

March 15, 2022 Harbor Capacity Study Steering Committee Meeting

TUESDAY, MARCH 15, 2022

5:30 PM

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A. Minutes- April 28, 2021**
- 4. OLD BUSINESS**
- 5. NEW BUSINESS**
 - A. Destin Harbor Carrying Capacity Study Presentation**
- 6. NEXT MEETING DATE: TBD**

If a person decides to appeal any decision made by the City Council, committee, board, panel, or agency with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she will may need to ensure that a record of the verbatim record of the proceedings is made, which record includes the testimony and evidence upon the appeal is to be based. "Persons with disabilities who require assistance to participate in this meeting are requested to notify the City Clerk's Office 850.837.4242 at least 48 hours in advance".

**MINUTES
HARBOR CAPACITY STUDY
STEERING COMMITTEE MEETING
WEDNESDAY, APRIL 28, 2021
DESTIN CITY HALL ANNEX CHAMBERS
5:30 PM**

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The Harbor Capacity Study Steering Committee met in regular session with the following members and City staff present:

2. ROLL CALL:

Members Present

Jason Klosterman
Mike Buckingham
Michael Dombrowski
John Stephens
Eddie Morgan
Capt. Jim Green
Patrick Wilson
Ian Blaise

Staff Present

Community Development Director Louis Zunguze
City Clerk Rey Bailey
Principal Planner Lauren Witt
City Planner Daniel Butler
Code Compliance Manager Joey Forgione
Land Use Attorney Kimberly Kopp (virtual)

VISITOR

Meredith LaDart, Project Manager, USACE (virtual)

CALL TO ORDER

Chairman Green called the meeting to order at 5:30 PM.

1. APPROVAL OF MINUTES: March 24, 2021

Motion by Committee member Buckingham, seconded by Committee member Stephens, to approve minutes of the March 24, 2021 meeting passed 8-0.

2. OLD BUSINESS

A. Potential Widening and/or Relocation of East Pass Channel – Update

Ms. Meredith LaDart, Project Manager, US Army Corps of Engineer (USACE) provided an update on the potential widening and/or relocation of East Pass Channel. She stated that moving the channel only and not widening it can be accomplished with some minor study effort, and that approval would be with USACE. However, both moving and widening the channel would require a new study authority and additional authorization from Congress. She noted that the channel was originally authorized as part of the 1965 Rivers and Harbors Act, and then

later amended in 1981 that extended it from 2000 feet to 3800 feet. She continued that going all the way through the study process and trying to obtain funding from Congress would be quite a slow-going process. The first step would be providing a letter of request for support to USACE. The Okaloosa County Board of Commissioners was the original non-federal sponsor for the channel, they would most likely have to be the non-federal sponsor for the modification study. They would need to send the letter of request for support for the Section 216 Study (modification of a previously constructed project). They would also need to submit a request for a Section 7001 Report. Section 7001 of Water Resource Reform & Development Act of 2014 requires that the Secretary of the Army annually submit to the Congress a report that identifies, for potential congressional authorization, completed feasibility reports, proposed feasibility studies, and proposed modifications to authorized projects or studies. She added that once USACE receive the letter of request for support, they would be able to assist with the Section 7001 request submission.

Ms. LaDart also pointed out that the following steps in this process are things that have to occur before they could start a Section 216 Study, and that they are items that USACE and the county have very little control:

- Congress establishes the authority for USACE to conduct the study.
- The study is included in the President's Budget, indicating Administration support for addressing that specific study.
- Congress provides Federal appropriations to initiate the study.

She continued that it could take several years just to get through these steps. It could help if they have Congressional advocates that would be willing to push this effort. The Feasibility Study process could take 24-36 months to complete. At the end of that process, there could be a recommendation to Congress for a modification to the channel. Once Congress receives the recommendation, they could then appropriate money for construction. The timeline for this may vary. It could also be more difficult because when projects are ranked for approval for construction dollars, there are a lot of different categories they have to satisfy to obtain a higher ranking. The challenge for this particular project is that it is not authorized as a federal navigation channel. It is not what they consider a traditional navigation in terms of either cruise vessels or large container ships which tend to be more budgetable and compete better for construction. She continued that if they get through all the above processes and the money gets appropriated, they would then go into a project partnership agreement, which would have to be signed by a non-federal sponsor and USACE for design and construction. Construction period could take anywhere between 5-10 years.

Chairman Green stated that by just moving the channel they would have to dredge the shoal that is in the middle of the harbor. There would be a need for USACE to provide that pathway to move it. He asked if this would involve any of the above processes.

According to Ms. LaDart, if they are just moving the channel south and not actually changing the channel dimensions, they would not be seeking new authority from Congress. They would be going through USACE's internal process. They would still need to conduct some type of study and obtain money for construction. They would need to consider the volume of materials that would have to be dredged. She added this process would take considerably less time than going through a Section 216 Study.

According to Committee member Dombrowski, the basic reason for relocating the channel is to allow docks to be extended further into the harbor. He inquired as to the timeframe involved in deauthorizing the channel and moving it at a non-federally sponsors cost.

Ms. LaDart stated that if they choose the option of just moving the channel south and paying for 100 percent of the cost, it could happen solely through USACE operation; and that the time frame involved could be considerably less as long as they determine there would not be any environmental effects in moving the channel. However, she would need to obtain more details regarding this option since it is a federally authorized channel.

Chairman Green asked if there was a way for Okaloosa County to transfer its authority for the channel to the City of Destin so that the city would not have to go through them for the letter of request for support for the modification study.

Ms. LaDart stated she would need to research that issue before providing a response to the committee.

At this time, Chairman Green asked whether this committee wishes to make any recommendations to council with regards to moving and/or widening the channel.

Chairman Green moved to recommend to the city council to move forward with moving the channel to the south to the center of the harbor without widening it; seconded by Committee member Buckingham. Motion passed 8-0.

3. NEW BUSINESS

A. Public Records Request

City Planner Daniel Butler announced that the Clerk's Department received a public records request from Committee Member Mike Dombrowski for the following information:

- Copy of the agreement between the City of Destin and USACE for the Harbor Capacity Study, including the Scope of Services.
- What are the fees generated from the licensing of Jet Skis/pontoon boats being spent on?
- Operations records of the pumping station.

Staff has provided all of the requested information to the committee as follows:

Copy of Agreement between City of Destin and USACE

On March 18, 2019, City Council directed staff to engage an entity to commission a Harbor Capacity Study to consider aesthetics, socioeconomics, quality of life, tourism, and community character issues; including population concentration, availability of open space, habitat diversity, and the diversity and health of existing species within the Harbor CRA District and Calhoun Area including Choctawhatchee Bay.

On September 16, 2019, the city council approved Resolution 19-21 to enter into an agreement with the Army Corps of Engineers for assistance with funding and contracting

services for a Harbor Carrying Capacity Study.

The actual cost of the study is \$500,000. Based on a 50% cost share, the city's share is \$250,000 as outlined in Resolution 21-02.

Usage of Jet Skis/Pontoon Boat Licensing Fees

During the Harbor Capacity Steering Committee meeting on March 24, 2021, committee members asked information in reference to the livery vessel fees allocation. The livery vessel registration program fees are \$100.00 per vessel registration and are used to offset absorbed costs. Costs are as follows: vessel stickers production, staff's time to process each registration, staff's time to conduct onsite inspections during registrations, fuel for the harbor compliance vessel for periodic inspections, and harbor compliance officer time.

Operations Records of the Pumping Station

In the years past, the harbor pump ran for 8 hours nightly from roughly March 1st through October 31st. The pump running at approximately 40,000-50,000 gallons per minute introduced around 20 million gallons of Gulf water daily into the harbor through pumping alone. This is when the pump was operational. During the off-season, the pump was allowed to sit idle. The Public Works Director has stated that he has experienced some vibration and other maintenance issues with the pump. To ensure the pump's continuous operation, the city has pulled back on its operation from 8 hours per day to 4 hours per day. Also, during the off-season, the pump is scheduled to run approximately 2 hours per week.

The pump system allows Gulf water to enter the harbor even while the pump is not running. During high tide, a flap opens allowing an estimated 10,000 gallons per minute to flow through the system. To prevent backflow during low tide, the flap valve closes, preventing the escape of any harbor water back into the Gulf.

B. Report on List of Destin Harbor and Waterways Issues Identified by the Committee

Principal Planner Lauren Witt noted that on the March 24, 2021 meeting, the Harbor Capacity Steering Committee, along with staff, identified issues and/or concerns under each goal and objective, in addition to, identifying city policies that may be supported by the Harbor Capacity Study. The following is the complete list presented to the committee at the last meeting, items chosen by the committee to be removed have been struck through.

Environmental health of the harbor and surrounding waterways:

- a. Harbor pump efficiency
- b. Parking lot runoff
- c. Pump out stations
- d. Litter
- e. Boat Cleaning
- f. Widening of the navigational channel

~~g. Shoreline erosion~~

Promote safety and enjoyment of local waterways

- a. Number of boats operating in and around the Destin Harbor
- b. Adequate parking and/or launch facilities
- c. Lack of wayfinding signage (upland & waterward)
- d. Commercial and recreational conflicts
- e. Boat operators' familiarity with local conditions and/or boat operation

Promote the economic viability of businesses operating on or along the harbor

- a. Vehicle and pedestrian accessibility
- b. Lack of public/transient boat slips
- c. Wayfinding signage
- d. Widening of the navigational channel
- e. ~~No support infrastructure for water dependent businesses (dry storage)~~
- f. ~~Lack of vehicle parking~~ (redundant/same as letter a above)

Ms. LaDart requests they go through the issues listed above and make any necessary modifications and prioritize them accordingly.

Committee member Morgan commented that with regards to boat cleaning, they discussed at the last meeting that it was more about boats being cleaned on upland properties, not necessarily charter boats being cleaned on the harbor after a day of fishing, contributing to the runoff.

Committee member Stephens recommends changing "Widening" of the navigational channel to "Moving" the navigational channel based on their earlier discussion.

Chairman Green stated that overall, their main focus should be on the traffic in the harbor, the lack of public/transient slips, parking lot/roadway runoff, pump out stations, and moving the navigational channel.

Committee member Morgan stated that for the sake of simplification, water quality should be listed because things they spoke about, such as pump out stations and parking lot/roadway runoff are associated with water quality.

Chairman Green maintains there are a lot of contributing factors toward water quality, which is why they have to be listed individually and prioritized.

Chairman Green also stated that with regards to parking lot/roadway runoff, the treatment of the water before it enters the waterway is probably the most viable solution due to the roadway and parking lots being mainly located on top of the hills that are not in the flood zone. The water drains down into the harbor every 200 yards. Other than treating or filtering the water, retaining it is another possible solution; however, there is no place to retain it unless they vastly expand the underground stormwater system.

Committee member Buckingham noted that FDOT installed the drainage facilities down the harbor and Holiday Isle about 20 years ago to try to catch a lot of the debris before they get into the water. The system is now old, and they may have to reach out to FDOT and see if they have a more up to date or a better filtration system available.

Committee member Buckingham moved to recommend to the City Council to direct staff to contact FDOT to find out if there is a more modern filtration system than the system they currently have in the harbor, seconded by Committee member Stephens. Motion passed 8-0.

Next item discussed was the pump out stations for sewage.

Chairman Green stated he was waiting for the result of the study where they determine whether they have a deficit as to the number of pump out stations in the city. They could then look around the harbor where the infrastructure already exists where they could install pump out stations especially where they have transient slips.

Committee Dombrowski stated that it is a good idea to determine the demand for pump out stations first and where they could be located. These stations are high maintenance and very expensive to maintain; adding there are grants for it through FDEP through the Clean Marina Program.

Chairman Green noted that the reason for relocating the navigational channel is not just to allow docks to be extended further into the harbor, as stated earlier, but the ecological value of a better movement of water in the harbor.

There were some discussions relating to the harbor pump efficiency and how often the pump has been inoperable.

According to Committee member Buckingham, it has been reported that the harbor pump is only running 4 hours a day because of the vibration. He continued that the harbor pump is antique and very expensive to operate, and they need to find a way to upgrade it or replace it with something they can run 24 hours a day year-round.

Committee member Dombrowski stated that water quality is becoming really bad in the harbor, with a lot of debris and a lot of floating fish carcasses.

Mayor Gary Jarvis commented that the council has had prior discussions regarding the harbor pump about two years ago. The council decided at the time to repair the pump and then run it as much as possible because of cost. To redesign and build a new system could cost in excess of \$250,000. He recommends applying for grants for the pump and addressing the roadway runoff with FDOT as there is no quick fix with the runoff from the highway coming into the harbor.

Committee member Buckingham moved to recommend to the city council to direct staff to reach out to some of the bigger pump manufacturers to determine what is available

in terms of a more modern and more efficient design for flushing the harbor and put out a Request for Proposal (RFP); seconded by Committee member Stephens.

Committee member Dombrowski stated they may need to have specific goals or standards they want to achieve before they put out an RFP, otherwise they will receive all sorts of proposals from different companies that may not serve their purpose.

Committee member Buckingham stated he would like to go ahead and push this through now because they may not have anything meeting until after the Harbor Capacity Study is completed.

Chairman Green stated it may be suitable to add a standard in the RFP for a functioning system that could move 20-25 million gallons of water per day.

Committee member Buckingham offered an amended motion to recommend to the city council to direct staff to reach out to some of the bigger pump manufacturers to determine what is available in terms of a more modern and more efficient design for flushing the harbor and put out a Request for Proposal (RFP) adding a standard in the RFP for a functioning system that could move 20-25 million gallons of water per day; seconded by Committee member Stephens. Motion passed 8-0.

Next topic of discussion was the number of boats operating in and around the Destin Harbor.

Chairman Green stated that the title speaks for itself, adding it is a vital issue that led to the study in the first place.

Ms. LaDart noted that a couple of solutions that have been suggested were increasing the number of slips for public, transient as well as for the charter fleets, and relocating the channel south to be able to extend the docks to add more slips. She asked if there were any concerns that adding additional slips capacity would potentially further the traffic problem in the harbor.

Chairman Green stated it could alleviate the traffic congestion as there are usually a number of boats wondering around finding for a place to dock.

Committee member Blaise stated he is not against adding more transient slips. He just does not believe it would mitigate the number of vessels operating in the harbor. It could even increase traffic in the harbor when everybody recognizes there are additional slips for their boats.

Committee member Klosterman stated that he favors adding more transient slips. It is a good idea for the restaurants in the harbor and for promoting the harbor. But he does not necessarily feel it would increase traffic.

Committee member Buckingham opined that adding more transient slips allowing people to come around by boats could release a lot of the pressure off the parking on the upland properties.

Ms. LaDart noted that this committee previously recommended establishing a mooring field and having no mooring along Norriego Point. She asked if the committee wants to keep both as recommendations that they be modified.

Chairman Green stated there would be a lot of angry people for not being allowed to park their boats along Norriego Point, which is a city park.

Committee member Dombrowski stated that with the carrying capacity of the harbor and having safe navigation, allowing boats to anchor up along Norriego Point is a contradiction to what they are trying to achieve.

Following more discussions relative to this issue, Chairman Green announced that the committee reached a general consensus to remove “No mooring along Norriego Point” from the recommendations list. There were no objections from other members of the committee.

Some discussions followed relative to establishing a mooring field.

Committee member Dombrowski noted that according to the submerged land lease rules in the state, for the city to have a mooring field, it needs to have an upland facility to support it. Marler Park, which is currently under construction, was being considered as the upland support facility for a mooring field several years ago. However, it needed to have restrooms, laundry rooms, and a few other amenities to qualify.

Chairman Green stated that since they are trying to create more slips, he feels that establishing a mooring field would be counterintuitive. He also feels the mooring field would be more of a liability rather than a benefit for the city.

Committee member Morgan stated that Destin is not the kind of destination where there would be a demand for a mooring field. It is more of a sports fishing community. As a marina owner, they deal a lot more with sports fishing boats.

Following more discussions relative to this issue, Chairman Green asked if anyone objects to removing “Establish a mooring field” from the recommendations list. There were no objections from other members of the committee.

Next, Ms. LaDart asked whether the committee wish to further address the issue relative to the lack of vehicle parking and what potential solutions they want to see implemented.

Chairman Green noted there is a public outcry for more parking. It has more to do with the commercial and recreational use of the harbor and patronage of the harbor. They are operating in a deficit in parking now and they want more support in addressing this problem in the future whether through a study or a public-private partnership.

Ms. LaDart stated that if they are considering a public-private partnership, they could look for private entities that have parking lots that have less use than others which could potentially be leased or an easement for the city to use, and other things of that nature. She also stated that building parking garages are great, but they tend to be quite expensive.

Chairman Green noted there are a couple of public parking lots on the north side of US Hwy 98 in the Harbor District. There are entities that have expressed interest in building parking garages on their property in the Harbor District in the future. Other than parking garages, some type of transit service is the only other solution in the harbor. He added they would like this type of information reflected in the study.

Committee member Morgan would like to see proper enforcement of the current parking situation, and whether businesses are operating within their allowable parking.

Ms. LaDart asked the committee to comment on the other recommendations from the previous meeting – Better defined channel markers, general navigability and safety improvements, patrol of personal watercrafts, creation of Destin specific safety video – that are not necessarily related to those they have identified as priority issues.

Chairman Green noted that the signage was a big issue, and that they have had several markers marking their channels now, and more markers could only be helpful. A lot of it has to do with interacting with dockage that comes out to the channel and not having markers. He continued it is another reason why it would be beneficial to move the channel to the south because it has become a dangerous thing sometimes to pull out of the marina with boats running along the harbor.

Committee member Stephens noted that according to a representative from Florida Fish and Wildlife Commission, they plan to add more signage and replace the missing and broken signage. They are just waiting for the county to help install the signage.

Committee member Stephens also noted that the navigational video is currently being created and should be available for viewing by the beginning of summer. He stated it will help tremendously in educating boaters on how to safely navigate the harbor.

With regards to the recommendation to extend the docks, Ms. LaDart asked whether the committee has specific dock locations in mind.

According to Chairman Green, the idea behind this recommendation was to give property owners the ability to expand their properties and expand the capacity of their vessels on the property; however, whether parking allows that for commercial use is a different topic.

Committee member Buckingham recommends giving all the property owners the ability to extend their docks because transient slips is such a big issue.

According to Committee member Dombrowski, LDC Section 11.05.01 provides that pieces of property that are fairly narrow can only extend their docks 1.5 times the width of the property. He stated that this provision seems unfair to people with a smaller property than their neighbors. They should be allowed to extend their docks equally provided there is adequate clear area for backing and getting their boats in and out of their property safely.

Committee member Dombrowski moved to recommend to the city council to make a part of the study, or to review and reconsider the provisions in LDC Section 11.05.01(m)(1)(2) that addresses the limitation of extending docks farther than 1.5 times the width of the property, as long as it does not exceed the other criteria; seconded by Committee member Blaise. Motion passed 8-0.

C. Parking Counts on Private Property

According to Community Development Director Louis Zunguze, part of what the harbor capacity study will entail is studying parking spaces in various public properties along the harbor which would include physically counting or auditing parking spaces to determine capacity. They are trying to figure out the best way to get into private properties to audit shared parking usages along areas covered by the study. They are trying to get as much cooperation as possible from everyone which would include writing a letter to property owners.

Chairman Green stated that the result of the study would benefit everyone and so they need to get an accurate count.

There was a general consensus of support to auditing the parking spaces along the harbor.

4. PUBLIC COMMENTS

Mr. Greg Fisher, livery operator, stated that parking comes down to signage. Having inexpensive signage directing people to available parking would make a big difference. This would alleviate people from having to drive around to search for parking spaces. The city built paid public parking lots around town, but they are not doing a good job directing people to them.

Mr. Claude Perry, a Destin resident and business owner, stated that the idea of having a trolley system in the Harbor District is an excellent way of getting people from remote parking site to the harbor, and for promoting off-site parking. He also stated that the requirement for off-site parking credit against the parking requirements is 1200 feet from property line to property line. The feeling in the past was that 1200 feet is as far as people are willing to walk, which is not the case anymore. He urges the committee to approve a motion recommending to the city council to expand the 1200 feet to a more reasonable distance in today's society of people walking and encourage people to walk longer distances. He also urges the committee to promote construction of parking garages; adding that the city has previously obligated itself to build parking garages in the Harbor District.

5. DIRECTOR'S REPORT

Mr. Zunguze stated that they have some logistical matters to put together for the study and so this could probably be the committees last meeting for a while; however, if this committee feels the need to schedule a meeting to discuss any issues anytime, staff should be able to get it organized.

6. MEMBER REPORTS

Chairman Green moved to recommend to the City Council that they initiate a public parking campaign with signage and online information; seconded by Committee member Stephens.

Chairman Green explained that this motion is to let people know and advertising locations of public parking in the entire community. He feels that parking lots are being under-utilized and placing more visible signs at strategic locations will help grab people's attention.

Motion passed 8-0.

Chairman Green moved to recommend to the city council to direct staff to investigate a trolley or shuttle service for public and off-site parking; seconded by Committee member Buckingham. Motion passed 8-0.

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 7:45 PM.

Jim Green, Chairman

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 15, 2022
BOARD/COMMITTEE: Harbor Capacity Steering Committee
TYPE OF AGENDA ITEM: Presentation
OUTLINE NUMBER: 5.A.

TO: Harbor Capacity Steering Committee

THRU: Lance Johnson, City Manager

FROM: Steve O'Connor, Principal Planner
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: March 11, 2022

SUBJECT: Destin Harbor Carrying Capacity Study Presentation

I. BACKGROUND:

As you are all aware, the Harbor Carrying Capacity Study will, among other things, focus on the following three goals & objectives:

- Protect the environmental health of the harbor and surrounding waterways.
- Promote safety and enjoyment in our local waters.

Promote the economic viability of businesses operating on or along the Harbor.

II. DISCUSSION:

Since our last meeting in April 2021, many activities have occurred. City Staff and the United States Army Corps of Engineers (USACE) have undertaken a review of the parking records at City public parking lots, finalized the survey framework and questions, and identified the tasks of the next phase of the study.

Tonight, representatives from the USACE will present an update of where the Harbor Carrying Capacity Study is currently, the current project properties, and what will happen over the next few months. They will also review what the study will do and the nature of the recommendations that will come from the study.

Attached is a copy of the presentation they will make.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION:

The meeting will focus on updating the Committee on what Staff and the USACE have been working on and what will happen over the next few months during data collection. The committee is encouraged to discuss the nature of the next phase of the study and ask questions of Staff and the USACE Representatives during the meeting.

IV. RECOMMENDED MOTION:

No formal action is requested of the Committee at this time.

Attachments:

1. Destin Harbor Carrying Capacity Study – Stakeholder Meeting March 2022

DESTIN HARBOR CARRYING CAPACITY STUDY – STAKEHOLDER MEETING

U.S. Army Corps of Engineers Mobile District
and City of Destin

March 15th, 2021 – 5:30pm

“The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation.”



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AGENDA

1. Recommendation Review
2. New Issues
3. Next Activities
4. Data collection locations



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ENVIRONMENTAL HEALTH OF THE HARBOR AND SURROUNDING WATERWAYS

Recommendations

- Parking lot/Roadway runoff:
 - Treatment of water prior to entering the waterway
 - Run-off capture
 - FDOT – filtration updates, utility updates (new system)
- Pump out stations (look at demand first):
 - Private pump-out laws
 - Move pumps
 - New pumps
- Water Quality-
 - Repair/Rehab/Replace Pumping System
 - Pump needs to run more
 - Pipe between harbor and gulf – (limited tidal fluctuation)
- Oil containment
- Proper fueling enforcement



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PROMOTE SAFETY AND ENJOYMENT OF LOCAL WATERWAYS

Recommendations

- Number of boats
 - Additional slips, transient slips, public slips
 - City Marina
- Promote water taxi
- Parking solutions
 - Parking garage
 - Private public partnership
 - Parking Enforcement
- Better defined channel markers – additional channel markers (FWC is adding more signage)
- General navigability and safety improvements
- Patrol of PWC's
- Creation of Destin specific safety video (inprogress)



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PROMOTE OF THE ECONOMIC VIABILITY OF BUSINESSES OPERATING ON OR ALONG THE HARBOR

Recommendations

- Move and ~~widen~~ navigation channel
- Extend docks - give property owners the ability to expand the slips
- Review the current marina rule that constrains the length of the dock to 1.5 times length of the land property (11.05.01m(1&2) Land development code), also limit if width of 20% of the width of the water way. If less than 50' wide, no dock can be constructed.
- There is an ability for them to get an exception from the Board of Adjustment
- Slip density is based on other regulations
- Add additional public slips
- Add additional transient slips in convenient location



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SCHEDULE OF ACTIVITIES

Spring – March – Memorial Day

- Inventory of both parking spaces, trailer spaces, and vessel slips
- Counting of parking spaces around the harbor area including both public and private parking

Summer – Memorial Day – Labor Day

- Counting of parking spaces around the harbor area including both public and private parking
- Counting of vessels in the harbor and on the water
- Photography of harbor area including slips and vessels
- UAV photography
- In-person surveys around harbor area and boat launches
- Mailed surveys to a sample of residents including slip owners



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DATA COLLECTION LOCATIONS

1. Joe's Bayou
2. Harbor Walk
3. Clement Taylor Park
4. Norriego Point

