jeopardizing pedestrian safety. The study also should address the commercial traffic transiting through the residential streets in this isolated area.

Work with the County Road Department to conduct regular right-of way maintenance on County maintained roads in the redevelopment area.

Zoning

The Issue

Most zoning issues in Brownsville were addressed in the first five years of the redevelopment plan. However, there is still a need to fine tune the C-4 (OL) Brownsville-Mobile Highway and T Street Commercial Overlay District ordinance with more specific language. In addition, there was no overlay district created for "W" Street. Also, there are some articles in the Land Development Code that may be prohibiting commercial expansion and reinvestment by long time existing businesses in the area.

The Strategy

Refine the language in the C-4 (OL) Brownsville-Mobile Highway and T Street Commercial Overlay District to make it more specific and easier to interpret.

Explore the need for creating a “W” Street Overlay District or include it in the current C-4 (OL).

Review articles in the Land Development Code (LDC) that may be impeding commercial reinvestment in the area and propose modifications to the LDC as appropriate for supporting this amended plan. Of specific concern is supporting the growth and expansion of businesses that have been in existence since before the Zoning and Non-conforming use Ordinances were enacted in Escambia County without violating the intent of those ordinances to promote development in an orderly, logical pattern.

In general, rezonings are contrary to this plan except in truly unique situations as may be further defined in future proposed changes to the LDC.

B. NEIGHBORHOOD-SPECIFIC STRATEGIES

Brownsville Business District (BBD)

The Issue

This name grew out of community efforts to develop a Department of Justice Weed and Seed Strategy to promote economic development including job growth for area residents and commercial reinvestment in Brownsville, especially along commercial corridors on Mobile Highway, T Street, and Pace Boulevard. The BBD refers to a core business group that meets quarterly and that has identified several issues of concern. These include: supporting the retention and expansion of existing businesses, promoting new business start-ups, reducing the number of vacant or abandoned commercial buildings in the area, exploring the creation of a business-oriented community center that offers job training, developing convenient and adequate off street parking facilities, promoting and supporting public sewer expansion to commercial properties, creating a commercial clean up program, reducing crime, and improving the perception of Brownsville through positive marketing.

There has been an expansion in Vietnamese and/or other Asian group-owned commercial properties and businesses in Brownsville, especially along Mobile Highway. However, due to language barriers, community outreach and disseminating information on commercial incentives to these owners has been difficult.

The Strategy

Many of these issues will be addressed through the Strategic Plan for Escambia County’s newly designated state Enterprise Zone.

Continue to publicize and promote the use of a number of other commercial incentive programs available in the Brownsville Redevelopment Area including the CRA’s Commercial Façade and Streetscape Grant Program, Escambia

County's Brownfields Pilot Program, and the federal Historically Underutilized Business (HUB) Zone program.

Work with the Brownsville Revitalization Committee, the BBD, Community Enterprise Investments, Inc., Neighborhood Enterprise Foundation, Inc., and others to acquire a community center in Brownsville that will address a variety of needs including job training.

Complete the acquisition of Gulf Power property and build a public parking plaza on both sides of Mobile Highway between Kirk and Grandview Streets.

Encourage the use of Crime Prevention through Environmental Design (CPTED) or similar design principles for commercial property renovation and new construction. Also, support the establishment of "Safe Places" in Brownsville businesses where youth can go in an emergency until help can be obtained from Lutheran Services.

Work with the Escambia County Utilities Authority (ECUA), Neighborhood Enterprise Foundation, Inc., and private businesses to develop a cost sharing approach to expanding sewer to commercial properties, especially along Mobile Highway.

Support the resumption of publication of The Brownsville Bugle or similar newsletter that is paid for through direct advertising, including articles published in Vietnamese, to expand outreach to the Vietnamese community and enhance the perception of Brownsville as a desirable place to live, work, and play.

Baggett Court Neighborhood

The Issue

Crime, especially drug dealing, is a significant problem in this area.

The Strategy

Work with residents, the Sheriff's Office, and other agencies to implement the Weed and Seed strategy in this area, targeting attention to the homeless population and youth. Work with the Salvation Army to expand opportunities for youth to participate in supervised activities and to address the needs of their homeless residents.

Fiveash/Wells Neighborhood

The Issue

There are some problems with street flooding on Kirk Street, between W. Blount and W. Moreno Streets and on Hollywood Drive, between W. Blount and W. Lee Streets. Property crimes also are a problem.

The Strategy

Work with the County Engineering Department to address street flooding and improving storm water drainage.

Work with residents to implement the Weed and Seed strategy to reduce crime problems.

Green Street Neighborhood

The Issue

Drug dealing on the street is the major problem in the Green and Garnet Streets area. Residents resurrected a Neighborhood Watch group to gain attention from the Sheriff's Office and cooperate in ridding the area of drugs and crime.

The Strategy

Support the Neighborhood Watch group in whatever ways are appropriate. Build a community center to provide supervised activities for youth in an effort to prevent them becoming involved in drug activities. Work with the community and other agencies to implement other aspects of the Weed and Seed strategy.

Expansion Neighborhood (Jackson Avenue and south)

The Issue

There is a lack of adequate street lighting and sidewalks, which discourages neighbors from walking through their neighborhoods at night and increases the potential for crime. Children attending Allie Yniestra Elementary School also are negatively affected by a lack of sidewalks to walk safely to school.

Drug dealing and prostitution also are common in the area.

The Strategy

Install residential streetlights throughout the expanded area as needed.

Increase safe pedestrian access for students of the elementary school by installing sidewalks on Jackson Street from the City limits, westward to New Warrington Road. Encourage the City of Pensacola to install sidewalks on Jackson Street from the city limits to Pace Boulevard. Design a sidewalk network plan to channel pedestrian traffic onto Jackson Street.

Revise the Weed and Seed strategy with the help of residents and business owners in the expanded area to address their needs and encourage their active participation in implementing the strategy.

Proposed Historic District

The Issue

As documented earlier in this plan, residential dwellings and commercial structures in the Brownsville community continue to experience a decline in ownership and occupancy. Many of the older residential dwellings have been transitioned to rental units resulting in an overall decline in the physical condition of these properties. As these properties continue to deteriorate, more of them are being demolished resulting in vacant lots that become dumping grounds or gathering spots for illegal activities and a loss in identity for the community.

The loss of street front parking resulting from the widening of Mobile Highway and Cervantes Street by the Florida Department of Transportation, the completion of Interstate 10 to Mobile, Alabama during the late 1970's, and the construction of suburban shopping centers during the 1960's and 70's contributed to Brownsville's decline as a commercial shopping destination. This decline in occupancy has resulted in the former commercial district becoming an area plagued with dilapidated structures, many of which have been converted to warehouse use that has compromised the original character of the buildings and the neighborhood.

The Strategy

At the request of the community to assist with finding a means of preserving older buildings and residences and as a way to instill renewed pride in their neighborhood, the CRA applied for a Historic Preservation Grant from the Florida Department of State-Division of Historical Resources to conduct an historic architectural survey of a portion of the Brownsville community. The grant was awarded during 2002 and the survey was conducted during the spring of 2003. The survey included a 55-block area encompassing the eastern edges of the Brownsville Redevelopment Area and a portion of the City of Pensacola. Based upon the survey results, the consultant recommended pursuing designating the area as a historic district. One structure, the current Allie Yniestra Elementary School, was identified as qualifying for individual listing in the National Register of Historic Places.

Work with the County Attorney's Office to create a historic ordinance for Escambia County that will allow designation of this area as the first historic district in Escambia County.

VI. CAPITAL IMPROVEMENT PROGRAM

The following is a list of public facility improvements together with preliminary cost estimates. Timetables will be determined in part by availability of tax increment and other funding sources.

<u>Project</u>	<u>Fiscal Year</u>	<u>Funding Source</u>	<u>Cost</u>
Community Center			
• Brownsville Community Center	2004/05	CDBG & TIF	\$150,000
Parks			
• 1 park with some athletic facilities	2005/06	CDBG & TIF	\$150,000
Property Acquisition			
• Retail Center and/or In-fill housing	2007/08	LOST	\$500,000
Public Parking			
• Mobile Highway Parking Plaza	2004	CDBG	\$150,000
Residential Street Lights			
• Brownsville Expansion Area	2004	CDBG	\$10,000
Sewer Extension:			
• North side of Mobile Hwy. - Kirk to Dominguez	2007	LOST/CDBG/ECUA	\$650,000
Sidewalks:			
• Avery St. (Kirk to "W")	2005	CDBG	\$74,000
• W. Blount St. (Pace Blvd. to "T" St.)	2006		\$47,000
• Jackson St. (Phase 1 -T to Kirk)	2004	CDBG	\$101,000
• Jackson St. (Phase 2-Kirk to New Warrington Rd.)	2005	CDBG	\$173,000
• Mobile Hwy. ("V" to Lynch)	2004/05	FDOT	*
Storm Water Drainage			
• Improvements		LOST & NFWMD	TBD**
Streetscape Design and Beautification			
• Mobile Highway, V to Lynch	2004/05	FDOT	TBD

<u>Project</u>	<u>Fiscal Year</u>	<u>Funding Source</u>	<u>Cost</u>
Street/Highway Resurfacing:			
• Pace Blvd.	2004/05	FDOT	\$45,000
• Mobile Hwy. (V to Lynch)	2004/05	FDOT	\$1,455,103
• New Warrington Rd. to Fairfield Dr. at Ruby St.	2004/05	FDOT	\$2,747,844
Traffic Calming Devices			
• Western industrial/commercial Area	2005	County Traffic Engineering/TIF	TBD
Walking/Bike Path			
• Gulf Power property (between Kirk and Grandview Sts.) - design, construction, landscaping	2003 2003	Donation by GP CDBG/TIF	0 \$150,000
Annual Costs:			
• Residential Street Lighting	Annual	TIF	\$31,000
• Commercial Façade Grants	Annual	TIF/CDBG	\$50,000

* Cost included in highway resurfacing total.

** Escambia County's Storm Water Drainage Master Plan will determine some projects.

Legend:

CDBG - Community Development Block Grant

ECUA - Escambia County Utilities Authority

FDOT - Florida Department of Transportation

LOST - County Local Option Sales Tax

NFWMD – Northwest Florida Water Management District

TBD – To be determined

TIF - Brownsville Tax Increment Financing Trust Fund

VII. NEIGHBORHOOD IMPACT ANALYSIS

Chapter 163.362 (3) F.S. requires that the plan include a neighborhood impact element that describes the plan's impact on the subject matter listed below.

Relocation

The plan as proposed does not require the relocation of any of the low/moderate, or very low-income residents of the redevelopment area. It is possible, however, that a few families may decide to move based on the provision of better housing or the inconvenience of extensive rehabilitation.

Traffic Circulation

There is no portion of the plan that will significantly increase neighborhood traffic. To support commercial reinvestment in the area, a section of Fairfield Drive located on the western edge of the redevelopment area has been designated as a Traffic Concurrency Exception Area and a segment of "X" Street located north of Mobile highway is proposed to be vacated to create much needed parking in the area for commercial redevelopment.

Environmental Quality

The principal environmental component of the plan is to address environmental impacts to the neighborhoods resulting from code violations, specifically, the improper disposal of trash, yard debris and hazardous wastes. The CRA has implemented a Clean Sweep trash drive program that funds two trash drives per year in the Brownsville area. A major component of the Clean Sweep program is to educate the residents on available proper trash, debris and hazardous waste disposal methods. Additionally, a Neighborhood Scout Program will be implemented to assist the residents in taking a proactive approach to preventing and/or eliminating code violations within the area.

Community Facilities and Services

The plan offers a strategy to establish a community center in the area that will be used to provide facilities and programs for the area elderly, youth, and adults.

Redevelopment strategies presented in the plan allow for the continued installation of sidewalks, sewer service, and streetlights throughout the area and one neighborhood park in the western or southern section of Brownsville.

School Population

There is no portion of the plan that will have an impact on area school population. The plan does present continued sidewalk improvements in the vicinity of area schools to provide safe pedestrian access to these facilities.

Physical and Social Quality of the Neighborhood

Proposed continued infrastructure improvements (street lighting, sidewalks, street repaving, sewer expansion, etc.) combined with continued code enforcement actions and the implementation of the Clean Sweep and Neighborhood Scout programs will have a positive impact on the area housing conditions and the area's overall appearance. Establishing a community center to provide job training and job creation opportunities targeted to area residents will allow a vehicle for improved household incomes resulting in a long-term positive impact to the area.

VIII. PLAN IMPLEMENTATION

1. Neighborhood Organization/Corporation

The Brownsville Revitalization Committee will play a major role in the implementation of this plan, especially as it goes forward with acquiring 501 (c) 4 non-profit corporation status. With representation from the diversity of neighborhoods, it will provide an ongoing forum for public input and encouragement of individual and group efforts to carry out the plan. The newly emerging Brownsville Business District group focused on commercial issues and solutions also will play a major role in implementing the plan.

2. Other Staffing

The Chief of the CRA will be responsible for overseeing the implementation of this Redevelopment Plan. Neighborhood and Environmental Services/CRA staff, Planning and Engineering, Parks and Recreation, and Solid Waste Management (SWM) Departments, Environmental Enforcement Division of SWM, various other County departments or divisions, and Neighborhood Enterprise Foundation, Inc. will play a key role in the implementation of this plan.

3. Code Enforcement and Housing Rehabilitation

As outlined in earlier chapters, an important element of this redevelopment program is a systematic enforcement of all relevant codes, including those dealing with dilapidated structures, deteriorated housing, weeds and litter, zoning, signs, abandoned vehicles, etc. Yard debris and deferred home and building maintenance are among the most obvious and widespread problems in the Brownsville area. The CRA will support the establishment of a Neighborhood Scout Program and a minimum housing standards code.

4. Housing Rehabilitation and Commercial Reinvestment Financing

A variety of funding sources will continue to provide an array of mechanisms to assist in rehabilitation and reinvestment activities. This will include Community Development Block Grant funds, State housing assistance funds, and tax increment financing fund (TIF) resources. Of particular importance will be a housing rehabilitation loan pool with low interest rates geared to assist low and moderate-income homeowners in bringing their houses up to code. The Chief of the CRA will work with the Neighborhood Enterprise Foundation, Inc. to implement these programs.

In addition to targeted bank financing, the principal commercial revitalization incentives will be:

- Brownfields financial assistance, loans, tax and other incentives
- Commercial Façade and Streetscape matching grants
- Community Enterprise Investments, Inc. low interest small business loans
- HUBZone (Historically Underutilized Business Zone) eligibility for preference in contracting with the federal government
- Public improvements including sidewalks, public parking, street resurfacing, streetscaping and beautification, expansion of sewer, etc.
- A host of State Enterprise Zone tax incentives

5. Housing Construction

Through its Neighborhood Restoration Program, the CRA will identify vacant residential parcels suitable for in-fill construction and work with property owners to remove barriers to selling, donating or developing the property so that more lots can become available to private developers and non-profits such as Habitat for Humanity, Community Equity Investments, Inc., and AMR Pensacola for building more affordable housing.

6. Zoning

The CRA will work with the Planning and Engineering Department to review the Land Development Code for impediments to redevelopment and propose modifications as appropriate. No rezoning is recommended except in truly unique circumstances.

7. Tax Increment Financing and TIF Area

- The TIF area for Brownsville has been based on the legal description in the original redevelopment plan. This updated plan expands the boundaries for the first time, which should result in an increase in TIF funding but will also necessitate increased spending to address issues in a larger area.
- TIF funds have financed annual energy costs for streetlights, the Mobile Highway Corridor Study by Hunter Interests, Inc. assessing the market feasibility of building a commercial retail center, the creation of the Brownsville Business District Design Guidelines Manual, publication of The Brownsville Bugle for 5 years, a matching portion of the Brownsville Historic Site Survey of a 55 block area in county and city sides of Brownsville, and some operating budget costs for the CRA in FY 2002/03.
- The FY 2003 Brownsville TIF, including the expansion area, added some \$191,100 to the fund. Each year the amount added to the fund should increase.

8. Other Financing

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

- **Community Development Block Grant Funds**
This approximately \$2,500,000 annual HUD grant is the source of the initial administrative budget. These funds also will be used for housing rehabilitation, capital improvements, possibly real estate acquisition, and assistance in site assessment, cleanup, and/or redevelopment of Brownfields (real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant).
- **Florida Department of Transportation (FDOT)**
FDOT funds include both the traditional highway construction budget and (although under funded) the special “enhancement” funds that emphasize right-of-way improvements such as landscaping, sidewalks/bikeways and drainage. In both cases, the key is to have the project included in the long- range plan (Year 2020) and then on both the Metropolitan Planning Organization and FDOT five-year capital programs.
- **Local Option Sales Tax**
The voter-approved sales tax fund will continue to be used for park and other capital improvements. The County plans to request the voters extend the local option sales tax in 2005.
- **State and Federal Housing Programs**
Several alternative programs including the State SHIP program and the Federal (HUD) HOME program will assist buyers and builders of in-fill affordable housing.
- **U.S Environmental Protection Agency USTfields Grant**
The County’s Brownfields Pilot Program may use USTfields funds to assist sites with underground storage tanks.

9. Property Acquisition, Controls and Disposition

There is no intent to acquire occupied structures, which in turn would necessitate relocation procedures. The plan calls for the acquisition of vacant land for housing construction or commercial development; the land may or may not be acquired by the County.

The CRA is authorized under F.S. 163, Part III to sell, lease, exchange, subdivide, transfer, assign, pledge encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. To the extent permitted by

law, the Agency is authorized to dispose of real property by negotiated sale or lease. All real property acquired by the Agency in the Redevelopment Area shall be sold or leased for development for fair value in accordance with the uses permitted in the Plan and as required by the Act.

The Agency may reserve such powers and controls through disposition and development documents with purchasers or lessees of real property from the reasonable period of time and that such development is carried out pursuant to the Plan.

General

To provide adequate safeguards to ensure that the provisions of the Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Agency in the Redevelopment Area shall be subject to the development provisions of the Plan.

Purchase and Development Documents

The leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed by the Agency may contain restrictions, covenants, covenants running with the land, conditions subsequent, equitable servitude, or such other provisions necessary to carry out the Plan.

Obligations to be Imposed on Developers

All property in the Redevelopment Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, religion, sex, age or national origin, in the sale, lease, sublease, transfer, use occupancy, tenure, or enjoyment of property in the Redevelopment Area.

10. Detailed Urban Design Guidelines

A Brownsville Business District urban design guidelines manual has been prepared to address the following:

- The creation of a theme for the commercial corridors on Mobile Highway and T Street to improve the appearance and sense of identity for the area.
- To ensure that public commercial reinvestment assistance supports improving the appearance and sense of identity for the area by linking incentives to use of the design guidelines.

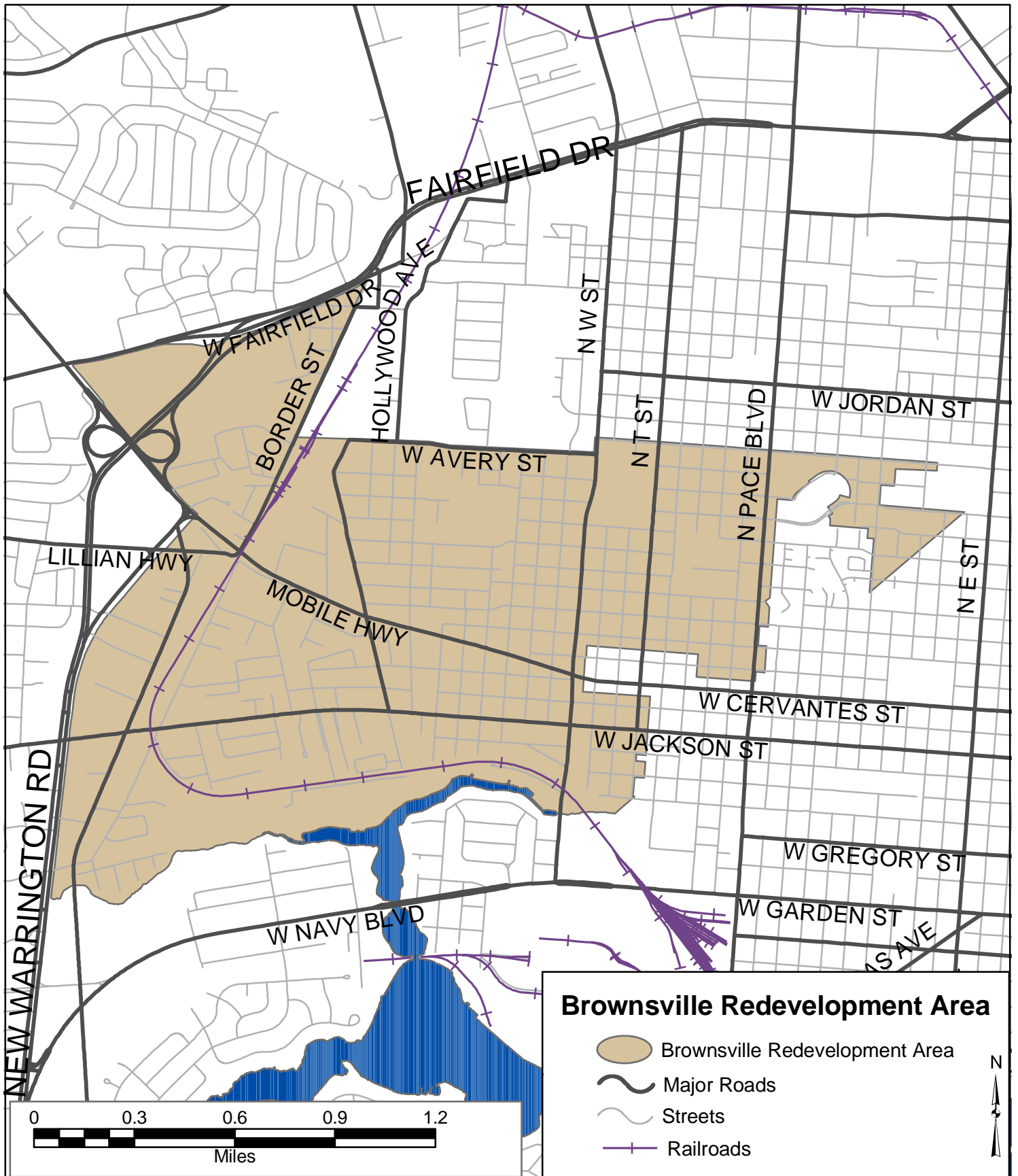
A manual will be prepared to address residential design guidelines to maintain the character of individual neighborhoods, especially the proposed historic district.

11. Maintenance

Funding for maintenance of all neighborhood improvement projects must be anticipated so that the benefits of original investments will not be lost.

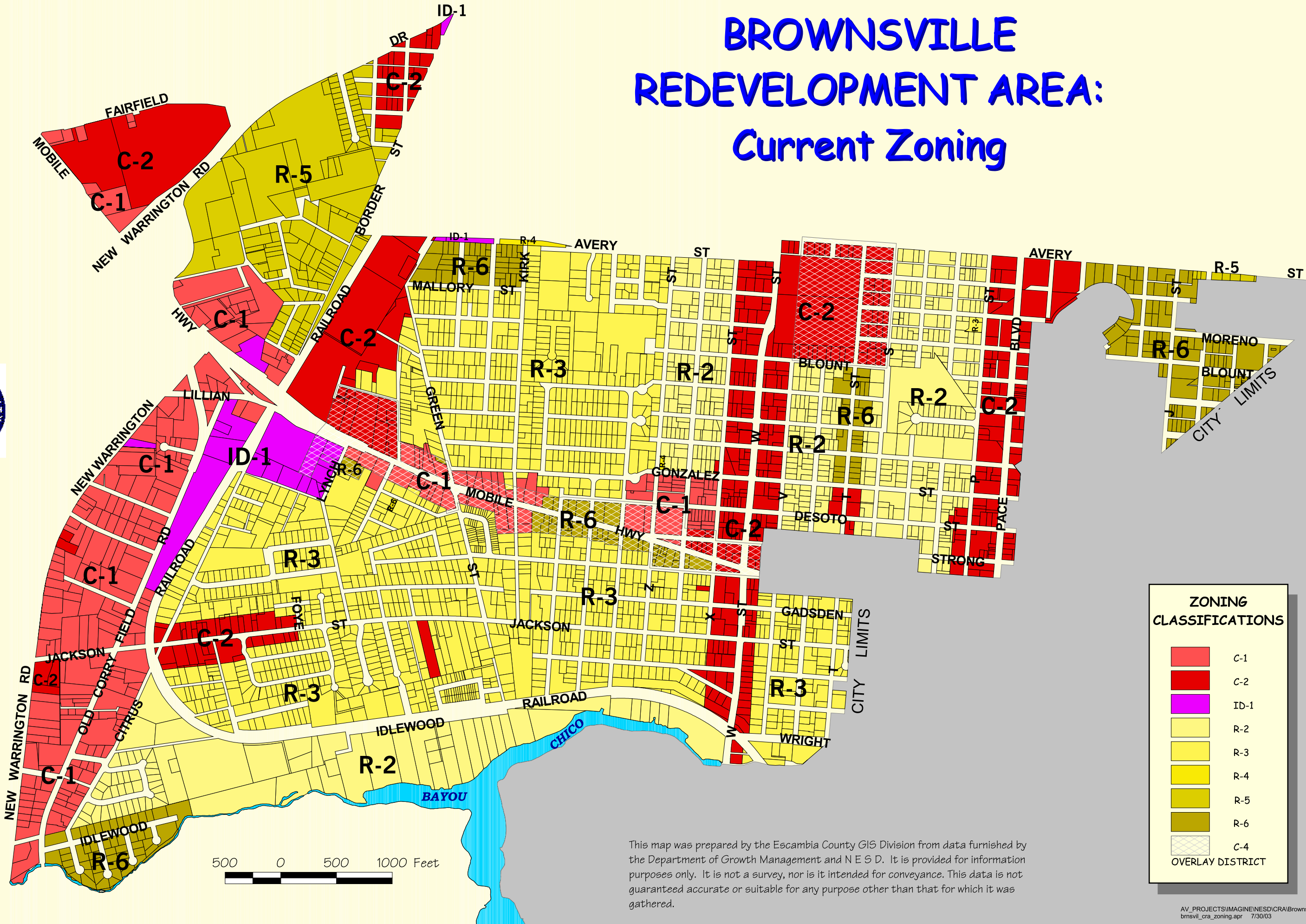
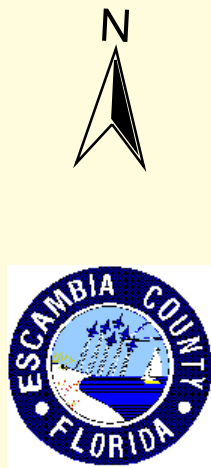
MAPS

Brownsville Redevelopment Area



Source: Escambia County Redevelopment Agency "This map is provided for information purposes only and is not to be used for the development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate." Created January 6, 2004.

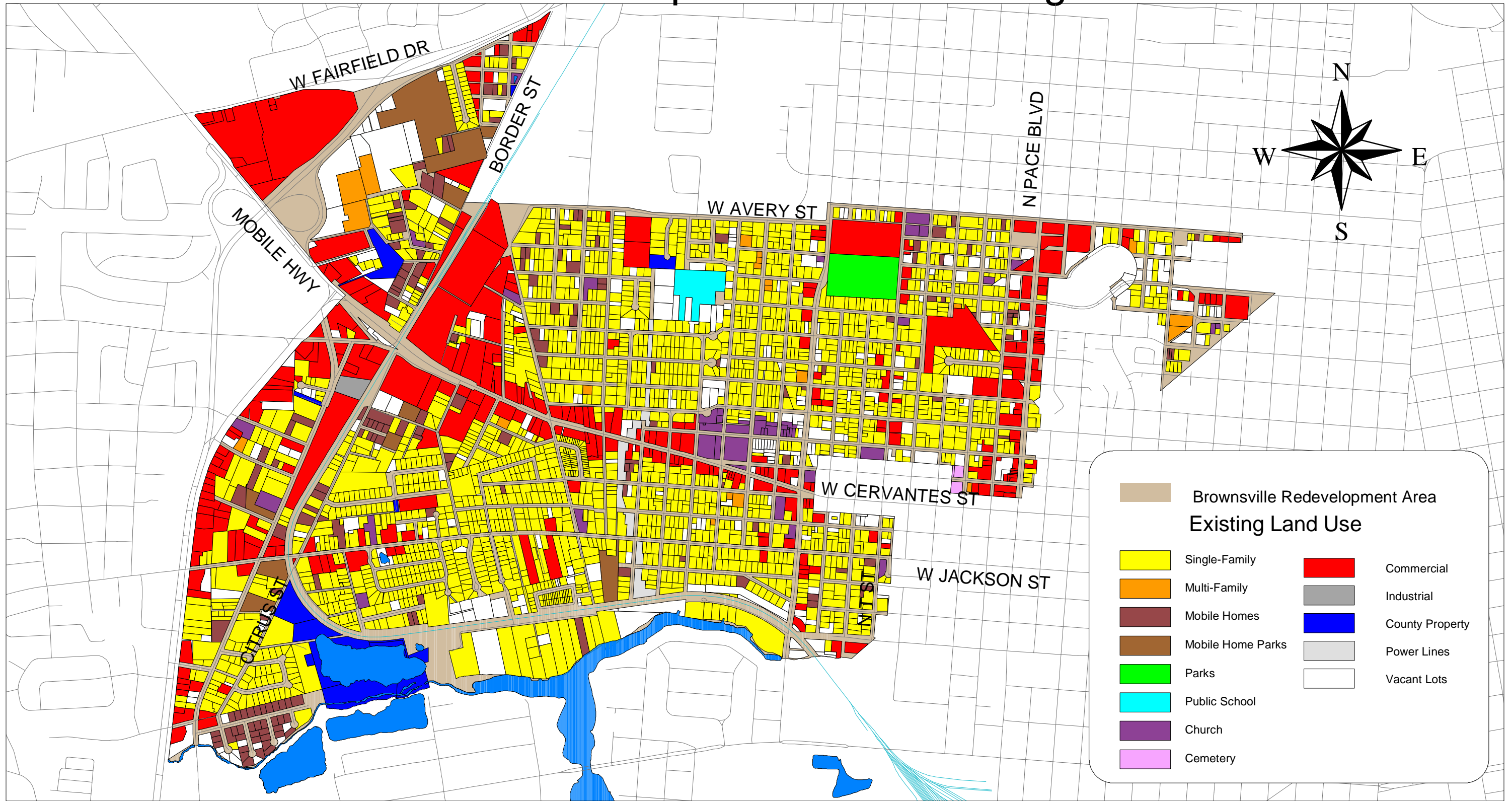
BROWNSVILLE REDEVELOPMENT AREA: Current Zoning



ZONING CLASSIFICATIONS	
	C-1
	C-2
	ID-1
	R-2
	R-3
	R-4
	R-5
	R-6
	C-4
	OVERLAY DISTRICT

This map was prepared by the Escambia County GIS Division from data furnished by the Department of Growth Management and NESD. It is provided for informational purposes only. It is not a survey, nor is it intended for conveyance. This data is not guaranteed accurate or suitable for any purpose other than that for which it was gathered.

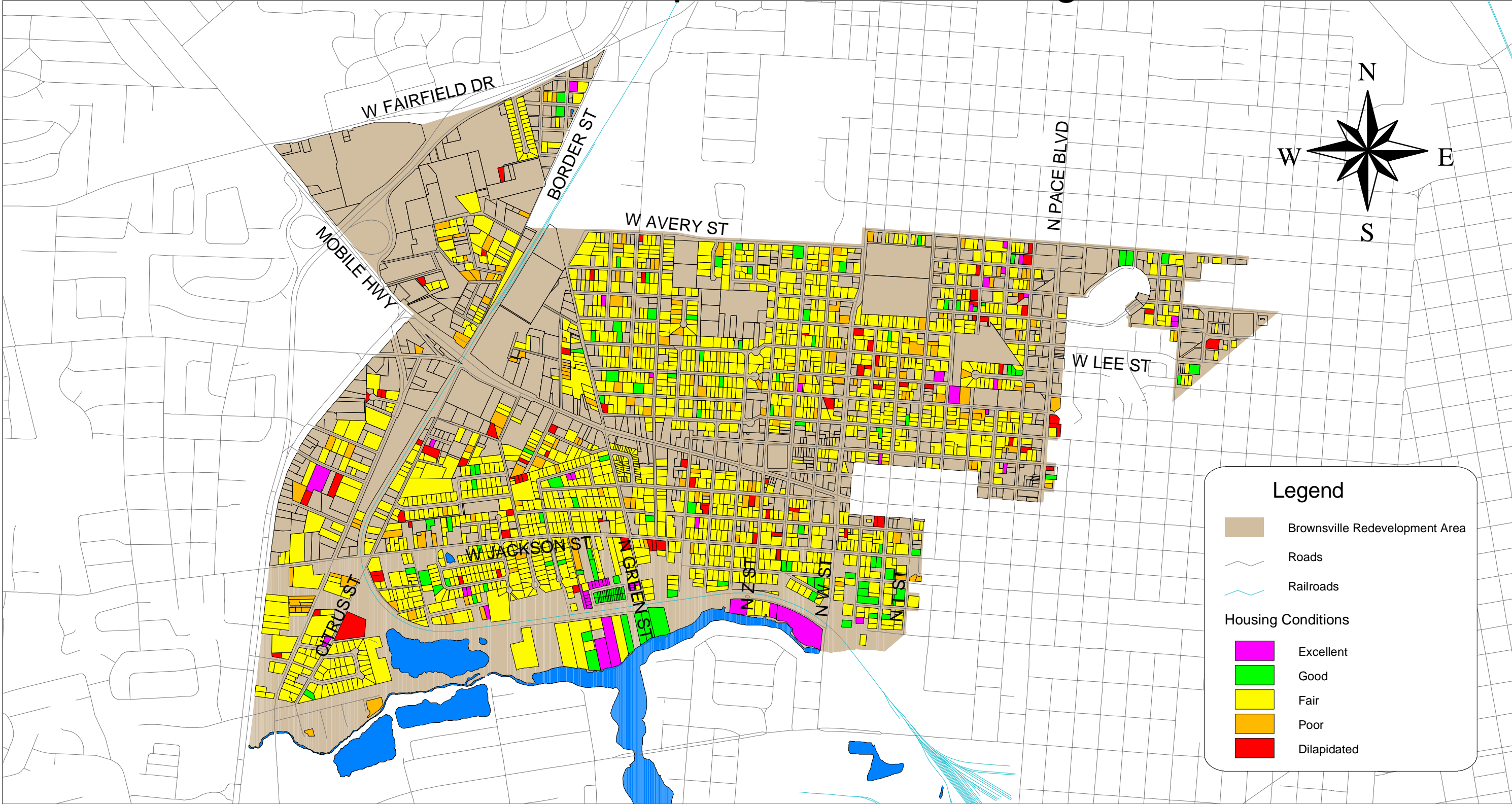
Brownsville Redevelopment Area: Existing Land Use



Source: Escambia County Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate."
 Created: October 1, 2003



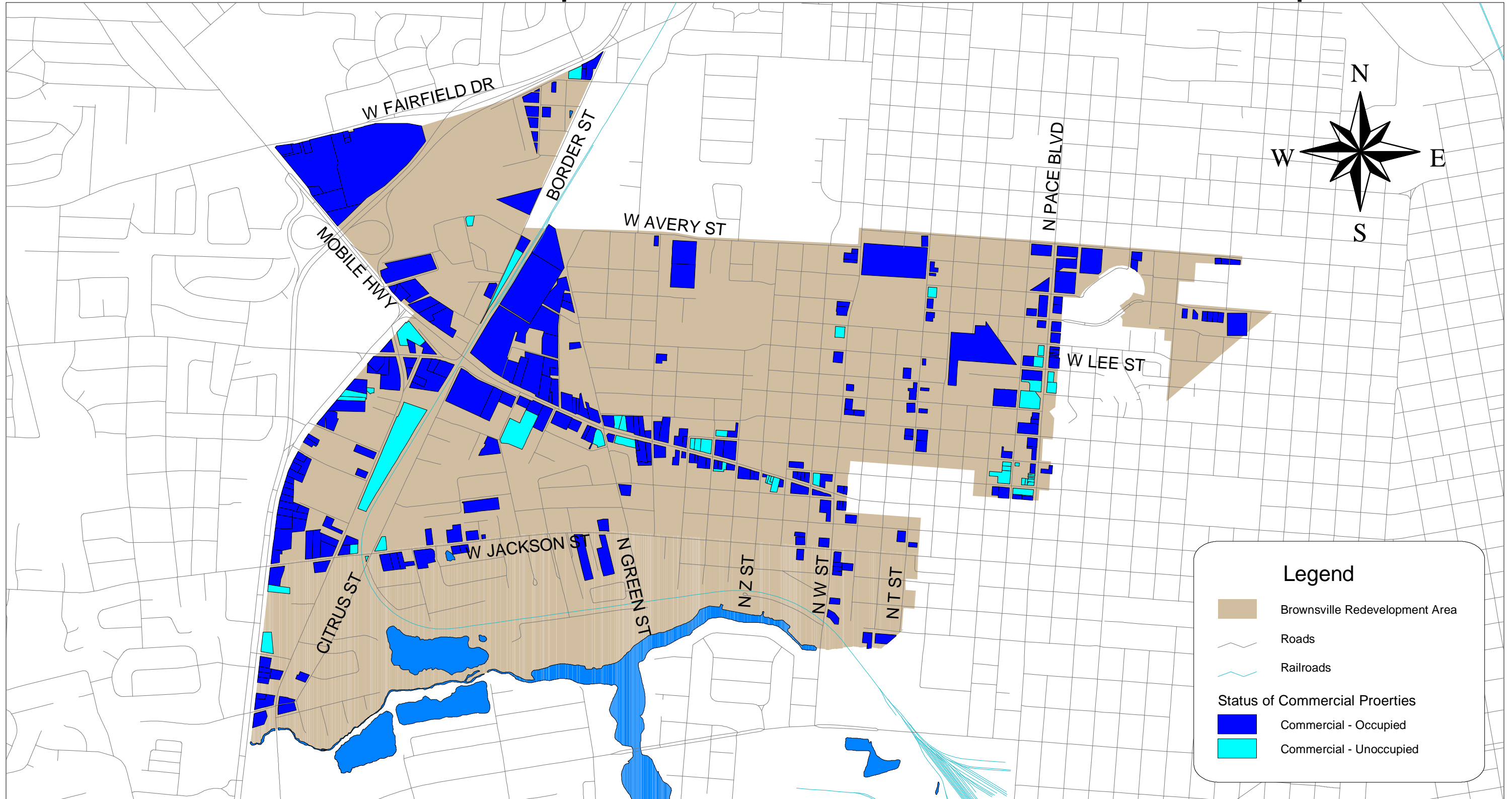
Brownsville Redevelopment Area: Housing Conditions



Source: Escambia County Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate."
 Created: July 29, 2003



Brownsville Redevelopment Area: Status of Commercial Properties



Source: Escambia County Community Redevelopment Agency "This map is provided for informational purposes only and is not to be used for development of construction plans or any type of engineering services based on the information depicted herein. It is maintained for the function of this office only. These data are not guaranteed accurate."
Created: July 29, 2003



APPENDICES

BROWNSVILLE BUSINESS DISTRICT DESIGN MANUAL



APPENDIX A

A Guide for the Redevelopment of the
Mobile Highway/Cervantes Street Corridor
Pace Boulevard to the RR Viaduct

Escambia County
Community Redevelopment Agency
August 2002



ACKNOWLEDGEMENTS

The Escambia County Community Redevelopment Agency would like to thank the members of the Brownsville Redevelopment Task Force for their time and assistance in developing the Brownsville Business District Design Manual.



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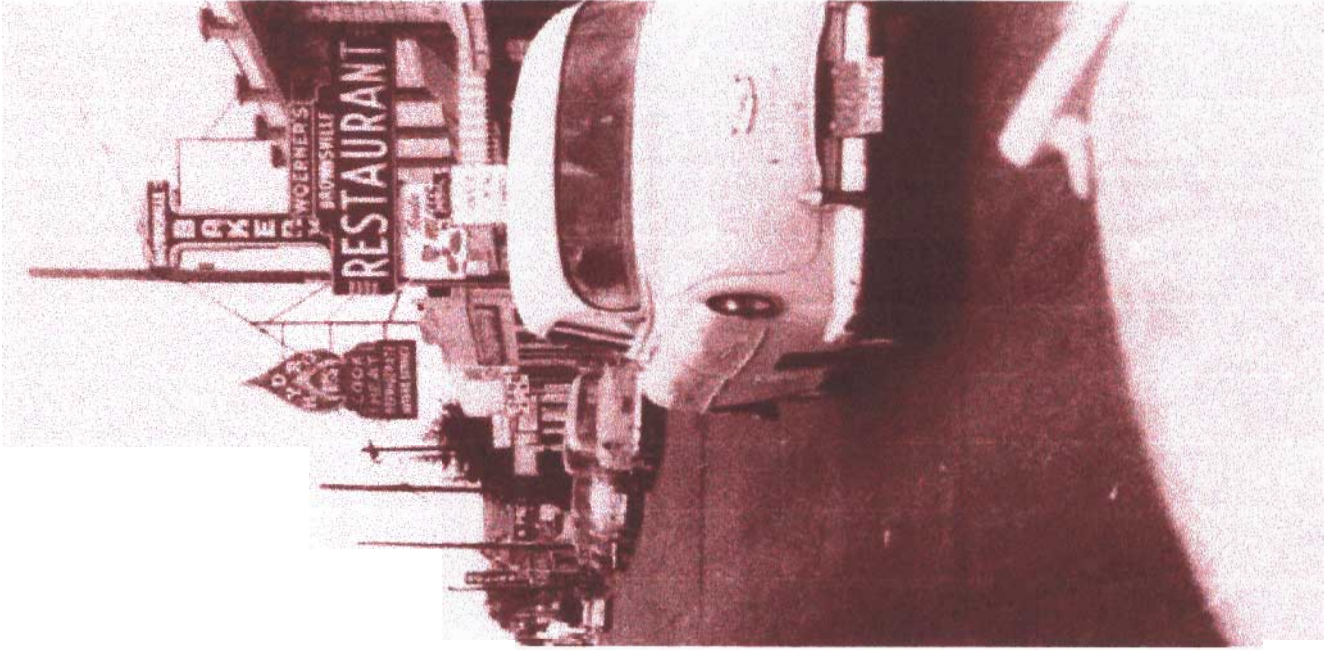
August 2002

NOTE: The vendors noted in this design manual are provided for informational purposes only. Escambia County does not endorse or recommend the use of any of the vendors referenced herein.

BROWNSVILLE BUSINESS DISTRICT DESIGN MANUAL

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1.0 INTRODUCTION

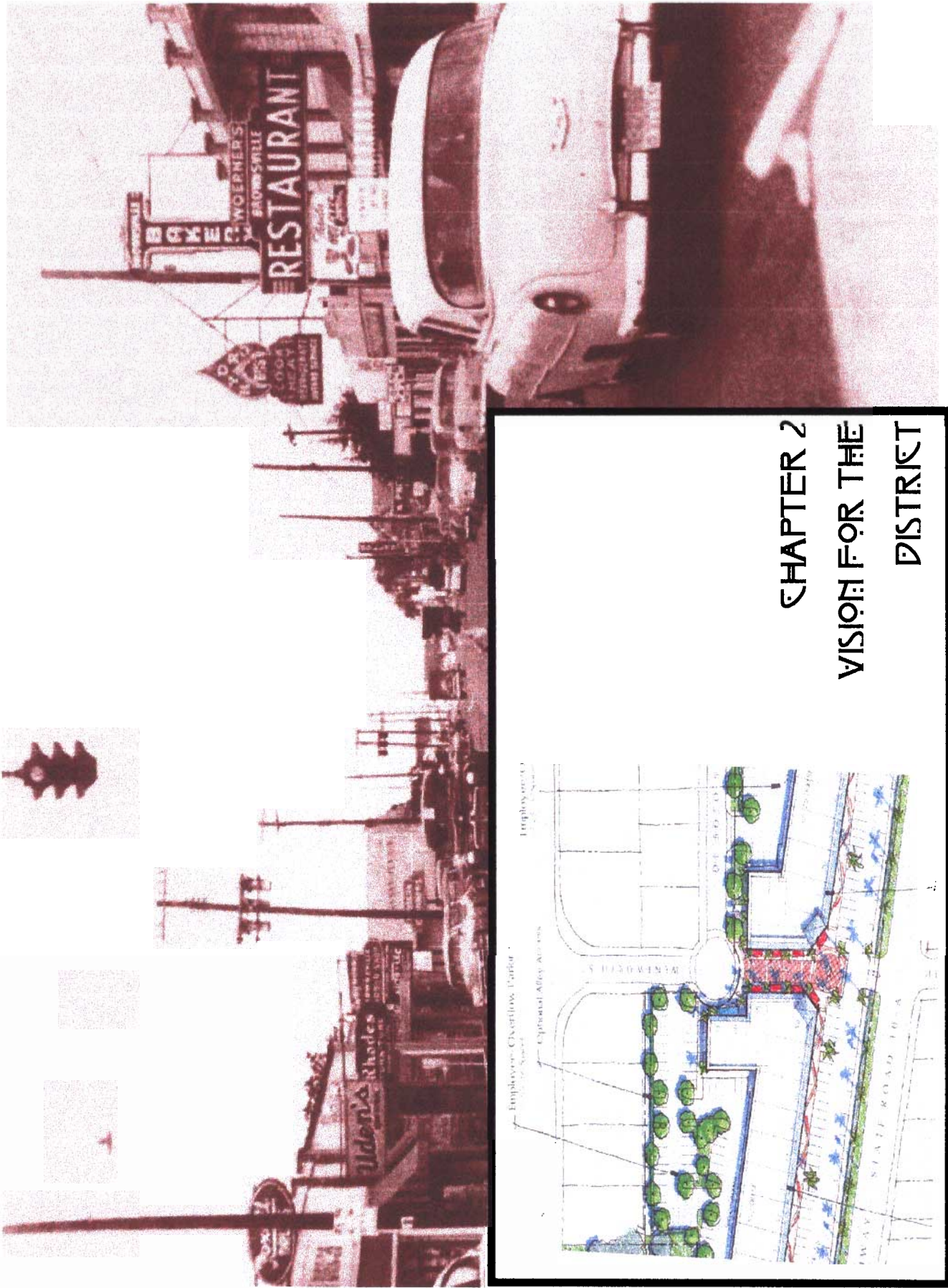
The Brownsville Business District Design Manual is intended to assist Escambia County, the City of Pensacola and the property owners within the Mobile Highway/Cervantes Street corridor in the orderly, efficient, and aesthetically pleasing development of this once-active business district for the Brownsville community and the western gateway to the City of Pensacola.

This design manual complements existing guidelines and regulations for development in Escambia County and the City of Pensacola (see Appendix G.1). The intent is to respect traditional design objectives for safety, efficiency, capacity, and maintenance of Mobile Highway and Cervantes Street, while integrating objectives relating to sustainability, compatibility, livability, community-building, and urban design quality. This manual will assist in integrating traffic calming elements into the Mobile Highway/Cervantes Street corridor to reduce the speed of motorized vehicles, in turn creating a safer and more pleasant environment for all modes of transportation, including pedestrians.



Since the right-of-ways and adjacent land characteristics along the Mobile Highway/Cervantes Street Corridor are not consistent, the design manual responds to the varying conditions with one main overriding theme: narrow or wide, with low or high traffic volume, the best “main streets” are those that create attractive public places and accommodate pedestrians, bicyclists, motor vehicles and public transit facilities.





CHAPTER 2 VISION FOR THE DISTRICT



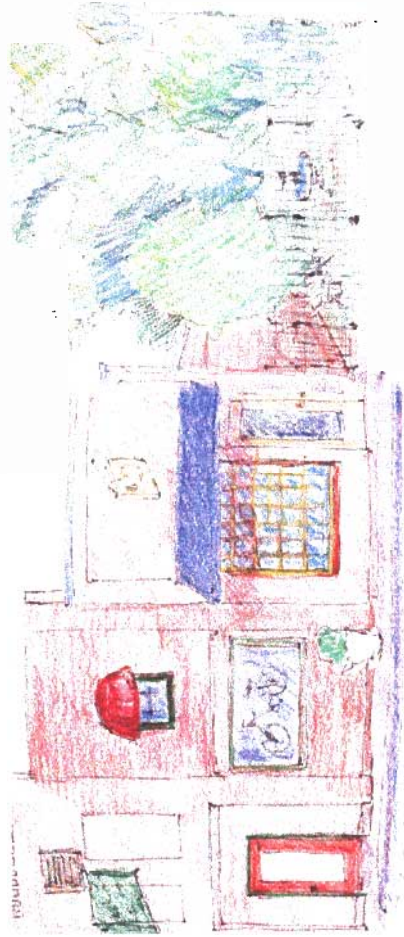
2.0 VISION FOR THE DISTRICT

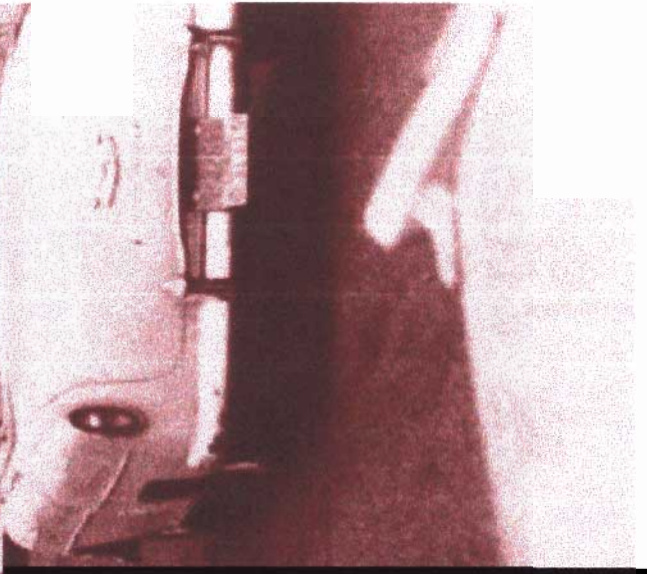
The Steering Committee for the Mobile Highway Corridor Study (RPA Group, September 2001) developed the following vision for the corridor:

“To promote the redevelopment of the Mobile Highway/Cervantes Street Corridor as an attractive and safe commercial corridor that provides a gateway to Brownsville and Pensacola, as well as serves as a central focus for commercial and institutional activities for the historic Brownsville community.”

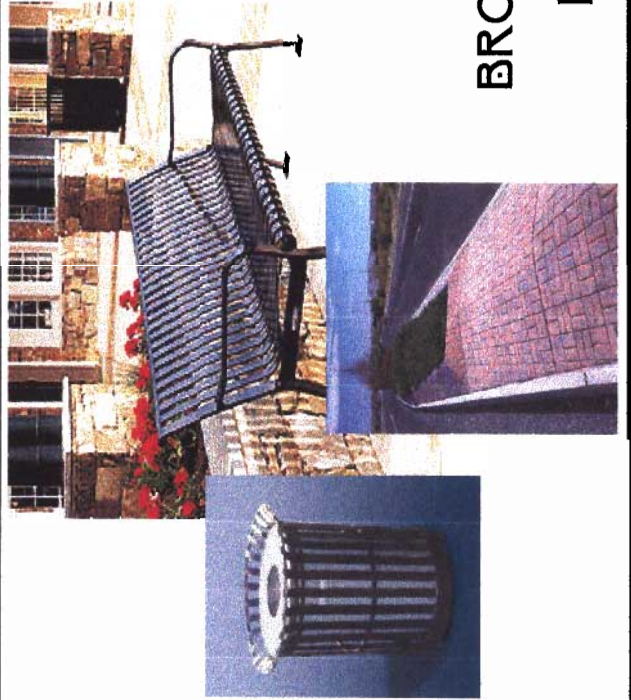
Action steps related to physical improvements within the corridor include:

- Infrastructure Improvements
 1. Promote the development of focused commercial nodes near “T” Street and between Kirk Street and Grandview Drive;
 2. Provide “pocket parks” and central parking with landscaping to support the proposed commercial development nodes;
 3. Partner with FDOT for the enhancement of the street in line with the redevelopment plan;
 4. Plan and implement a linear park with bike and pedestrian facilities in the power line easement between Kirk Street and Grandview Drive.; and
 5. Encourage ECUA to design and build adequate sewer facilities in the corridor.
 - Appearance
 1. Continue to actively promote and inform compatible uses of available assistance for façade improvements;
 2. Promote sponsors to adopt sections of the corridor and perform clean-up of the existing street and right-of-way;
 3. Encourage landscaping, as appropriate, when new buildings are constructed and when existing buildings are renovated; and
 4. Work with businesses to understand the existing code enforcement program, and propose specific code enforcement needs to appropriate agencies.





CHAPTER 3
DESIGN GUIDELINES
FOR
BROWNSVILLE BUSINESS
DISTRICT CORRIDOR



3.0 DESIGN GUIDELINES FOR BROWNSVILLE BUSINESS DISTRICT CORRIDOR

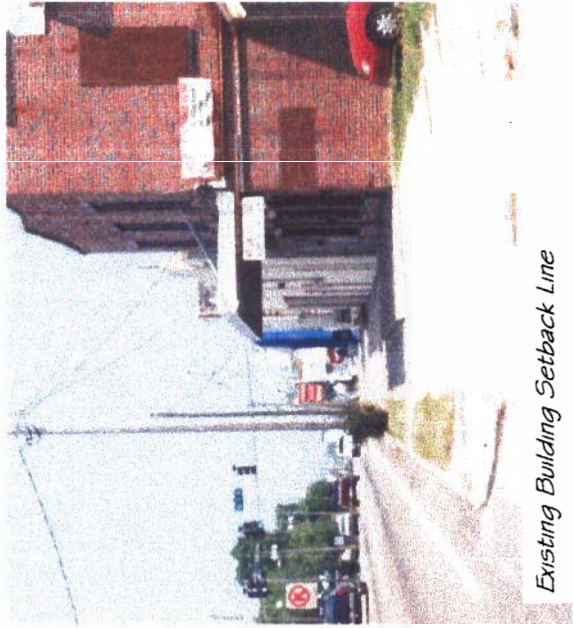
The Brownsville Business District is composed of several distinct corridor components. It is the successful design and combination of these components that create efficient and livable communities.

The corridor components have been organized into five groups:

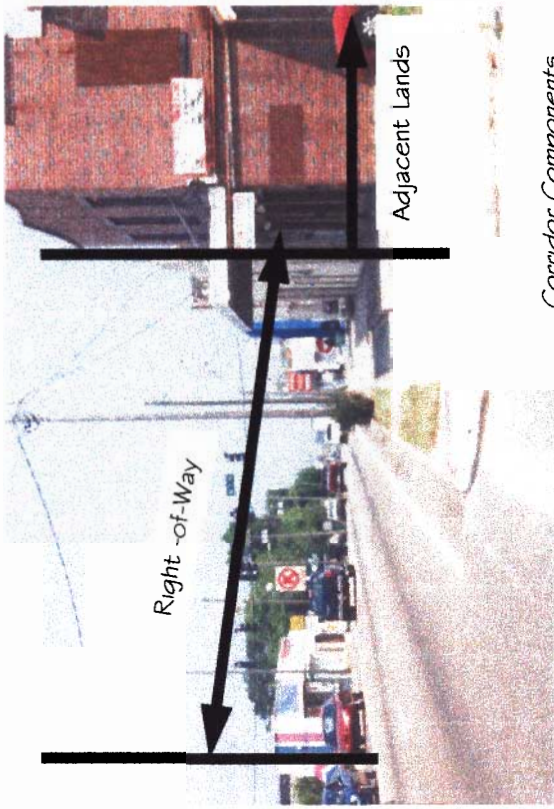
- Adjacent public or private lands;
- Right-of-Way;
- Roadway;
- Intersections, driveways and pedestrian crossings; and
- Utilities.

3.1 ADJACENT PUBLIC OR PRIVATE LANDS

The densities, orientation, and quality of buildings and on-site landscaping determine the character and function of a corridor. Neighborhood design components such as street patterns, intersection spacing, pedestrian and cycling linkages, building height and setbacks, building density and land use mixes have an important influence on corridors.



Existing Building Setback Line



Corridor Components

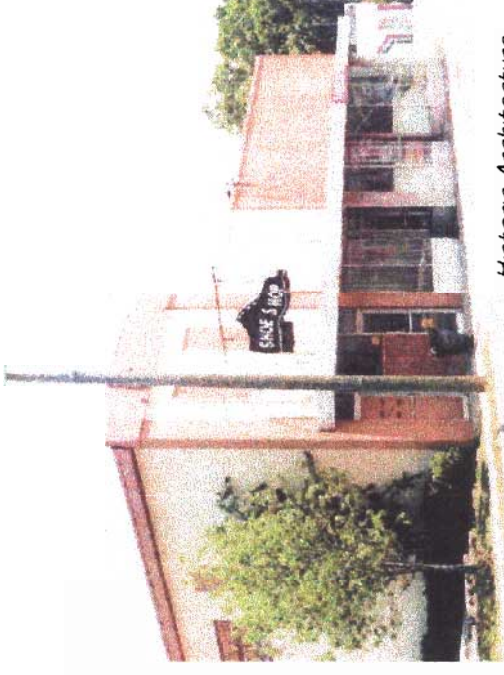
Because the Brownsville Business District was developed in the 1920's, when pedestrians were equally as important as automobiles, it enjoys the benefit of appropriate street patterns, intersection spacing, building heights and mixture of land uses.

The only "negative" change that has been brought about by "progress" is the lack of linkages for pedestrians and cyclists because the function of Mobile Highway and Cervantes St. has changed from the "main street" of Brownsville to a major east-west highway that travels through Brownsville.

3.1.1 Building Design and Orientation

- Locate new buildings close to the right-of-way with direct pedestrian access to facilitate pedestrian activity and establish a human scale.
- For new construction, respect the existing building setbacks in order to maintain continuity.

- Because the Mobile Highway/Cervantes Street corridor is narrow, make creative use of easements, setbacks, etc., to create wider sidewalks while maintaining streetscape continuity.
- Preserve and enhance historic architectural styles along the corridor.
- Provide windows and doors facing the road and parking lots for direct pedestrian access and security. Windows and doors should optimally occupy 50% or more of the building façade if feasible.
- As an alternative to “big box” retail and new development on larger lots, arrange development as a series of smaller buildings.
- Vary wall materials and styles along the length of large format buildings to avoid long blank walls.



Historic Architecture



On-Site Parking

3.1.2 On-Site Parking and Circulation

- Locate parking lots to the side or rear of buildings when feasible and when safety issues have been addressed.
- Screen and break up large expanses of parking area that face Mobile Highway and Cervantes Street.
- Design parking lots to be safe places by ensuring that parking areas are well lit and accessible from the roadway and from adjacent buildings with clear views.
- Include handicapped accessible sidewalks.
- Provide sidewalks that connect buildings to the roadside sidewalk.
- Encourage shared parking lots to reduce overall parking requirements and to integrate adjacent uses.
- Locate loading, garbage and other services so they are not visible from the road if feasible.

3.1.3 On-Site Landscape

- Individual landscape plans of property owners in the Brownsville Business District should be consistent with the overall landscape concept plan for the corridor.
- Include a variety of trees to safeguard against the effects of diseases related to individual species.
- Allow private developers to extend on-site landscaping into the right-of-way when desirable, and confirm the ongoing care of this landscaping through a maintenance and liability agreement.
- Coordinate on-site landscaping on both sides of the Mobile Highway/Cervantes Street corridor.



On-Site Landscaping

3.1.4 On-Site Signs

- The use of projecting signs installed perpendicular to the roadway is preferred.
- The use of symbols as well as lettering on signs is preferred for historic purposes and to easily capture the attention of the drive-through market.
- Design freestanding and wall-mounted signs, to be in scale with the adjacent buildings and land uses in terms of height, width and surface area, and to avoid a cluttered streetscape.
- Encourage the use of shared-use or joint signs.
- Integrate landscaping features with the base of freestanding signs.
- Regulate the use of temporary or portable signs to minimize the amount of sign clutter near the roadway edge.



Projecting Sign



Freestanding Sign

3.2 PUBLIC RIGHT-OF-WAY IMPROVEMENTS

The public right-of-way is the land between the roadway pavement/curb and the right-of-way limit. Trees, turf, lights, utilities, road signs, sidewalks, paved surfaces, and street furniture are located in the road edge, and various arrangements of these components are possible. The right-of-way should have a sense of pedestrian scale.

3.2.1 Urban Form/Connectivity

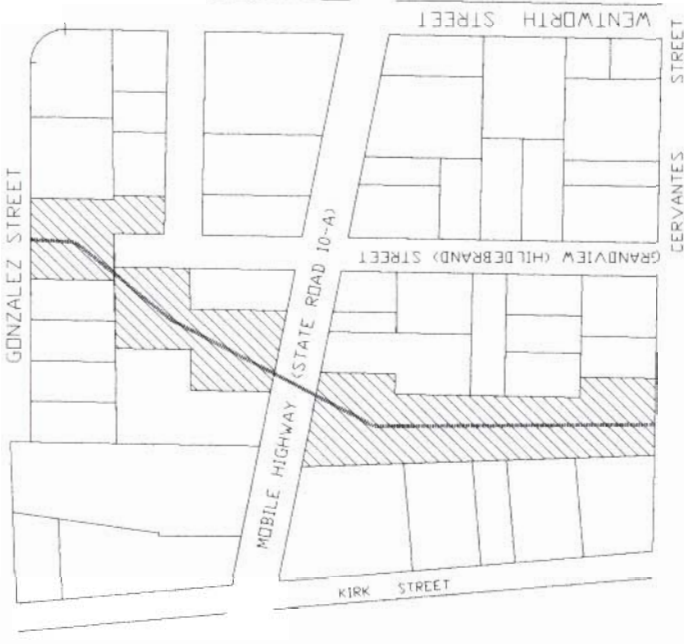
- Plan for mixed land uses and higher densities within adjoining communities.
- Tie separate land uses together through consistency in landscape treatment, lighting, building setbacks, building heights, and signage.
- Provide a lot of walking connections from the neighborhood to Mobile Highway and Cervantes Street by including direct pedestrian walking paths from buildings to roads and sidewalks.

3.2.2 Pedestrian Routes

- Optimally, provide handicapped accessible sidewalks along both sides of Mobile Highway and Cervantes Street.
- Separate the sidewalk from vehicle lanes by trees, landscape strips, light standards, utility poles, signage, transit shelters, etc., when enough right-of-way is available.



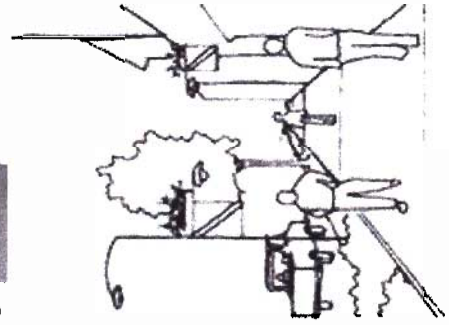
Accessible Curb Ramps



Pedestrian Connections

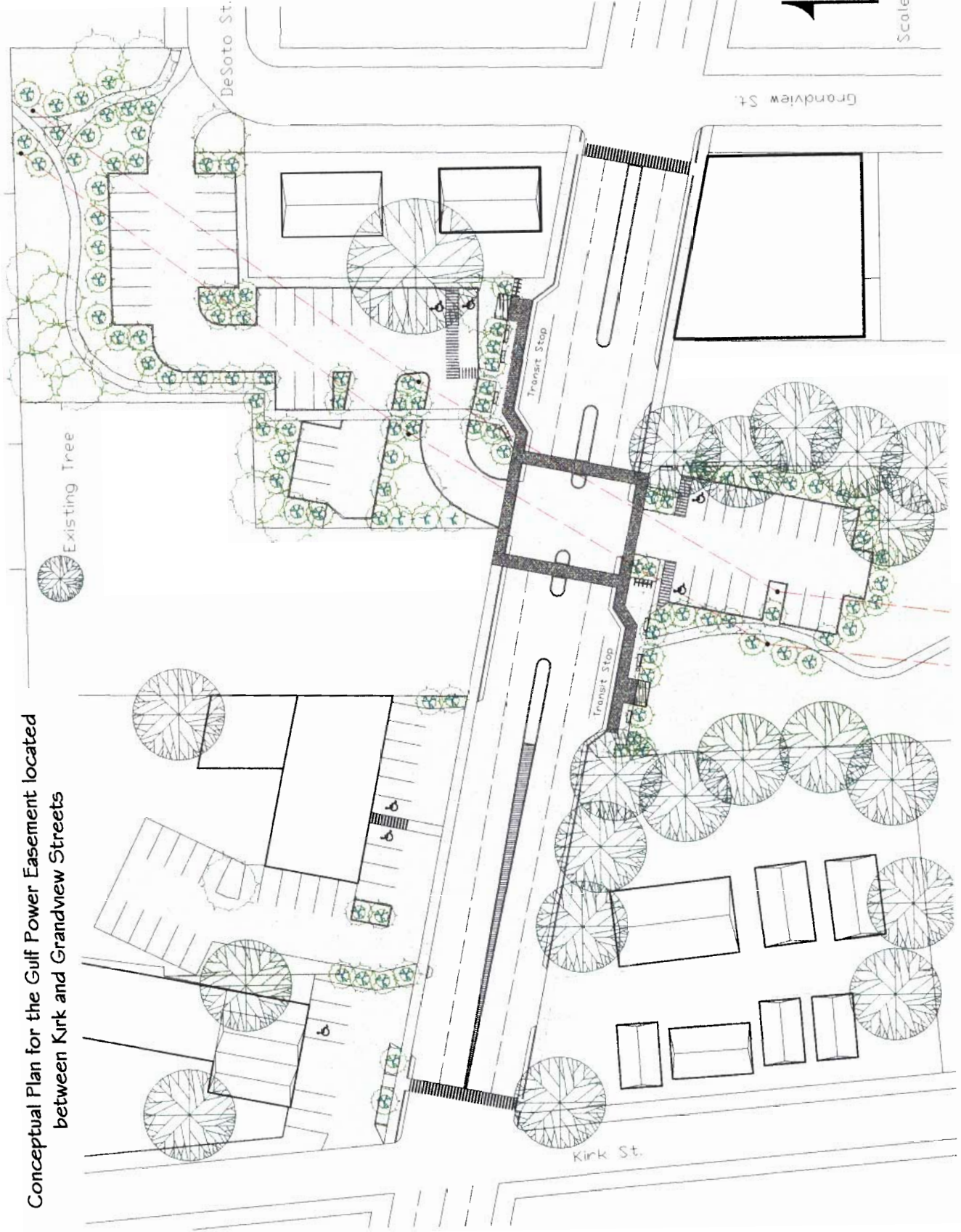
3.2.3 Right-of-Way Landscaping

- When selecting trees, shrubs and other vegetation, consider their tolerance to soil limitations, heat, drought, and shade.
- Select species that are native or naturalized to the northwest Florida region.
- Select a diversity of canopy/understory trees and shrubs that are easy to maintain.
- Plant shrubs, tall grasses or wildflowers where trees are not possible due to right-of-way, space, height or operational limitations.
- Provide trees with a planting area of at least thirty-six (36) square feet.
- When there is insufficient right-of-way, plant on adjacent lands under an agreement with the private landowner if possible.



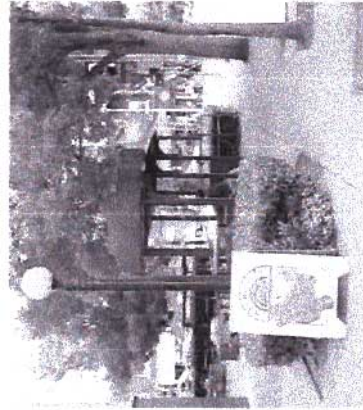
Right-of-Way Landscaping

Conceptual Plan for the Gulf Power Easement located between Kirk and Grandview Streets



3.2.4 Transit Stops and Shelters

- Construct concrete pads at all transit stops where space is available. Erect shelters on the pads when budget and ridership permit.
- Ensure a clear hard surface area two to six feet wide in front of transit shelters to permit safe exit by passengers, including wheelchair users.
- Include curb-side transit stop loading areas.
- Locate transit stops as close to intersections as possible, and coordinate their location with neighborhood connections and building entrances.
- Consolidate benches and other roadside furniture such as trash receptacles and bicycle racks at bus stops.



Transit Stop

3.2.5 Street Furniture, Amenities and Art

- Enhance the urban design quality of the Brownsville Business District by improving the quality of street furniture, signposts, light and signal poles, etc.
- Locate street furniture so it does not impede a clear pedestrian route.
- Encourage adjacent owners to add their own street furniture, such as benches, in appropriate locations, provided it is consistent with the design palette approved by this design manual and subject to maintenance and liability agreements if located in the right-of-way.
- Encourage location of public art within or adjacent to the right-of-way to enhance the streetscape.

3.2.6 Directional/Informational Signs

- Mount directional and informational signs on existing utility or light poles, where approved.
- Design directional and informational signs in styles consistent with other Brownsville Business District signage.
- Locate signs in line with other features in the road edge such as street furniture, light poles, and utility poles.



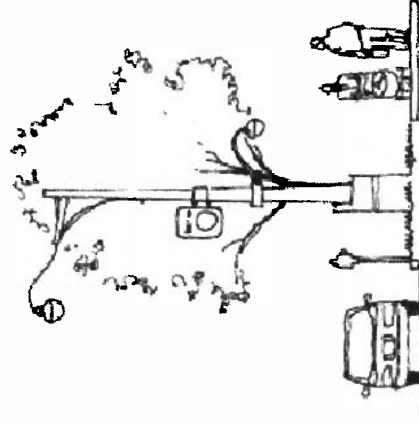
Street Furniture

3.3 ROADWAY

The roadway is the actual paved road within the right-of-way, including the median if one exists. The roadway is a conduit to move cars, trucks, buses and bicyclists if feasible and safe. This portion of the corridor may provide space for on-road parking.

3.3.1 Traffic Lanes

- Keep the width of travel lanes as narrow as possible while considering safety and capacity requirements to dedicate as much of the right-of-way as possible to the road edge.



On-Road Parking

3.3.2 On-Road Parking

- If deemed appropriate and safe, on-road parking is desirable in cases where the adjacent land use is directly accessible from the corridor.
- Consider the use of curb extensions or “bump-outs” at crosswalks and at certain mid-block locations to define lengths of on-road parking and to reduce the crosswalk distance.
- Limit on-road parking to non-peak hours where appropriate.



3.3.3 Medians

- Limit the use of medians to reduce the road corridor width. Use medians as a traffic control measure after other measures are considered.
- Construct medians to control traffic turning movements at specific locations, to provide pedestrian refuge at wide crossings, and to provide space for traffic signals and utility poles.
- Construct raised, curbed medians.
- Consider landscaped medians for special locations.

3.4 INTERSECTIONS, DRIVEWAYS, AND PEDESTRIAN CROSSINGS

The design of intersections, driveways and pedestrian crossings is an important aspect of the corridor. These are the places where all travel modes mix the most, where people have to make the most decisions regarding their direction and speed and where user safety is critical.

3.4.1 Intersections and Turning Lanes

- Use the smallest practical curb radii to reduce vehicle speeds and the pedestrian crossing distances across the roadway.
- Reduce driveway width and turn radii to the smallest practical amounts.

3.4.2 Access Management

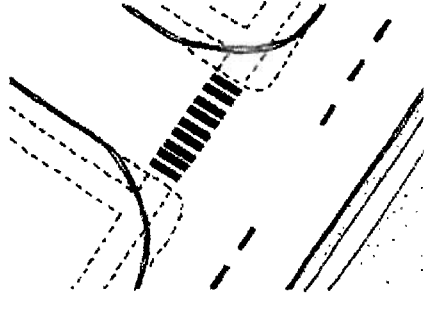
- Reduce driveway width and turn radii to the smallest practical amounts.
- Consolidate driveway access to reduce the number of vehicular connections to the roadway.

3.4.4 Pedestrian Crossings

- Where extra visual emphasis on pedestrian priority is desirable, or where traffic calming is being pursued, the pedestrian crossings may require alternative designs. The pedestrian crossing may retain a surface elevation that is continuous with the sidewalk, or the crossing surface may differ from both the roadway (or driveway) and sidewalk surfaces.



Refuge Island Pedestrian Crossing



Reduce Turning Radius



Pedestrian Crosswalk

- Include safeguards such as detectable warning surfaces, directional textures, warning signs, audible signals, paint markings, and clear sight lines, so that motorists and pedestrians are made aware of approaching crosswalks.
- Consider using bollards or other separation devices at pedestrian crossings to increase the visibility of the crossing location and improve pedestrian safety.
- Ensure that there are pedestrian signal phases at all signalized intersections.

3.5 UTILITIES

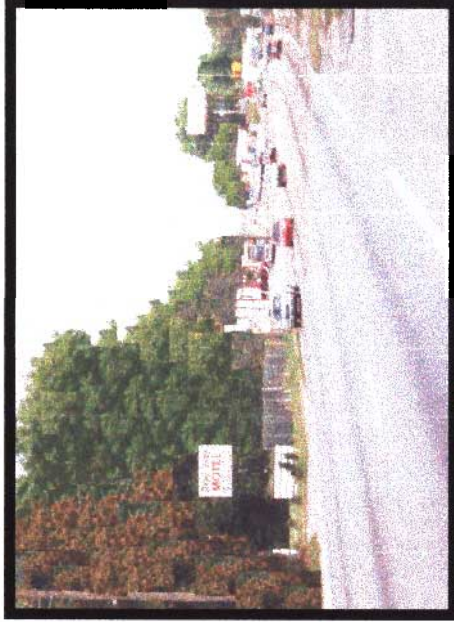
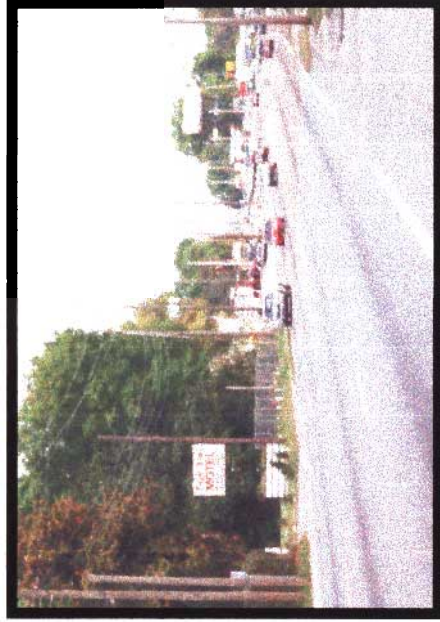
The Mobile Highway/Cervantes Street corridor accommodates a range of services and infrastructure such as utility poles and lighting, and water, cable and sewer infrastructure in some locations. This infrastructure is located in various locations within the right-of-way.

3.5.1 Services and Utilities

- Bury services and utilities where practical to minimize their visual impact.
- Maximize the shared use of utility trenches to reduce right-of-way requirements.
- Maximize the joint use of utility poles to minimize their number.
- Coordinate landscape plans with service/utility plans, considering trees as a type of utility.

3.5.2 Lighting

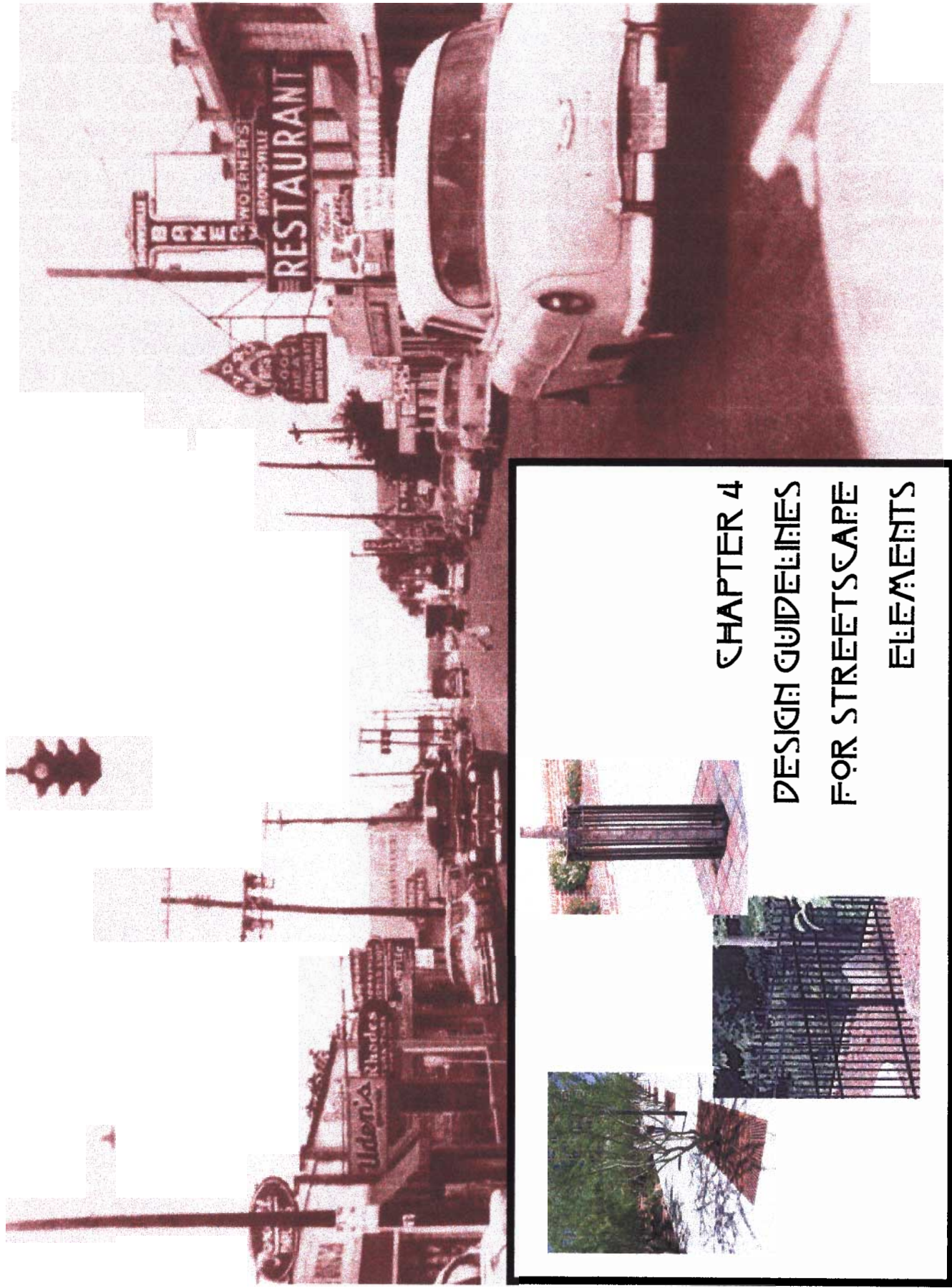
- To enhance the pedestrian use of the roadway, use shorter, separate pedestrian-scale light standards to add to the visual character and pedestrian appeal of the streetscape.
- Design light standards to accommodate banners, signs, flower baskets, electrical outlets and festival lighting.
- Encourage merchants to light up their windows in the evening to contribute to sidewalk illumination and make the street more secure and animated.
- Use solar lighting and energy efficient streetlights wherever financially feasible.



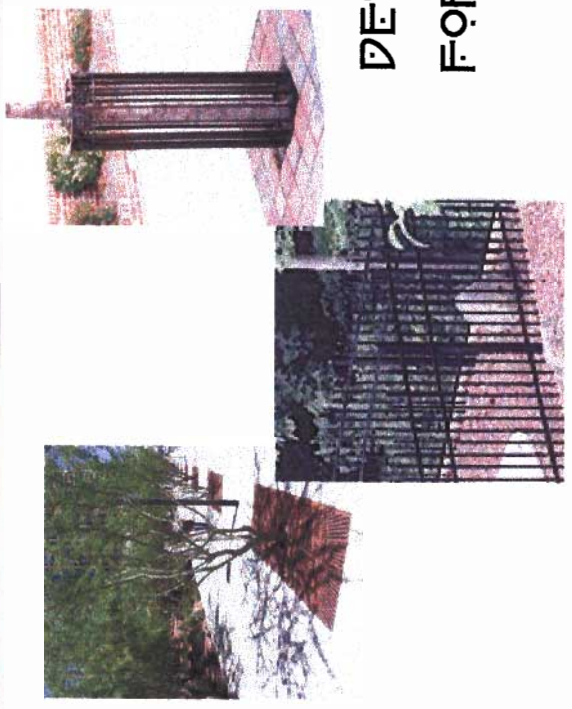
Overhead vs. Underground Utilities



Street Lighting



CHAPTER 4
DESIGN GUIDELINES
FOR STREETSCAPE
ELEMENTS



4.0 DESIGN GUIDELINES FOR STREETSCAPE ELEMENTS

The Brownsville Business District streetscape design guidelines address elements located primarily within the roadway right-of-way described in Chapter 3. However, when agreements are made with adjacent property owners the boundaries of the “adjacent public and private lands” and the right-of-way may become less defined and some of the same elements may be located in both locations.

During the process of developing this design manual, the Brownsville Redevelopment Task Force members participated in a visual preferencing exercise, whereby the members were shown several different photos of streetscape elements and asked to write down their preference for each element based on aesthetics and perceived functionality of the elements. The choices for styles and materials for streetscape elements described in this section are the result of development activities within the Brownsville Business District are the result of the streetscape elements visual preferencing exercise. Specifications detailing materials, finishes, colors, ASTM standards and other information about the precise streetscape elements described in this section are included in Appendix 6.3



The streetscape elements that are described in this section are organized into five general categories:

- Hardscape (pavement for sidewalks and other specific paved areas, curbing, ramps);
- Lighting (street, parking lots etc.);
- Street Furniture (benches, bollards, trash receptacles, tree grates, and planter boxes);
- Fences/Walls; and
- Plant Materials.

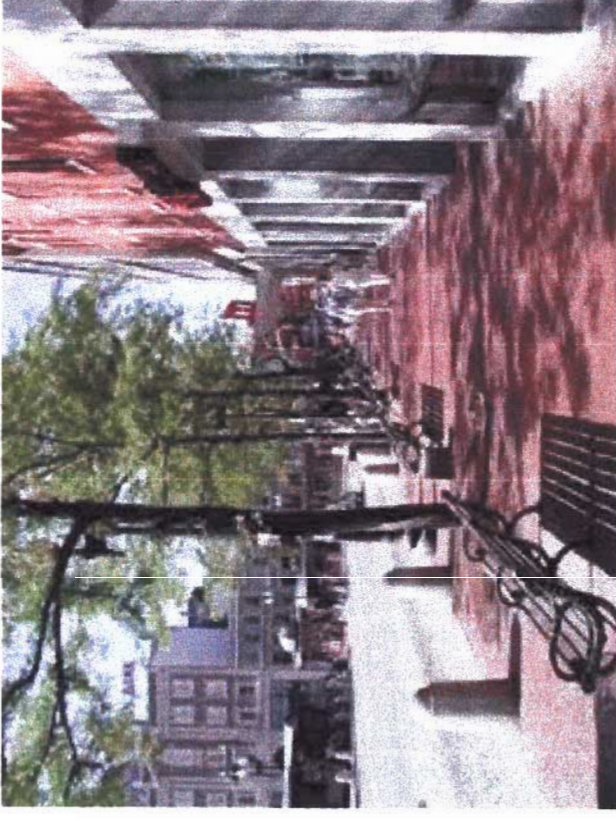


4.1 HARDSCAPE

4.1.1 Pavement

Pavement material that contrasts with the traditional concrete or asphalt pavement used for streets and parking lots shall be allowed in the Brownsville Business District for aesthetic purposes and to emphasize pedestrian zones. Typical uses for contrasting pavement materials include pedestrian crosswalks, sidewalks or sidewalk edging and joints, plazas, and entrances to buildings or public spaces.

- Contrasting pavement material allowable in the Brownsville Business District shall consist of clay brick pavers or stamped concrete that gives the appearance of clay brick pavers.
- The overall "brick red" color of the pavers and/or stamped pavement surface shall not be accomplished through the use of only one shade of red in the pavers or colored concrete, but rather shall result from the use of a blend of reds, terracotta, and complementary brown and gray shades that resembles a more natural surface appearance.



- The pavement pattern shall be either standard linear brick or a simple herringbone style, depending on whether the paved surface is being used for pedestrian purposes only or for vehicular use that requires a pattern that will evenly disperse wheel and weight loads.



- Personalized bricks or tiles used for fund-raising purposes in outdoor walkways, public pavement areas and vertical walls to provide donor recognition shall be of a shape and color consistent with that of the pavers or paving materials described in this section.



4.2 LIGHTING

Lighting elements serve both a functional and an aesthetic purpose in a streetscape. In addition to the functional purpose of providing lighting for safety and security, light standards (posts) add to the visual character and provide pedestrian scale in locations that are not practical for plant materials or other elements that would typically set the scale. Light standards may provide for placement of banners, signs, flower baskets, electrical outlets and other amenities. For continuity and aesthetic considerations, only one streetlight style shall be allowed within the roadway right-of-way in the Brownsville Business District. For adjacent public lands, lighting elements installed in public parking lots, plazas, parks, or other public spaces shall be of a style compatible with the streetlights approved for the right-of-way.

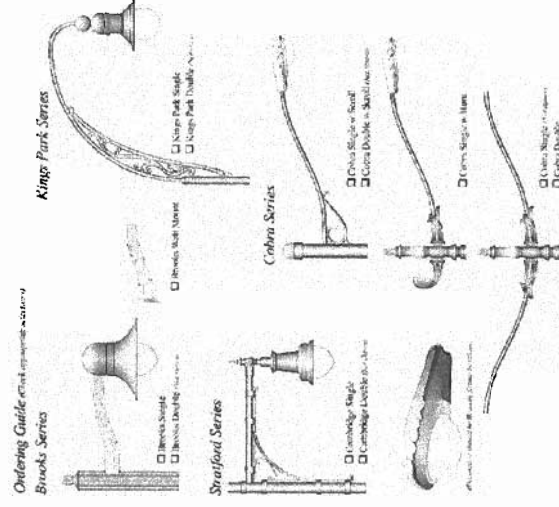
- The streetlight style approved for construction within the Mobile Highway/Cervantes Street right-of-way is the one shown to the left.

- The approved streetlights shall be installed on both sides of Mobile Highway and Cervantes Street, spaced uniformly based on lighting specifications.

- The use of solar or other energy efficient light fixtures is preferred when feasible.

4.3 STREET FURNITURE

Street furniture includes elements that directly serve a human purpose much the same as the furniture in a person's house. A bench in a streetscape serves the same function as a chair in a house. Trash receptacles in a streetscape serve the same purpose as garbage cans in a residence. In addition, street furniture includes elements that serve a functional purpose such as bollards to inhibit vehicular traffic in pedestrian zones, tree grates to protect street trees, and planter boxes that provide a location for plant materials when there is not enough room to plant trees and shrubs in the ground. For continuity and aesthetic considerations, only one style for each of the street furniture elements listed below shall be allowed within the roadway right-of-way in the Brownsville Business District. For adjacent public lands, street furniture installed in public parking lots, plazas, parks, or other public spaces shall be of a style compatible with the specific elements approved for the right-of-way.



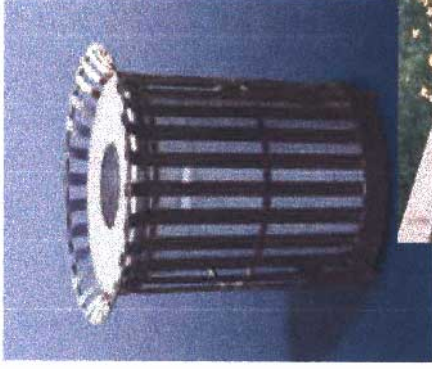


4.3.1 Bench

- The approved bench shall be of a classic style with armrests, characterized by vertical slats curved gently at the back.
- The bench shall be made of welded iron or steel and all exposed steel frames, legs, mounting pipes, and brackets shall be finished with a baked resin coating.
- The bench must have the ability to be securely bolted to the pavement and secured with locking nuts.
- The color of the approved bench shall be black.

4.3.2 Trash Receptacle

- The approved trash receptacle shall be of a classic style, characterized by vertical slats curved gently at the top that matches the style of the approved bench.
- The trash receptacle shall be made of welded iron or steel and all exposed steel frames, legs, mounting pipes, and brackets shall be finished with a baked resin coating.
- The trash receptacle must accommodate a 36-gallon litter container.
- The trash receptacle must have the ability to be securely bolted to the pavement and secured with locking nuts.
- The color of the approved trash receptacle shall be black.



4.3.3 Planter Box

- The approved planter box is a classic style welded iron or steel receptacle, characterized by vertical slats curved gently at the top that matches the style of the approved bench and trash receptacle.
 - All exposed steel frames, legs, mounting pipes, and brackets shall be finished with a baked resin coating.
 - The color of the approved planter box shall be black



4.3.4 Tree Guard

- The approved tree guard is a classic style, characterized by vertical slats curved gently at the top that matches the style of the approved bench, and trash receptacle.
- The tree guard shall be made of hot dipped galvanized steel, 1 1/2" in diameter and in two halves bolted together around the tree.
- The color of the approved tree guard shall be black.



4.3.5 Tree Grate

- The approved tree grate shall have a square perimeter with an inside circle containing "spokes" radiating to the outside.
- The tree grate shall be made of cast iron.



4.3.6 Bollard

- The approved bollard is characterized by a simple vertical pattern.
- The tree bollard shall be made of cast aluminum.
- The color of the approved bollard shall be black.



4.4 FENCES AND WALLS

Fences and walls serve both functional and aesthetic purposes - primarily for visual screening, noise control, and security. Retaining walls take on the added responsibility of supporting uphill soil.

4.4.1 Fences

- Fences shall be characterized by a simple vertical pattern.
- Fences shall be made of galvanized high strength steel and be finished with a baked protective finish.



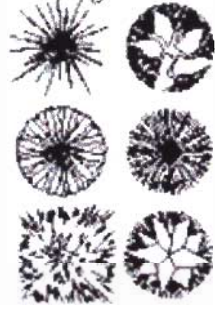
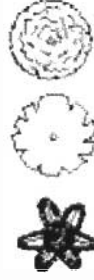
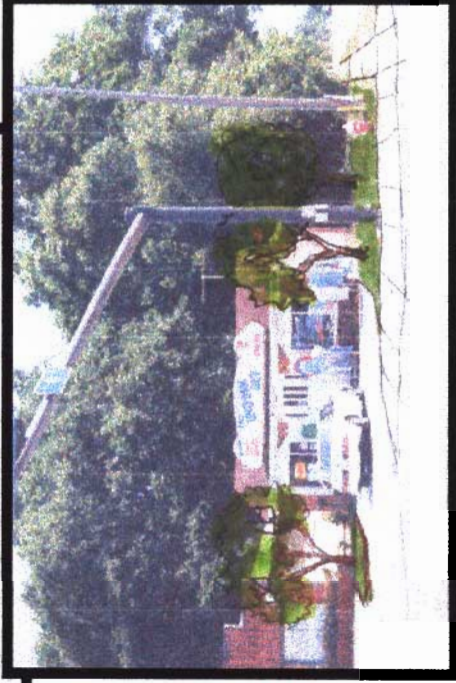
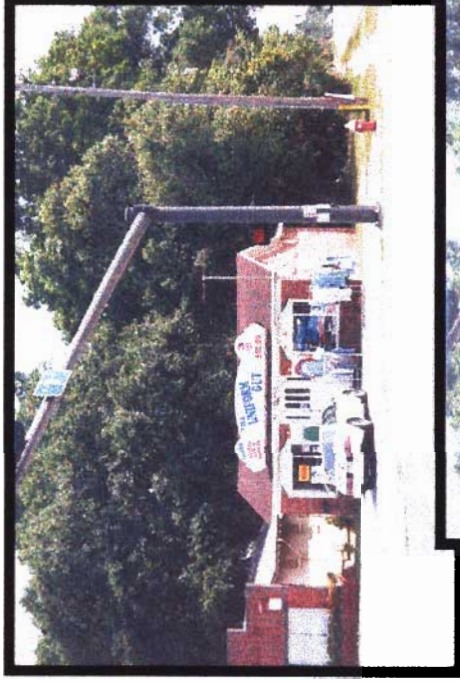
4.4.2 Wall

- An approved wall shall be made of brick or stamped concrete that is made to look like brick.
- The color of the wall shall be similar to that of the approved paving materials.



4.5 PLANT MATERIALS

Trees and other types of vegetation are recognized as a valid asset to the community, providing a more healthful and beautiful environment in which to live. Trees and other types of vegetation provide oxygen, shade, protection from wind, glare and noise, view barriers, aesthetics, and a priceless psychological counterpoint to the built environment. Landscaping enhances the value and marketability of property and promotes the stability of desirable neighborhoods and commercial areas. For the Brownsville Business District plant materials should be selected based on their ability to withstand the harsh environment of full sun, pavement that reflects heat, and heavy vehicular and pedestrian traffic.



4.5.1 Trees



MAPLE
Corner of Palafox and Garden
Street, Pensacola

Recommended Small/Medium Trees

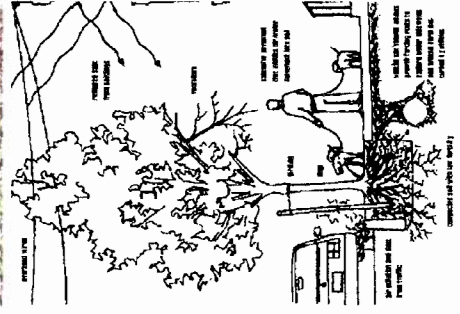
- Butia capitata - Cocos Palm(E)
- Chionanthus virginicus - Fringe Tree (D)
- Ilex Attenuata 'Fosteri' - Foster's Holly (E)
- Ilex longipes - Georgia Holly (D)
- Lagerstroemia indica - Crape Myrtle (D)
- Pistacia chinensis - Chinese Pistache (D)
- Sabal minor - Dwarf Palmetto (E)
- Trachycarpus Fortunei - Windmill Palm (E)
- Ulmus parvifolia - Chinese Elm (semi-E)
- Vitex Agnus-castus - Lilac Chaste Tree (D)

Recommended Large Trees

- Acer rubrum Drummondii - Red Maple (D)
- Celtis laevigata - Hackberry (D)
- Ginkgo biloba - Ginkgo (D)
- Quercus falcata - Southern Red Oak (D)
- Quercus virginiana - Southern Live Oak (E)
- Sabal Palmetto - Cabbage Palm
- Taxodium distichum - Bald Cypress (D)
- Washingtonia robusta - Fan Palm (E)



LILAC CHASTE TREE across from New
World Landing, Downtown Pensacola



OAK and CRAPE MYRTLE
Palafox Street north of
Cervantes, Pensacola

Legend
(D) - Deciduous
(E) - Evergreen
Native Plants in Italics



4.5.2 Shrubs

For safety reasons and because of restricted areas for landscaping, the use of large shrubs is not encouraged unless the shrubs can be pruned to allow for a main stem or trunk that is clear of small branches until at least four (4) feet in height.

Recommended Small to Medium Shrubs
Berberis thunbergii 'Atropurpurea' - Barberry (D)
Cassia corymbosa - Cassia (semi-E)
Hamelia patens - Firebush (E)
Ilex cornuta 'Burfordii Nana' - Little Red Holly (E)
Ilex vomitoria 'Nana' - Dwarf Yaupon (E)
Nandina domestica - Nandina (E)
Raphiolepis indica - Dwarf Indian Hawthorn (E)

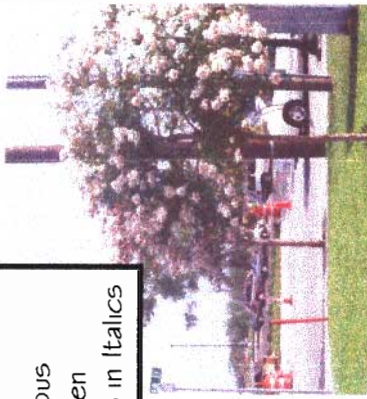


Legend
(D) - Deciduous
(E) - Evergreen
Native Plants in Italics



4.5.3 Ground Covers and Plant Materials for Planter Boxes and Hanging Planters

Allamanda cathartica - Allamanda (tropical vine)
Campsis radicans - Trumpet Vine (D)
Gelsemium semperflorens - Carolina Jessamine (Semi-E)
Ipomoea quamoclit - Cypress Vine (annual vine)
Juniperus conferta, horizontalis and *provincialis* - Low, spreading juniper species (E)
Lantana montevidensis - Trailing Lantana (semi-E)
Liriope muscari - Liriope (E)
Dipladenie sp. - Mandevilla (E)
Passiflora incarnata - Passion Flower (Perennial)



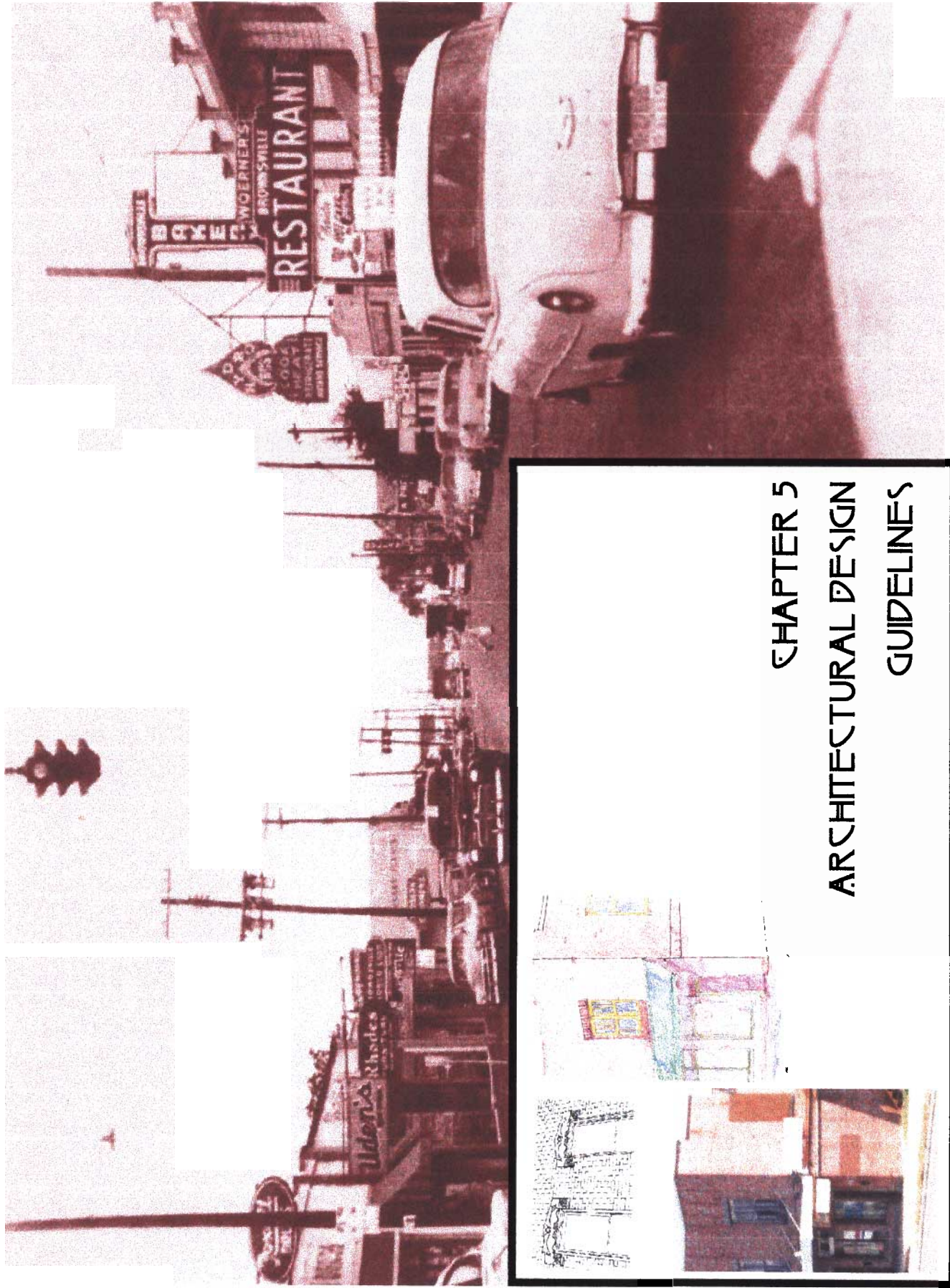
Recommended Medium to Large Shrubs
Baccharis halimifolia - Groundsel Bush (E)
Hibiscus syriacus - Althaea / Rose of Sharon (D)
Ilex vomitoria - Yaupon (E)
Lantana camara - Lantana (semi-E)
Ligustrum sinense 'variegata' - Variegated Chinese Privet (E)
Nerium oleander - Oleander (E)
Pittosporum tobira - Pittosporum (E)
Raphiolepis indica - Indian Hawthorn (E)
Sabal minor - Dwarf Palmetto (E)
Temstroemia gymnanthera - Cleyera (E)



Grape Myrtle with butterfly iris, dwarf Indian hawthorne, Tarragonna and Main Street, Downtown Pensacola

Nandina along building edge, New World Landing, Downtown Pensacola.

Recommended Annuals & Perennials
Coleus hybridus - Coleus
Cosmos bipinnatus - Cosmos
Gaura lindheimeri - Gaura
Hemerocallis fulva - Daylily
Plumbago auriculata - Plumbago
Salvia splendens - Salvia
Sedum acre - Sedum, Goldmoss
Senecio cineraria - Dusty Miller
Stachytarpheta jamaicensis - Porterweed
Verbena rigida - Verbena



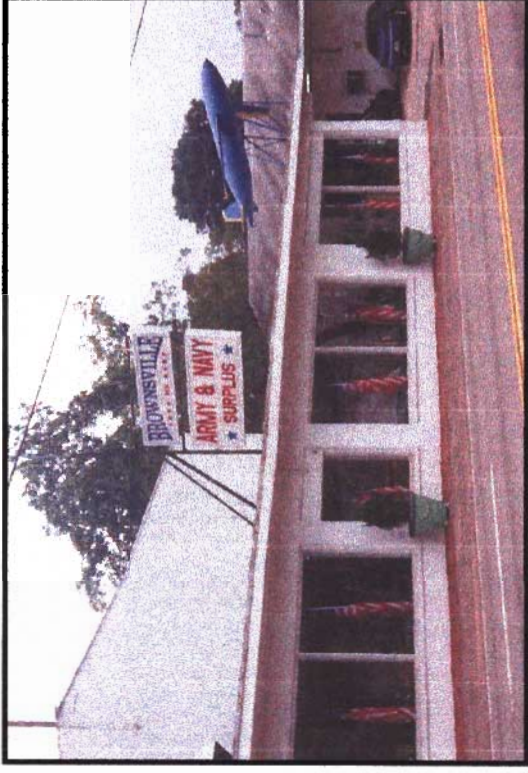
CHAPTER 5 ARCHITECTURAL DESIGN GUIDELINES

5.0 ARCHITECTURAL DESIGN GUIDELINES

The universal approach in sound redevelopment and historic preservation guidelines is to respect the overall character of the surrounding community. This principle does not prevent changes to historic buildings or neighborhoods, but does require careful planning before making repairs and alterations, undertaking demolition, or designing new structures. The following architectural design guidelines are written to provide the Brownsville Business District building owners with recommendations for restoration and remodeling which are in keeping with its architectural character and add to the economic value of the property and the district.

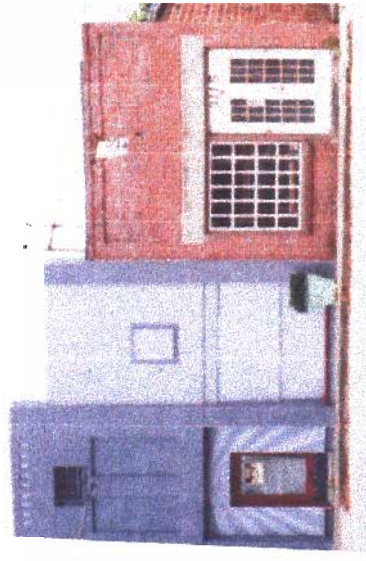
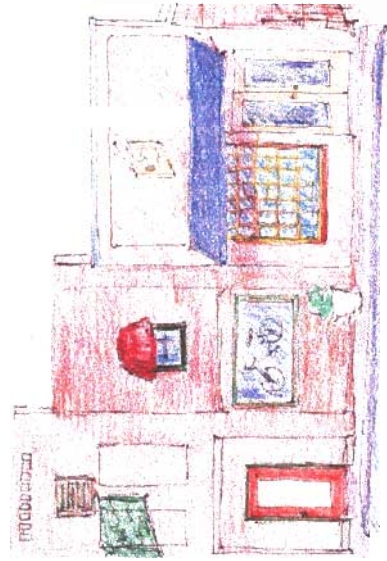
The basics in design guidelines are:

- Original qualities and character of a building or structure shall not be destroyed.
- Removal or alterations to historic materials shall be avoided.
- Repair of historic fabric is preferable over replacement. Repair and replacement shall be based on duplication of features and materials.
- New additions or alterations shall not detract from the overall architectural character of a property.
- The cleaning of historic structures shall be undertaken with the gentlest means possible.
- New design shall be compatible with historic structures.



Historic Brownsville Architecture

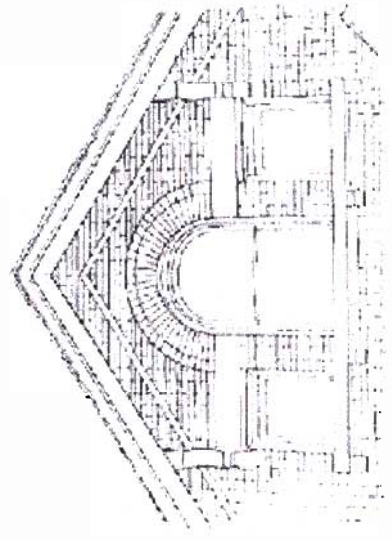




5.1 ARCHITECTURAL ORNAMENTATION

The Brownsville Business District contains a wide variety of architectural ornamentation spanning over sixty years and illustrates the evolution of architectural styles during this period. The retention of this ornamentation is an essential part of maintaining the district's unique character.

Common ornamentation on the Brownsville Business District buildings are sheet metal, stone or wood cornices at the roofline; sheet metal, stone or wood hood molding around doors and windows; brick or stone blocks at the corners of buildings; and decorative wood panels at eaves and porches. Cornices are often varied with large brackets, dentils, modillion blocks and other features.



Architectural Ornamentation

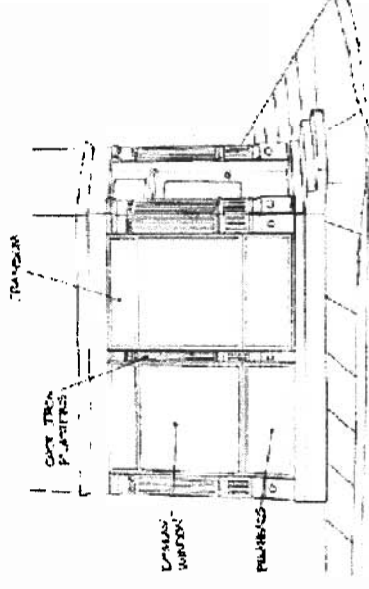


Historic Brownsville Storefront

Historic storefronts generally have five main characteristics:

- **Lower panels or bulkheads:** The large plate glass windows for the display of goods rested on lower panels, also called bulkheads. These were primarily rectangular in design, of frame or brick construction and often have raised relief patterns in various designs.
- **Display windows:** Merchants in the 1920's to early 1950's relied on extensive window displays to advertise their goods. High visibility was a priority for these merchants, and the installation of large sheets of plate glass provided maximum exposure of wares.
- **Cast iron columns or pilasters:** To support the weight of the brick masonry above the storefront, cast iron columns or brick piers were often added. The cast iron was shaped into decorative forms that supported the load of the brick upper facade allowing large display areas. Brick piers were also used to support the weight of the upper facade brick.
- **Large central or corner entrances:** Many commercial buildings originally had large central or corner entrances of single or double doors. While some buildings retain these doors most have been replaced with modern doors in recent years.
- **Transoms:** Over the display windows and entrances were usually transom bars and transoms. Transoms allowed light into the building and were used for additional areas of signage and display. In the early 20th century transoms were not only of clear glass but were sometimes made of stained glass or textured glass.

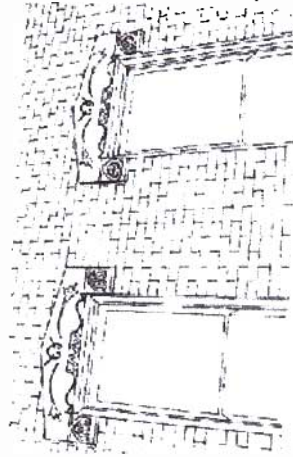
- Architectural ornamentation shall be retained and repaired where necessary with matching materials and maintained. Removal should only occur in cases of substantial deterioration and every effort should be made to replicate removed elements with materials and design to match the original.
- All replacement materials should be similar to the original materials of the ornamentation or be appropriate to the period.
- Architectural ornamentation inconsistent with the style of the building is discouraged.
- Original exterior lighting on exterior facades should be retained if possible.



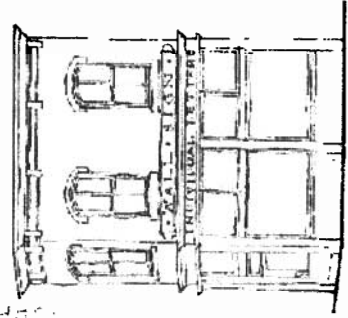
Storefront Elements

5.2 STOREFRONTS

- Original storefronts or storefronts which are more than fifty years old should not be altered but repaired and retained when feasible.
- Future storefront remodeling or renovation should follow historic guidelines such as retaining historic features, reconstruction based on historic photos or illustrations, or renovation based on typical storefront designs of the period.
- All decorative metals or glass on historic storefronts should be retained and maintained if feasible.
- Transoms over doors or display areas should not be enclosed or painted out.
- Designs and materials such as sloping mansard roofs, metal siding, wood shingles, imitation brick and imitation stone are not historically accurate and should not be added to storefronts.
- Awnings should be at a 45 degree angle to the building and of a canvas material. The use of retractable awnings is appropriate and permitted.



Window Detail



5.3 UPPER FAÇADES

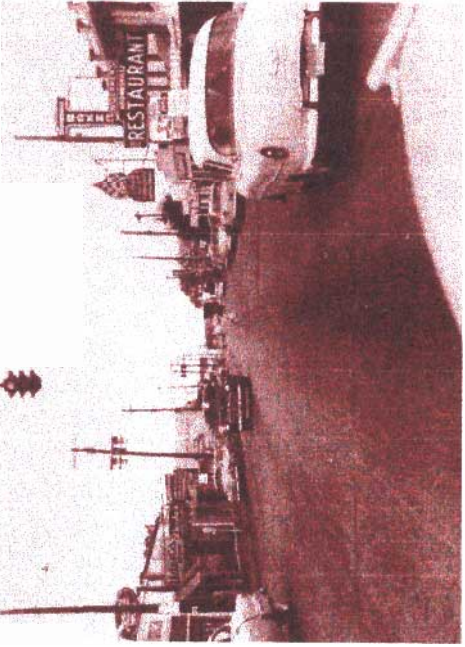
Upper facades of commercial buildings, primarily corner buildings, disinclude varied features and detailing to add interest to the square or rectangular buildings.

- All original brick decoration on upper facades should be preserved and maintained when feasible.
- Sheet metal elements such as cornices and hood moldings should be regularly maintained and repaired where necessary.
- Windows on upper floors should be kept in their original appearance and configuration. The enclosing or bricking in of windows is not appropriate and is discouraged.
- The upper facades of commercial buildings should not be covered with added metal or frame panels.

5.4 SIGN GUIDELINES

Signs throughout Escambia County are regulated through the existing Land Development Code. Regulations listed in Appendix G.1 detail the appropriate types, sizes, and locations for signs and must be followed in order to receive a sign permit. The following guidelines are designed specifically to promote appropriate signs for commercial buildings in the Brownsville Business District.

- Signs that maintain and enhance the 1950's and 1960's "Main Street" theme.
- Signs designed using dimensional metal and neon reminiscent of the 1950's era. (See examples in old photo of Brownsville, Chapter 1, Introduction.)
- Signs projecting outward from the plane of the building.
- Signs using symbols to convey the purpose of the business establishment.
- Signs designed to be historically appropriate should not predate the facade to which they are applied. (For example, a 1920's building should not have a reproduction of a 1700s sign.)
- Color selections shall complement the style of the commercial buildings in the district. The desired palette of colors is available for consideration at the Community Redevelopment Agency office. A list of the selected colors is included in this manual in Appendix G.4.
- Lettering styles and combinations that complement the style of the commercial buildings in the district and are easily viewed by passing motorists are desired. (Example font style: Sans Serif)
- Only shielded, incandescent external lights, or concealed incandescent lighting will be allowed.



5.4.1 Types of Allowable Signs

- Wall Sign: Any sign affixed in such a way that its exposed face and sign area is parallel to the plane of the building to which it is attached.
- Projecting Sign: Any sign affixed in such a way to project outward from the plane of the building to which it is attached.
- Window Sign: Any sign painted on or attached to, or suspended behind any window or door that serves as an identification of a business, including neon signs.
- Freestanding Sign: Any sign attached atop a pole positioned on the property in a location permitted by the County Land Development Code.



5.4.2 Placement of Signs

- Freestanding signs should not obscure sight lines for pedestrians and vehicle at egress and ingress points.
- Signs should not obscure architectural details.
- Space on the building facade specifically designed to contain signage shall be the most appropriate location for signs.

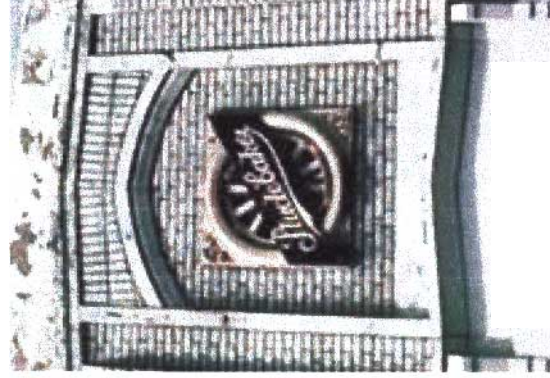


5.4.3 Wall Signs and Projecting Signs

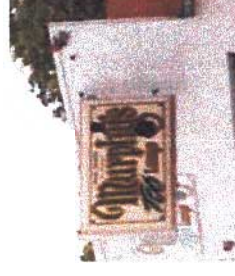
- Wall and projecting signs should be confined to the flat, unadorned surfaces of the facade.
- Wall and projecting signs should be placed where they best complement the building, for example, on blank expanses of wall or building areas clearly designed as potential sign locations, covered transoms, or broad plain fascias in the cornices. Such areas vary depending on the building's architectural style and/or date of construction.



- Projecting signs shall be erected at a height no less than nine (9) feet above the height of any adjacent sidewalk or paved area and shall not extend into the public right-of-way without approval from the County.



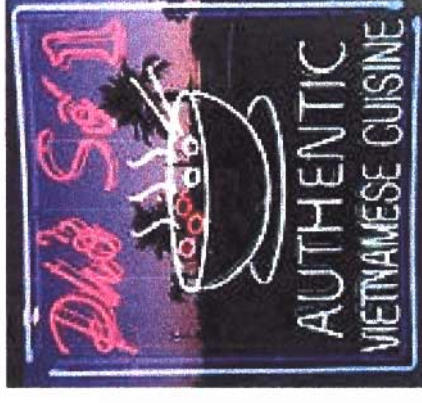
- Wall and projecting signs mounted above or incorporated into the storefront cornice shall be acceptable.
- Wall and projecting signs mounted on building piers shall be acceptable.
- Wall signs may extend not more than six inches from the building surface.





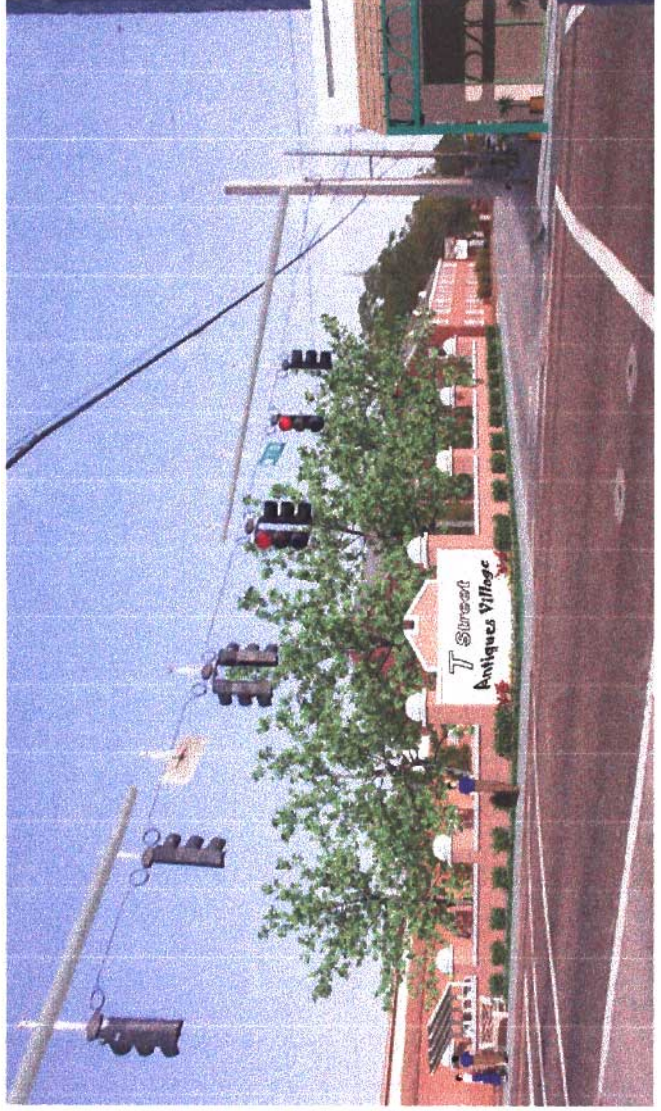
5.4.4 Window Signs

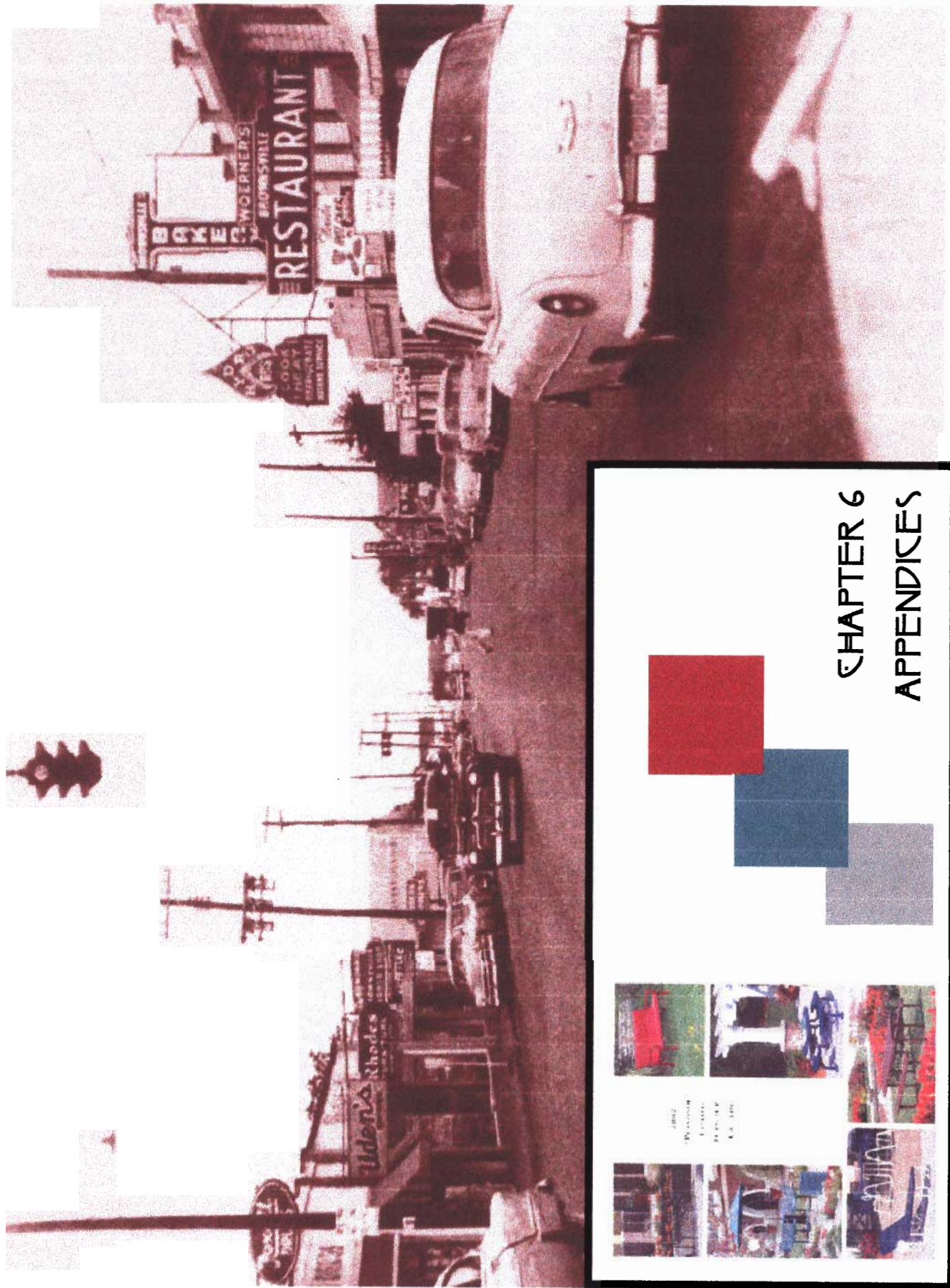
- Window signs should be located within eighteen inches from the top or bottom frame of the display window.
- The sign should depict the purpose of the business establishment.



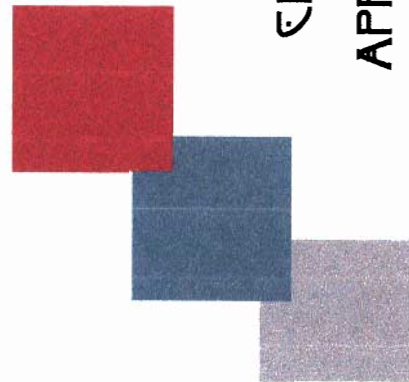
5.4.5 Color Palette

A desired color palette has been created for use in the Brownsville Business District. The palette of colors is to be used as a guideline to assist property owners in creating a unified theme throughout the district that will enhance the overall visual impact of the area for motorist and customers. These colors are to be considered when selecting a palette for exterior painting and signage. The palette is available for review at the Community Redevelopment Agency office. A list of the selected color palette by manufacturer and color number is included in this design manual in Appendix 6.4.





CHAPTER 6 APPENDICES



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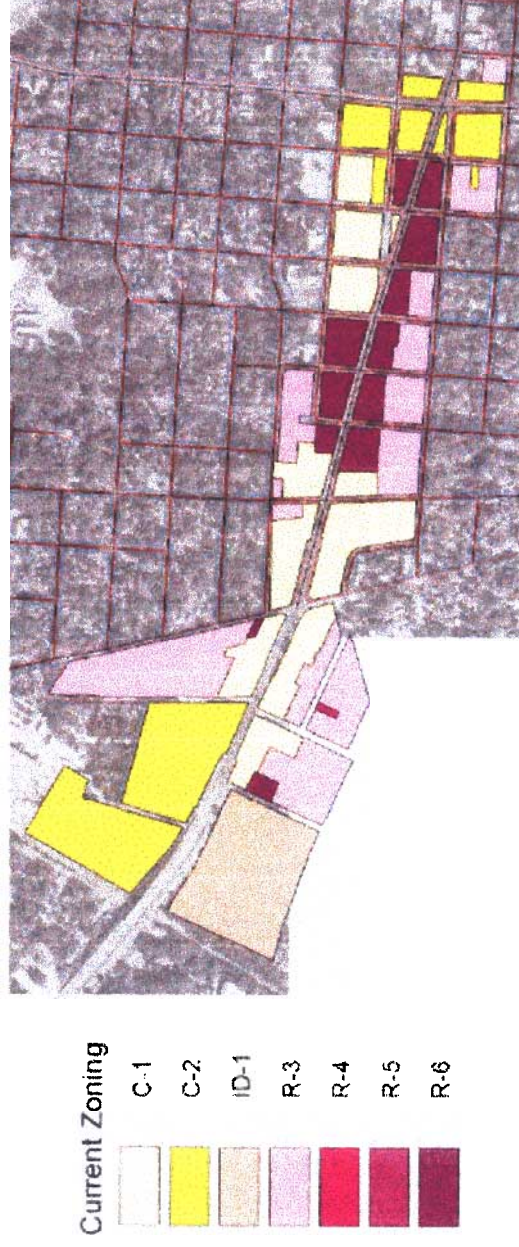
6.0 APPENDIX

6.1 ZONING AND OVERLAY DISTRICT REGULATIONS

The Brownsville Business District is located within two jurisdictions, unincorporated Escambia County and the City of Pensacola, both of which have adopted zoning district regulations which apply to the Brownsville Business District. Appendix 6.1 includes the zoning maps for both jurisdictions, along with a written description of the zoning and overlay district regulations.

6.1.1 Escambia County Zoning and Overlay District Regulations.

The Brownsville Business District is comprised of four (4) zoning districts - R-6, C-1, C-2, and ID-1 (shown in map below).



Following are excerpts from the Escambia County Land Development Code (ordinance zoning regulations).

6.05.11. R-6 Neighborhood commercial and residential district (cumulative), high density.

- A. Intent and purpose of district. This district is intended to provide for a mixed use area of residential, office and professional, and certain types of neighborhood convenience shopping, retail sales and services which permit a reasonable use of property while preventing the development of blight or slum conditions. This district shall be established in areas where the intermixing of such uses has been the custom, where the future uses are uncertain and some redevelopment is probable. The maximum density is 25 dwelling units per acre, except in the Low Density Residential (LDR) Future Land Use Category where the maximum density is eighteen (18) dwelling units per acre.

- B. Permitted uses.
 - 1. Any use permitted in the R-5 district.
 - 2. Retail sales and services (gross floor area of building not to exceed six thousand (6,000) square feet). No permanent outside storage allowed.
 - a. Food and drugstore (including convenience stores without gasoline sales).
 - b. Personal service shop.
 - c. Clothing and dry goods store.
 - d. Hardware, home furnishings and appliances.
 - e. Specialty shops.
 - f. Banks and financial institutions.
 - g. Bakeries, whose products are made and sold at retail on the premises.
 - h. Florists shops provided that products are displayed and sold wholly within an enclosed building.
 - i. Health clubs, spa and exercise centers.
 - j. Studio for the arts.
 - k. Martial arts studios.
 - l. Bicycle sales and mechanical services.
 - m. Other retail/service uses of similar type and character of those listed herein above.
 - 3. Laundromats and dry cleaners (gross floor area not to exceed 4,000 square feet).
 - 4. Restaurants.
 - 5. Appliance repair shops (no outside storage or work permitted).
 - 6. Places of worship and educational facilities/institutions.
 - 7. Fortune tellers, palm readers, psychics, etc.
 - 8. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this District. Determination on other permitted uses shall be made by the Planning Board (LPA).
 - 9. Mobile home subdivision or park.
- C. Conditional uses.
 - 1. Any conditional use allowed in the R-5 district.
 - 2. Drive-thru restaurants (fast food or drive-in, by whatever name known).
 - 3. Any building exceeding one hundred twenty (120) feet height.
 - 4. Neighborhood commercial uses that do not exceed thirty-five thousand (35,000) sq. ft. of floor area (comprehensive plan policy 7.A.4.13.A.).
 - 5. Automobile service operations, including repair and restoration (not including painting), and sale of gasoline (and related service station products), gross floor area not to exceed 6,000 square feet. Outside repair and/or storage and automotive painting is prohibited.

- 6. Mini-warehouses meeting the following standards:
 - a. One acre or less in size (building and accessory paved area).
 - b. Three foot hedge along any right-of-way line,
 - c. Dead storage use only.
- 7. Motorcycle rental service; outside storage and outside vehicle repair is prohibited.
- 8. Radio broadcasting and telecasting stations, studios, and offices with satellite dishes and antennas. On-site towers are prohibited. (See Section 6.08.02.L)
- D. Off-street parking regulations. See section 7.02.00
- E. Site and building requirements. Lot coverage, lot width, yard requirements and building height limitations (unless modified pursuant to sub-part C above) are the same as the R-5 district.
- F. Landscaping. See section 7.01.00.
- G. Signs. See Article 8.6.05.12.

C-1 Retail commercial district (cumulative).

- A. Intent and purpose of district. This district is composed of lands and structures used primarily to provide for the retailing of commodities and the furnishing of selected services. The district provides for various commercial operations where all such operations are within the confines of the building and do not produce undesirable effects on nearby property.
- B. Permitted uses.
 - 1. Any use permitted in the R-6 district.
 - 2. Places of worship, educational institutions or facilities.
 - 3. Personal service establishments such as, but not limited to, banks, beauty parlors, medical and dental clinics, restaurants including on-premise consumption of alcohol, financial institutions, professional and other offices, parking garages and lots, laundry and dry cleaning pickup stations, self-service coin-operated laundry and dry cleaning establishments, shoe repair, tailoring, watch and clock repair, locksmiths and data processing.
 - 4. Retail business including, but not limited to: drug, package, hardware stores, book, stationary, china and luggage shops, newsstands, florists, photographic supplies and studios, wearing apparel shops, paint and wallpaper; accessory storage for retail uses.
 - 5. Restaurants. Drive-in or drive-thru restaurants provided that the boundaries of the tract of land on which they are located are in excess of two hundred (200) feet from any R-1 or R-2 districts unless separated from such District by a three (3) lane road (or large) or a minimum sixty (60) foot right-of-way.
 - 6. Automobile repair shops for ignition, fuel, brake and suspension systems or similar uses.
 - 7. Automobile service stations including minor auto repairs.
 - 8. Automobile washing facility.
 - 9. Hotels and motels.

- 10. Off-premise signs, billboards and other sign structures erected, located and maintained as provided for in Article 8 of this code.
 - 11. Grocery, produce, meat and convenience stores, including the incidental sale of gasoline.
 - 12. Health and fitness clubs.
 - 13. Hospitals.
 - 14. Printing, bookbinding, lithography and publishing companies.
 - 15. Interior decorating, home furnishing, and furniture stores.
 - 16. Music conservatory, dancing schools and art studios.
 - 17. Music, radio and television shops.
 - 18. Mortuary and funeral homes.
 - 19. Dry cleaning establishments provided that equipment used emits no smoke or escaping steam and uses non-flammable synthetic cleaning agents (perchloroethylene, trichloroethylene, etc.)
 - 20. Indoor movie theaters.
 - 21. Enclosed animal hospitals and veterinary clinics.
 - 22. Campgrounds.
 - 23. Second-hand stores and used clothing deposit boxes when such boxes are operated (placed) by charitable organizations.
 - 24. Wholesale warehousing (if less than 10,000 square feet).
 - 25. Mini-warehouses.
 - 26. Bowling alleys, skating rinks and billiard parlors providing such activities and facilities are enclosed within a soundproof building.
 - 27. Recreational and commercial marinas.
 - 28. Garden shops or nurseries displaying plants, shrubs, trees, etc., outdoors adjacent to the garden shop or nursery.
 - 29. Antique shops, pawn shops.
 - 30. Commercial communication towers one hundred fifty (150) feet or less in height.
 - 31. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA).
- C. Conditional uses.
 - 1. Any conditional use allowed in the R-6 district.
 - 2. Drive-in or drive-thru restaurants within two hundred (200) feet or any R-1 or R-2 district and not conforming to the locational criteria in section 6.05.12(B)(5), above.
 - 3. Any structure, except commercial communication towers, exceeding one hundred twenty (120) feet in height.
 - 4. Any permitted use which requires minor outside storage only in the rear yard and only if covered and adequate screening is provided.

5. Used automobile sales. In addition to other Conditional Use criteria, parcel must be one acre or less in size; there must be a 3 foot tall hedge along the right-of-way line; and it cannot be a C-1 parcel fronting on "gateway" arterial streets which are specified as Sorrento Road/Gulf Beach Highway/Barrancas Avenue (SR 292), Blue Angel Parkway (SR 173), Pine Forest Road from I-10 to SR 173, Navy Boulevard (SR 295 and US 98), and Scenic Highway (SR 10A).
6. Bars and nightclubs.
7. Boat sales.
- D. Off-street parking and loading regulations. See section 7.02.00
- E. Traffic requirements. No entrances or exits shall direct traffic into adjacent residential areas.
- F. Landscaping. See section 7.01.00
- G. Site and building requirements. Residential site and building requirements shall be the same as for the R-6, Neighborhood commercial and residential district, high density. However, new residential uses will only be permitted as part of a predominantly commercial development in accordance with Policy 7.A.4.f and g of the Comprehensive Plan. The maximum density for such residential uses is twenty-five (25) dwelling units per acre. For hotels and motels, there are no maximum density limits; however, all applicable open space (yard) provisions and all other applicable regulations which apply to such developments must be complied with. For other principal uses, the following shall apply:
 1. Lot area. There shall be no minimum lot area, except for recreational camping facilities which shall require a minimum lot size of five (5) acres.
 2. Lot coverage. At least fifteen (15) percent of each lot or parcel shall remain pervious (eighty-five (85) percent maximum impervious cover ratio).
 3. Lot width. There shall be no minimum lot width.
 4. Yard. There shall be a front and rear yard of at least fifteen (15) feet. There shall be a minimum side yard of ten (10) feet on each side which shall be increased by two (2) feet on each side for each story (floor) above the third story or for each ten (10) feet in height above the first thirty-five (35) feet of the structure as measured from the finished grade. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the manne/estuarine/riverine setback (MERS) provision of this code (Article 7) or twenty (20) feet, whichever is greater.
- H. Signs. See Article 8
- I. Buffers adjacent to residential areas and screening of outdoor storage. See section 7.01.06.

6.05.14. C-2 General commercial and light manufacturing district (cumulative).

- A. Intent and purpose of district. This district is composed of certain land and structures used to provide for the wholesaling and retailing of commodities and the furnishing of several major services and selected trade shops. The district also provides for operations entailing manufacturing, fabrication and assembly operations where all such operations are within the confines of the building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare. Outside storage is allowed with adequate screening being provided (see section 7.01.06E). Characteristically, this type of district occupies an area larger than that of the C-1 Retail commercial district, is intended to serve a considerably greater population, and offers a wider range of services.

- B. Permitted uses.
1. Any use permitted in the C-1 district.
 2. Amusement and commercial recreational facilities such as, but not limited to, amusements parks, shooting galleries, miniature golf courses, golf driving ranges, baseball batting ranges and trampoline centers.
 3. Carnival-type amusements when located more than five hundred (500) feet from any residential District.
 4. Distribution warehousing.
 5. New and used car sales, mobile home and motorcycle sales and mechanical services. No such activities are permitted on a public right-of-way.
 6. Automobile repairs, including body work and painting services.
 7. Radio broadcasting and telecasting stations, studios and offices with on-site towers one hundred fifty (150) feet or less in height. See Section 7.18.00 for performance standards.
 8. Commercial food freezers and commercial bakeries.
 9. Building trades or construction office and warehouses with outside on-site storage.
 10. Mannas, all types including industrial.
 11. Cabinet shop.
 12. Manufacturing, fabrication and assembly type operations which are contained and enclosed within the confines of a building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare.
 13. Commercial communication towers one hundred fifty (150) feet or less in height.
 14. Taxicab companies
 15. Bars and nightclubs.
 16. Boat sales and service facilities.
 17. Adult entertainment uses subject to the locational criteria listed below (See Ordinance 99-26 for definitions and enforcement; additionally refer to Escambia County, Code of Ordinances Chapter 1-26 Titled "Public Nudity and Indecency"). However, these C-2 type uses are not permitted in the Gateway Business Districts.
 - a. Adult entertainment uses must meet the minimum distances as specified in the following locational criteria:
 - (1) one thousand (1,000) feet from a pre-existing adult entertainment establishment; (2) three (300) feet from a pre-existing commercial establishment that in any manner sells or dispenses alcohol for on-premises consumption;
 - (3) one thousand (1,000) feet from a pre-existing place of worship;
 - (4) one thousand (1,000) feet from a pre-existing educational institution;
 - (5) one thousand (1,000) feet from parks and/or playgrounds;
 - (6) five hundred (500) feet from residential uses and areas zoned Residential within the County.
 18. Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the planning board (LPA).
- Conditional uses.
1. Kennels.
 2. 2. Heliports.
 3. Automobile race track.

- D. Off-street parking and loading regulation. See section 7.02.00
- E. Traffic requirements. Same as C-1 district.
- F. Screening adjacent to residential areas. See section 7.01.00.
- G. Landscaping. See section 7.01.00
- H. Site and building requirements. Same as C-1 district.
- I. Signs. See Article 8.

In order to provide an enhanced level of protection to the prime commercial corridor of the Brownsville Redevelopment Area, Escambia County established an overlay district. The regulations of this district are excerpted below:

6.05.14.04. C-4(OL) Brownsville-Mobile Highway Commercial Overlay District.

- A. Intent and purpose of district. This special performance district is intended to provide an enhanced level of protection to the prime commercial corridor of the Brownsville Redevelopment Area thereby furthering the objectives of the Redevelopment Plan. This is an overlay district and the regulations herein expand upon existing R-6, C-1 and/or C-2 zoning district regulations imposed on individual parcels within the commercial corridor.
- B. Applicability. This overlay district applies to all R-6, C-1 or C-2 zoned properties indicated on the zoning map as C-4 (OL).
- C. Relationship to underlying zoning. All of the use listings and site design requirements of the underlying R-6, C-1 and C-2 Commercial Districts shall continue to apply. This C-4 (OL) District adds to the list of uses that shall require conditional use review and approval by the Board of Adjustment. The conditional use review shall require a finding of fact on both those performance standards listed in Section 2.05.03 of this Code and the additional performance standards listed in F. below.
- D. Prohibited uses. Off-premise signs.
- E. Uses requiring special conditional use review.
 - 1. Convenience stores.
 - 2. Retail sale of alcohol for off-premise consumption.
 - 3. Bars and nightclubs.
 - 4. Pawn shops and check-cashing services.
 - 5. Commercial amusement arcades, including billiard parlors and game machine arcades.
 - 6. Automotive uses (including used car sales, car rental agencies, car washes, auto repair facilities, tire sales, etc.).
 - 7. Portable food vendors.
 - 8. Any new building more than 15 percent taller than any building on an adjacent parcel.
 - 9. Tattoo parlors.
- F. Performance standards. The Board of Adjustment shall make findings of fact relative to the following conditional use standards in additions to those in Article 2 of this Code:
 - 1. Distance. At least 500 feet shall separate any two uses of the same kind as listed in E above. This shall be measured from the closest point on the building facade of the use.

2. Building and sign design. The choice of building materials, colors and building signage shall be compatible with the intent of this district and shall not have an adverse visual impact on surrounding properties of the two nearby Navy installations. The visual impact on adjacent properties and the highway corridor shall be assessed. The Department of Growth Management Urban Design Planner shall provide a staff assessment for the BOA based upon the following criteria:
 - a. Color and materials. Colors shall be compatible with the general pattern existing on the Mobile Highway commercial corridor within Brownsville.
 - b. Free-standing on-premise signs. There shall be only one such sign per parcel and it shall not exceed 100 square feet per sign face and 25 feet in height; in the case of multi-use parcels, the sign shall not exceed 200 square feet. The sign face shall have colors, materials and lighting that are compatible with the general pattern existing on the Mobile Highway commercial corridors within Brownsville.
 - c. Setback. When possible, new construction shall be setback from Mobile Highway a distance similar to adjacent buildings; this shall include access to parking behind the new building.
3. Management plan. The applicant shall submit a management plan that addresses the following:
 - a. Proposed hours of operations.
 - b. Other similar properties managed by the applicant, now or in the past.
 - c. Explanation of any franchise agreement.

6.1.2 City of Pensacola Zoning District Regulations.

Contact City of Pensacola, Planning and Neighborhood Development Department, (850) 436-5655.

6.2 FAÇADE AND STREETSCAPE GRANT REVIEW PROCESS

1. Applicant submit complete grant application packet including the following:
 - Complete application form
 - Final cost estimate including name of licensed contractor chosen to perform work
 - Legal description of property
 - Proof of property ownership
 - Proof of property insurance
 - Scaled drawings of improvements involving building changes
 - Accurate color mock-ups and/or paint chips
 - Work schedule
 - Graphic design of signage and lettering style and dimensions
 - Original color photographs of existing property conditions
 - Three cost estimates from qualified contractors (labor and materials for entire project)
 - If the owner of the property is a licensed contractor and is qualified to do the work, then two additional cost estimates from qualified contractors will be required.
2. Grant committee meets to review the project for completeness and merit.
3. If the Grant Committee approves the project, CRA staff prepares the Funding Agreement and Lien document for the property owner's signature.
4. These documents are presented to the Board of County Commissioners (BCC) at the next scheduled meeting for approval.
5. After approval by the BCC, the property owner is provided with notification to proceed.
6. Upon project completion, receipt of the final invoice(s) from contractor(s), inspection by CRA staff, and sign off by the property owner; the invoice(s) will be submitted to the County's Accounts Payable Department.
7. Accounts Payable will issue a check to the property owner for reimbursement of County portion of project cost.
8. After issuance of the reimbursement check, the Clerk of the Court will record the lien against the property in the amount of the County portion of project cost.
9. After one year of continued compliance with the grant requirements the lien will be cancelled.

6.3 MANUFACTURERS' INDEX

NOTE: The vendors noted in this design manual are provided for informational purposes only. Escambia County does not endorse or recommend the use of any of the vendors referenced herein.

Ref. No.	Item	General Description	Sample Vendors
4.1	Lighting	Solar or energy-efficient preferred	Trystan Site Furnishings 68 Swan St Ary Ontario, Canada NOB IEO (519) 632-7427
4.3.1	Bench	Classic style w/ armrests, characterized by vertical slats curved gently at the back. Made of welded iron or steel w/ all exposed steel frames, legs, mounting pipes, and brackets finished with a baked resin coating. Must have the ability to be securely bolted to the pavement and secured with locking nuts.	Game Time, a PlayCore, Inc. company P.O. Box 680121 Fort Payne, AL 35968-1602 (256) 845-5610 Maximum Seating, Inc. 1000 Atlantic Dr West Chicago, Illinois 60185 1-800-825-5085
4.3.2	Trash Receptacle	Classic style, characterized by vertical slats curved at the top that matches the style of the approved bench. Shall be made of welded iron or steel and all exposed steel frames shall be finished with a baked resin coating.	Victor Stanley, Inc. Brick House Rd Dunkirk, Maryland 20754 (301) 855-8300 KerCoat 210 Kane Ave Leitchfield, KY 42754 1-800-707-7164

Ref. No.	Item	General Description	Sample Vendors
4.3.3	Planter Box	Classic style welded iron or steel, characterized by vertical slats curved gently at the top. Matches style of approved bench and trash receptacle.	<p>KenCoat 210 Kane Ave Leitchfield, KY 42754 1-800-707-7164</p> <p>Eaglebrook Products Inc 2650 West Roosevelt Road Chicago, Illinois 60608 (312) 491-2500</p>
4.3.2	Tree Guard	Classic style, characterized by vertical slates curved gently at the top that matches the style of the approved bench and trash receptacle. Made of hot dipped galvanized steel, 16" in diameter and in two halves bolted together around the tree.	<p>DuMor, Inc. P.O. Box 142 Mifflintown, PA 17059-0142 1-800-598-4018</p> <p>Wabash Valley Mfg., Inc. P.O. Box 5 505 East Main St Silver Lake, IN 46982 wmsales@wabashvalley.com</p>
4.3.5	Tree Grate	Has a square perimeter with an inside circle containing "spokes" radiating to the outside. Made of cast iron.	<p>Neenah Foundry Company Box 729 2121 Brooks Ave Neenah, Wisconsin 54957 (920) 725-7000</p> <p>Wabash Valley Mfg., Inc. P.O. Box 5 505 East Main St Silver Lake, IN 46982 wmsales@wabashvalley.com</p>

Ref. No.	Item	General Description	Sample Vendors
4.3.6	Bollard	Characterized by a simple vertical pattern. Made of cast aluminum.	<p>Maglin Furniture Systems Ltd. National Trade Centre Toronto, Ontario</p> <p>Trystan Site Furnishings 68 Swan St Ary Ontario, Canada NOB IEO (519) 632-7427</p>

6.4 BROWNSVILLE BUSINESS DISTRICT COLOR PALETTE

Ralph Lauren Marblehead Color Number 5528	Ralph Lauren Mediterranean Color Number 5544	Ralph Lauren Windsor Color Number TH17
Ralph Lauren Tapestry Color Number NA25	Ralph Lauren Rufford Hall Color Number TH33	Ralph Lauren Thunder Bay Color Number TH30
Ralph Lauren Chamois Color Number GH156	Ralph Lauren Palm Leaf Color Number GH88	Ralph Lauren Tenaya Green Color Number NA67
Ralph Lauren Deep Green Color Number GH60	Ralph Lauren British Racing Green Color Number TH18	Ralph Lauren Hunting Coat Red Color Number TH43

These colors may be matched at your local paint store using any paint manufacture. Actual color chips may be viewed at the Escambia County Community Redevelopment Agency Office.

APPENDIX B. Brownsville-Mobile Highway and T Street Commercial Overlay District Ordinance

6.05.14.04. C-4(OL) Brownsville –Mobile Highway and T Street commercial overlay district.

A. Intent and purpose of district. This special performance district is intended to provide an enhanced level of protection to the prime commercial corridor of the Brownsville Redevelopment Area thereby furthering the objectives of the redevelopment plan. This is an overlay district and the regulations herein expand upon existing R-6, C-1 and/or C-2 zoning district regulations otherwise imposed on individual parcels within the commercial corridor.

B. Applicability. This overlay district applies to all R-6, C-1 or C-2 zoned properties indicated on the zoning map as C-4(OL).

C. Relationship to underlying zoning. All of the use listings and site design requirements of the underlying R-6, C-1 and C-2 commercial districts shall continue to apply. This C-4(OL) district adds one prohibited use and adds to the list of uses that shall require conditional use review and approval by the board of adjustment. The conditional use review shall require a finding of fact on both those performance standards listed in section 2.05.03 of this Code and the additional performance standards listed in F. and G. below.

D. Prohibited uses. Off-premises signs.

E. Uses requiring special conditional use review.

1. Convenience stores.
2. Retail sale of alcohol for off-premises consumption.
3. Bars and nightclubs.
4. Pawn shops and check cashing services.
5. Commercial amusement arcades, including billiard parlors and game machine arcades,
6. Automotive uses (including used car sales, rental car agencies, car washes, auto repair facilities, tire sales, etc.).
7. Portable food vendors.
8. Any new building that is more than 15 percent higher than any building on an adjacent parcel.
9. Tattoo parlors.

F. Performance standards.

1. Building and sign design. The choice of building materials, colors and building signage shall be compatible with the intent of this district. Buildings shall incorporate "human scale" design. Such design is proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level.

- a. Orientation. Wherever feasible, buildings shall be "street -oriented" to create a desirable pedestrian environment between the building and the street. Street orientation should include entrances, storefronts, and display windows facing Mobile Highway, Cervantes Street, or T Street. If the rear of the building faces any of these streets, the rear of the building must have a pseudo storefront.

- b. Color and materials. Colors shall be compatible with the general pattern existing on the Mobile Highway and T Street commercial corridors.

- c. Setback. New construction shall be setback from Mobile Highway, Cervantes Street, or T Street a distance similar to adjacent buildings unless customer parking is provided adjacent to any of these streets in support of crime prevention through environmental design (CPTED).

G. Conditional use performance standards. The department of growth management urban design planner or community redevelopment agency redevelopment specialist shall provide a staff assessment for the board of adjustment (BOA) based upon the following criteria, and the BOA shall make findings of fact relative to the following conditional use standards in addition to those in F.1.a., 1.b.. and, 1.c. cited above and Article 2 of this Code:

1. Distance. At least 500 feet shall separate any two uses of the same kind or, for automotive uses, of a similar kind as listed in E. above. For example, a car wash shall be separated from any other car wash by a distance of at least 500 feet. This shall be measured from the closest point on the building facade of the use.
2. Freestanding on-premises signs. There shall be only one such sign per parcel and it shall not exceed 100 square feet per sign face and 25 feet in height; in the case of multiuse parcels, the sign shall not exceed 200 square feet. The sign face shall have colors, materials and lighting that are compatible with the general pattern existing on the Mobile Highway and T Street commercial corridors.
3. Management plan. The applicant shall submit a management plan that addresses the following:
 - a. Proposed hours of operations
 - b. Other similar properties managed by the applicant, now or in the past
 - c. Explanation of any franchise agreement.

IX LEGAL DESCRIPTION

The Brownsville Redevelopment Area is that real property in Escambia County with the following described boundary:

Begin at the junction of New Warrington Road and Jackson Street; continue easterly along Jackson Street to the Pensacola City limits (midway between "S" and "T" Streets); thence northerly following the Pensacola City limits to a point midway between Gadsden and Cervantes Streets; thence westerly following the Pensacola City limits to a point midway between "V" and "W" Streets; thence northerly following the Pensacola City Limits to a point midway between Strong and Desoto Streets; thence easterly following the Pensacola City limits to a point midway between "Q" and "R" Streets; thence southerly following the Pensacola City limits to a point midway between Strong and Cervantes Streets; thence easterly following the Pensacola City limits the easterly right-of-way line of the North Pace Boulevard, thence northerly along said easterly right-of-way line to an intersection with the southerly right-of-way line of West Strong Street, thence easterly along said southerly right-of-way line to a point midway between North Pace Boulevard and North "N" Street; thence northerly following the Pensacola City limits to Desoto Street; thence westerly to Pace Street; thence northerly to Gonzalez Street; thence easterly to a point midway between "N" and Pace Streets; thence northerly following the Pensacola City limits to a point 50 feet south of Brainerd Street; thence northwesterly following the Pensacola City limits to Brainerd Street; thence northeasterly following the Pensacola City limits to a point 40 feet north of Brainerd Street and midway between "N" and Pace Streets; thence northerly following the Pensacola City limits to Moreno Street; thence easterly along Moreno Street to Osceola Boulevard; thence in a clockwise direction follow Osceola Boulevard and the Pensacola City limits to the intersection of Osceola Boulevard and "L" Street; thence southerly following "L" Street and the Pensacola City Limits to Blount Street; thence easterly along Blount Street to a point midway between "J" and "K" Streets; thence southerly to a point midway between Blount and Godfrey Streets; thence easterly following the Pensacola City limits to "J" Street; thence southerly following the Pensacola City limits to a point 235 feet north of Brainerd Street; thence northeasterly following the Pensacola City limits to Moreno Street; thence westerly along Moreno Street to "J" Street; thence northerly to Mallory Street; thence easterly for 142.25 feet to the Pensacola City limits; thence northerly continuing along the Pensacola City limits to the south line of Section 17, Township 2 South, Range 30 West, thence easterly along said south line of Section 17 following the Pensacola City Limits to the point where said City Limit line turns northerly, thence northerly along said City Limit line to a point on the northerly right-of-way line of Avery Street, thence westerly along the northerly right-of-way line Avery Street to the westerly right-of-way line of "W" Street, thence south along said westerly right-of-way of "W" Street to an intersection with the northerly right-of-way line of Avery Street; thence westerly

along and together with the meanderings of the northerly right-of-way line of said Avery Street and the south line of Section 16, Township 2 South, Range 30 West to an intersection with the westerly right-of-way line of Border Street; thence northeasterly along said westerly right-of-way line of Border Street to an intersection with the southerly right-of-way line of Fairfield Drive; thence westerly along and together with the meanderings of said southerly right-of-way line of Fairfield Drive to an intersection with the easterly right-of-way line of Mobile Highway; thence southeasterly along said easterly right-of-way line of Mobile Highway to an intersection with the northeasterly projection of the easterly right-of-way line of New Warrington Road; thence southwesterly to and along said easterly right-of-way line of New Warrington Road to an intersection with the northerly right-of-way line of Jackson Street and the Point of Beginning;

AND ALSO

Begin at the intersection of the easterly right-of-way of New Warrington Road and the north right-of-way limit of Jackson Street; continue easterly along said northerly right-of-way/maintenance to the Pensacola City limits (midway between "S and "T" Streets) at the southeast corner of the west half of Block 194, West King Tract; thence southerly parallel to "T" Street, to the southern right-of-way line of La Rua Street; thence westerly along said southerly right-of-way line 150 feet to the eastern right-of-way line of "T" Street; thence southerly along said eastern right-of-way line 102.5 feet; thence easterly parallel to La Rua Street 150 feet; thence southerly parallel to "T" Street to the northeast corner of Lot 10, Block 191 of said West King Tract; thence west along the southerly right-of-way line of Belmont Street to the eastern right-of-way line of "T" Street; thence south along the eastern right-of-way line of "T" Street to the southwest corner of Lot 1, of said Block 191; thence easterly along the northerly right-of-way line of Wright Street (approximately 10') to the "Old City Limits"; thence southwesterly along the "Old City Limits" through a point 152.5 east of the northwest corner of Lot 7, Block 163 West King Tract to its intersection with the eastern headwaters of Bayou Chico, thence westerly along the centerline of Bayou Chico and its western branch to the northwestern headwaters of Bayou Chico; thence continue westerly along Jackson's Branch to the southeast corner of Block "B" Wesleyan Terrace Subdivision as recorded in Plat Book 7, at Page 7 of the Public Records of Escambia County; thence continue along the centerline of Jackson's Branch and its modern channelized extension to the eastern right-of-way line of New Warrington Road; thence northerly along said eastern right-of-way of New Warrington to the northern right-of-way line of Jackson Street and the Point of Beginning