



**AGENDA
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, APRIL 13, 2022
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) Minutes February 9, 2022**
- 4. OLD BUSINESS**
- 5. NEW BUSINESS**
 - A) Development Projects Update**
 - B) 2022 Stormwater Master Plan Project List and Study Areas**
- 6. COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) Mike Buckingham**
 - B) Jim Green**
 - C) Mike Raim**
 - D) Casey Jones**
 - E) H. Jan Best**
 - F) Sandy Trammell**
 - G) Ian Blaise**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: May 11, 2022**

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is

made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

DRAFT

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT
AGENCY ADVISORY COMMITTEE MEETING
FEBRUARY 9, 2022 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Buckingham called the meeting to order at 5:30 p.m. on Thursday, February 9, 2022, in the Destin City Hall Council Chambers.

2. ROLL CALL & PLEDGE OF ALLEGIANCE:

Present

Mike Buckingham
Sandy Trammell
Jan Best
Casey Jones
Mike Raim

Members Absent

Ian Blaise
James Green

Staff Present

Kim Montgomery Deputy City Clerk
Steven O'Connor Principal Planner
Tunazzina Alam
Daniel Butler, Senior Planner
Joe Bodi, Engineering Asst. II
Joey Forgione, Code Comp. Dir.
Louis Zunguze CD Director

3. MINUTES: January 12, 2022

Motion to approve the minutes of the January 12, 2022 meeting as written, was made by Committee member Raim with Committee member Trammell providing the second. The motion passed with a 5-0 vote for approval.

4. DIRECTOR'S REPORT

A) Work Plans

Mr. O'Connor explained the work plans from last year have been rolled over and they can always add other workplan item at any time at future meetings as well as any updates.

The members briefly discussed the Cross Town Connector and what portion of it is their responsibility. Mr. Zunguze explained that both their committee and the Town Center has already been presented the 60% plans. Also, Council at their Monday night meeting, asked to see some architectural renderings as well as what traffic calming measures could be implemented along the entire length of the Cross Town Connector. The suggestion to have both Chairmen of the PW/PS and the Town Center CRA invited to attend the next HCRAAC meeting when the renderings are available to make a recommendation to City Council.

5. NEW BUSINESS:

A) Development Projects and City Projects Update – Steven O'Connor

Mr. O'Connor provided the members with the current information adding that there is not a lot of movement with the projects at this time.

Committee member Trammell questioned if there are any plans for the city to merge with the

McGuire's Parking Structure. According to Mr. Zunguze, there are not any discussions of a structure but there are discussions to consolidate the two lots into one.

Committee member Jones asked staff what the Pelican Adventures Major Deviation is. According to Mr. O'Connor, this is a request to have off site parking for the business.

Committee member Trammell spoke specifically on this issue expressing concern about Mountain Drive becoming a parking lot for the pontoon boat businesses on Harbor Blvd. and spoke of how it may start effecting the businesses that are already there. She spoke of how to her; the business owners should have to go vertical if they exceed their current parking requirements on Highway 98.

According to Mr. Zunguze, when they get to that section of the LDC rewrite, staff will be bringing the section before them for discussion and recommendations to Council.

Motion by Committee member Trammell to recommend to CRA Board/City Council to direct staff develop criteria for parking based on use and develop criteria for structured onsite parking. Committee member Raim provided the second. The motion passed 4-1 with Committee member Jones dissenting.

Committee member Raim spoke of how the pontoon boats are still being lined up at the businesses along Harbor Blvd. and feels the property owners should have to have certain setback and landscaping requirements adding the way it currently looks, does not fit the look of a resort atmosphere the city should have.

Motion by Committee member Raim, seconded by Committee member Trammell to recommend Council direct staff to create criteria for regulating parking and/or storage of vessels in the off season by enacting a setback from the highway with required stormwater and landscaping screen. In discussion, Committee member Jones spoke of how he does not agree with this at all and feels that there is no need to create an ordinance when all they have to do is to get the livery vessel owners together and come to an agreement. **The motion failed by a vote of 3-2 with Buckingham, Best and Jones voting no.**

6. COMMITTEE MEMBER COMMENTS:

Chairman Buckingham – Spoke of how he is concerned that if there is going to be an initiative to make businesses have offsite parking along the harbor, then there needs to be something in place to safely get folks across the Highway 98 installed first.

He provided the members a brief update on the status of the DFCD substation on Calhoun Ave. As well as asked what the status is of their motion to have the speed table removed on Calhoun Avenue.

According to Mr. O'Connor, the topic has been forwarded to the Public Works/Public Safety Committee for their input.

The Chairman then spoke of how he feels that they should start meeting every other month. After a brief discussion on this topic **Chairman Buckingham made the motion to meet bimonthly with Committee member Raim providing the second. Committee member Jones amended the motion to add meeting bimonthly except for May through September, unless there is a need to call a meeting**

also to have staff check into the bylaws to find out if it is allowed. The motion passed 3-2 was committee members Best and Trammell voting against the motion.

Mr. O'Connor clarified if approved, the meetings would take place September, November, January and March and May.

Code Compliance Director Joey Forgione provided the members with the status of the livery vessel registration. He also informed the members the 22-foot boat donated to his department from the Okaloosa County Sheriff's Office is currently being inspected and once its ready, his staff will be able to get it on the water. He spoke of how they can now access boat ownership information they'll be able to find out who is running businesses out the city parks and write citations. Additionally, with the help of the Sherriff's Department and the Coast Guard, they will be able crack down on the vessels that are moored in the harbor and start getting them removed.

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:20 PM.

Adopted and approved this ____ day of _____ 2022.

Mike Buckingham, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: April 13, 2022

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.A.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Kyle Bauman, City Attorney
Steve O'Connor, Principal Planner

FROM: Tunazzina Alam, Planner

DATE: April 5, 2022

SUBJECT: Development Projects Update

I. BACKGROUND: This report includes updates on the Development Projects in the Harbor Community Redevelopment area and active City Projects. Provided is the list of projects which are approved and under review process.

II. DISCUSSION:

Below are the development and City projects within the Harbor CRA.

DEVELOPMENT PROJECTS:

Under Review Projects

21-08-MS Pelican Adventures- 546,580 and 600 Harbor Boulevard

Status: Waiting on applicant response and submittal to Staff comments on 3rd completeness review sent October 21, 2021. This project is a major deviation development in South Harbor Mixed Use (SHMU) Zoning District. This project type proposes commercial use on the parcel and proposes to provide a parking for Pelican Adventures, Inc servicing resort features for watersport recreation. This project is still under review.

21-21-SP McGuire's Parking Structure - 90 Sibert Avenue

Status: The project is to appear before City Council on April 18, 2022. This is an application for a Major Development Order. The scope is to build a two-story parking structure to serve patrons of the businesses on the premises.

21-37-SP Gilligan's Boat Works - 531 Mountain Dr.

Status: Awaiting Applicant resubmittal to Staff comments on March 24, 2022. This is a request

for construction of a boat maintenance storage building and boat and storage parking lot.

21-41-SP, 21-42-MS Calhoun Estates by the Bay – 119 – 135 Sibert Ave & 122, 124 Calhoun Ave

Status: Awaiting TRC comments due back on April 15, 2022. This is an application for a 37-lot single-family residential subdivision with a community pool and 4 common areas. The proposal includes 48' private Rights of Way.

22-01-SP Crooked Island Rum Bar – 530 Mountain Dr

Status: Under review This is an application for a Major Development Order of 2033 SF Distillery and 1033 SF office space.

Completed Projects

21-04-SP Wet and Wild – 119 Calhoun Ave

Status: Completed. This was a major development within the Harbor CRA area. This project is in Calhoun Mixed Use Zoning District (CMU). This project is to be a redesigned parcel to support commercial uses. The development of the site includes multi modal district and design initiatives and seeks to protect the vegetation.

22-18-SP Destin Fire – 127 Calhoun Avenue

Status: Completed. This was an application for a Minor Development Order. The project consists of redesigning the parcel to add garage building, remove existing pavement and build new structure and driveway improvements.

CITY PROJECTS:

Crosstown Connector (Beach to Benning)

Status: Under design. This is the final segment of the overall crosstown connector to provide a secondary East-West corridor through the City of Destin and provide pedestrian pathway connectivity between the east and west sides of the City.

Zerbe/Calhoun Pedestrian Project Phase II (boardwalk under the bridge)

Status: Under design. This project will provide a pedestrian crossing of US Highway 98 under the Marler Bridge for safe pedestrian access between the Harbor Boardwalk and City parking.

Capt. Royal Melvin Heritage Park - 206 Harbor Blvd

Status: Under construction. This project will be the City's pedestrian gateway to the Harbor Boardwalk, which will include public restrooms, local informational signage, and facilities for an entertainment venue.

Clement Taylor Park Improvements - 131 Calhoun Ave

Status: Under design. Waiting for final funding approvals. This project will include new restrooms, parking lot improvements and enhanced pedestrian access improvements.

Sibert Ave Parking Lot Improvements - 108 Sibert Ave

Status: Under design. Parking Lot Improvements on the parcel. Approximately 35 parking spaces are to be added to the parking lot.

Hwy 98 at Stahlman Ave Signalization Project

Status: Included with the Florida Department of Transportation (FDOT) 5-Year PD&E Plan. This project will focus on safety at the intersection for both vehicles and pedestrians alike.

Hwy 98 Landscaping Project – Airport Rd to Marler Bridge

Status: Under construction. This project will provide some landscaping within the US Highway 98 corridor to help make the area aesthetically pleasing.

Hwy 98 Project Development and Environmental (PD&E) Study Highway 98 – Airport Road to Marler Bridge.

Status: Included with the Florida Department of Transportation (FDOT) 5-Year PD&E Plan. The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge.

Stormwater Master Plan Update

Status: 95% complete. Tentatively presenting to City Council in May 2022. Although this is for the entire city, it will have an impact on stormwater mitigation within the Harbor CRA district. This plan is underdevelopment currently.

As the Development Projects and City Projects are under review, staff will continue to provide updates to the Harbor CRA at their monthly meetings.

A. Link to Strategic Goals / Objectives: N/A

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

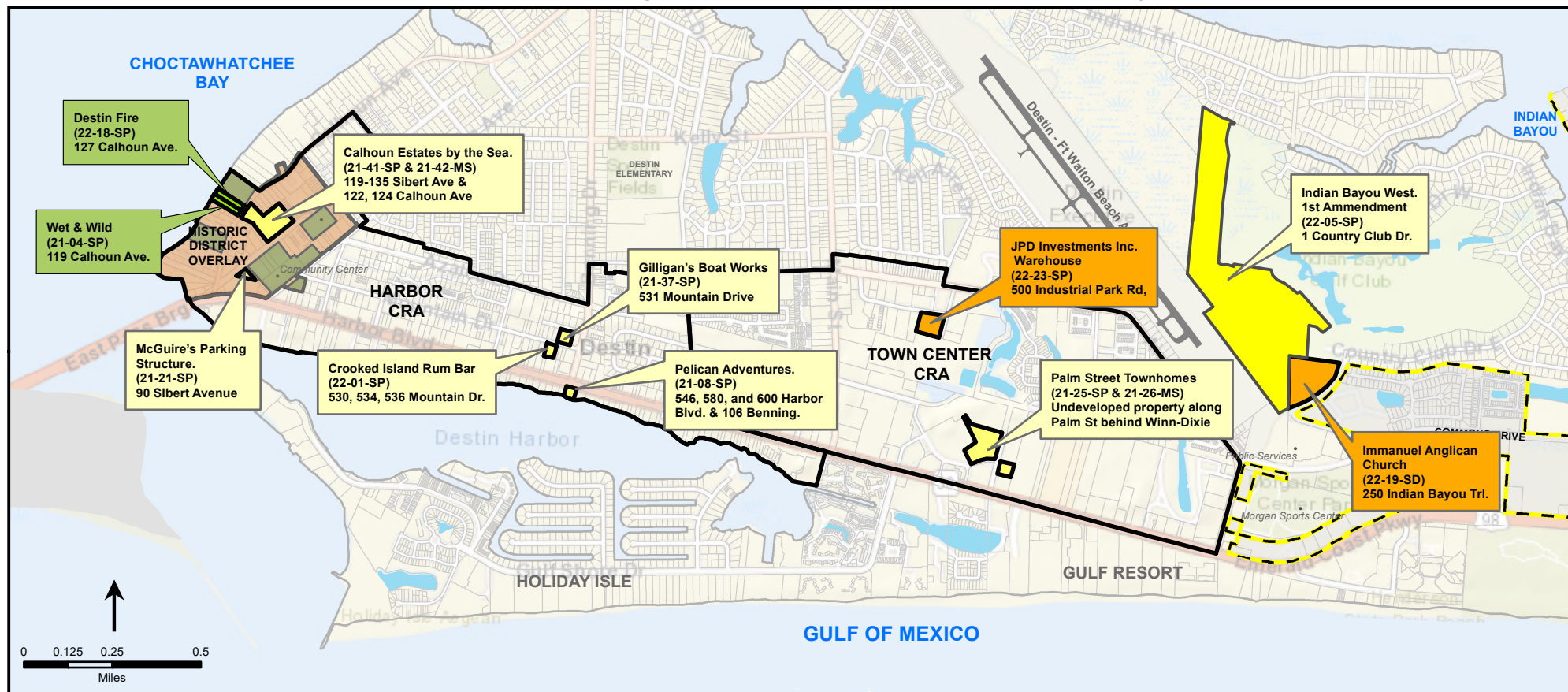
III. CONCLUSION:

IV. RECOMMENDED MOTION: None- Information Only

Attachments:

1. Development Projects March 2022
2. City Projects March 2022

March 2022 City Wide Development Projects



▲ West Destin

▼ East Destin



LEGEND

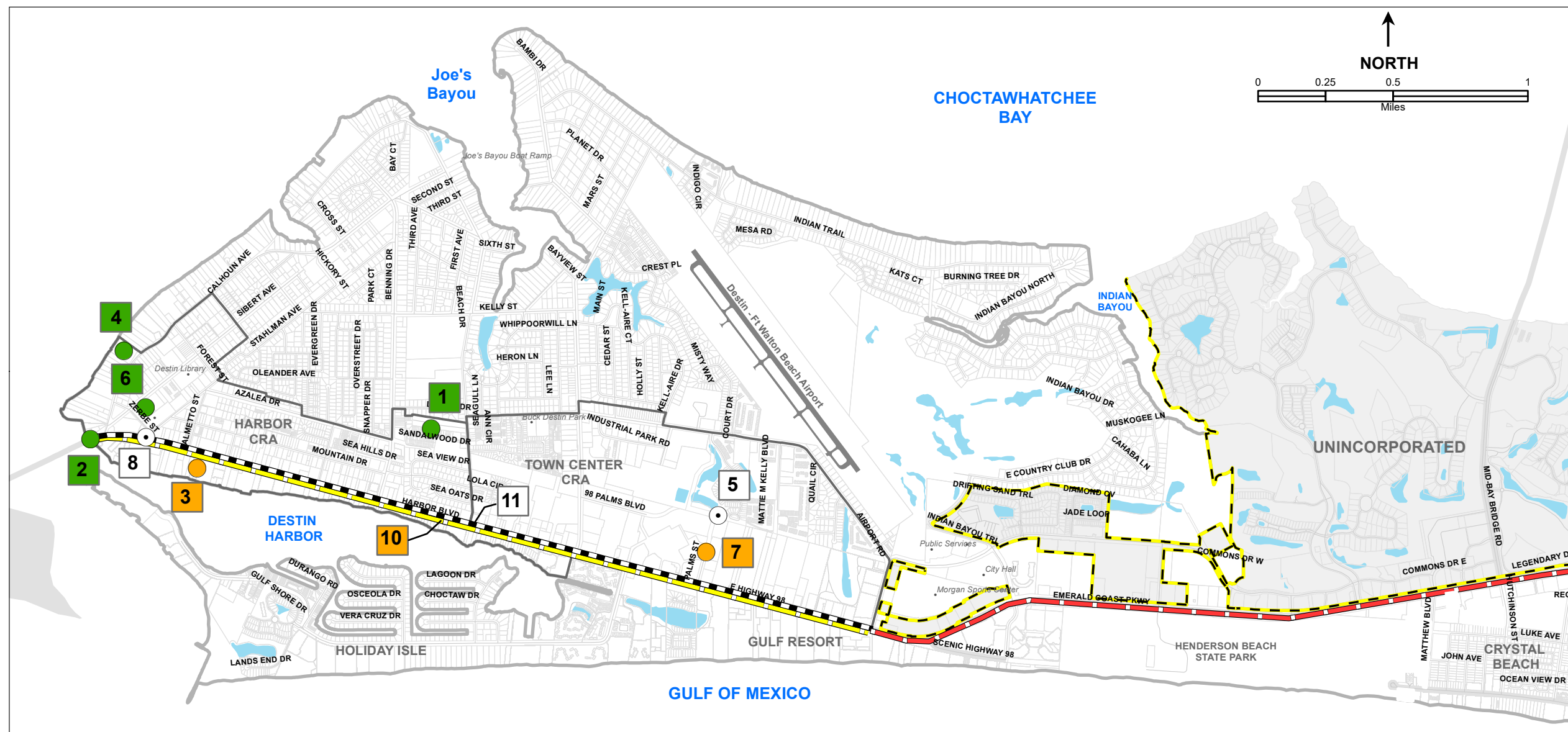
- City Limit Line
- New Development Project Applications Received
- Development Projects Under Review
- Development Orders Issued/ Applications Approved
- Zerbe-Calhoun Historic District Overlay
- Existing Municipal Facilities



City Projects March 2022

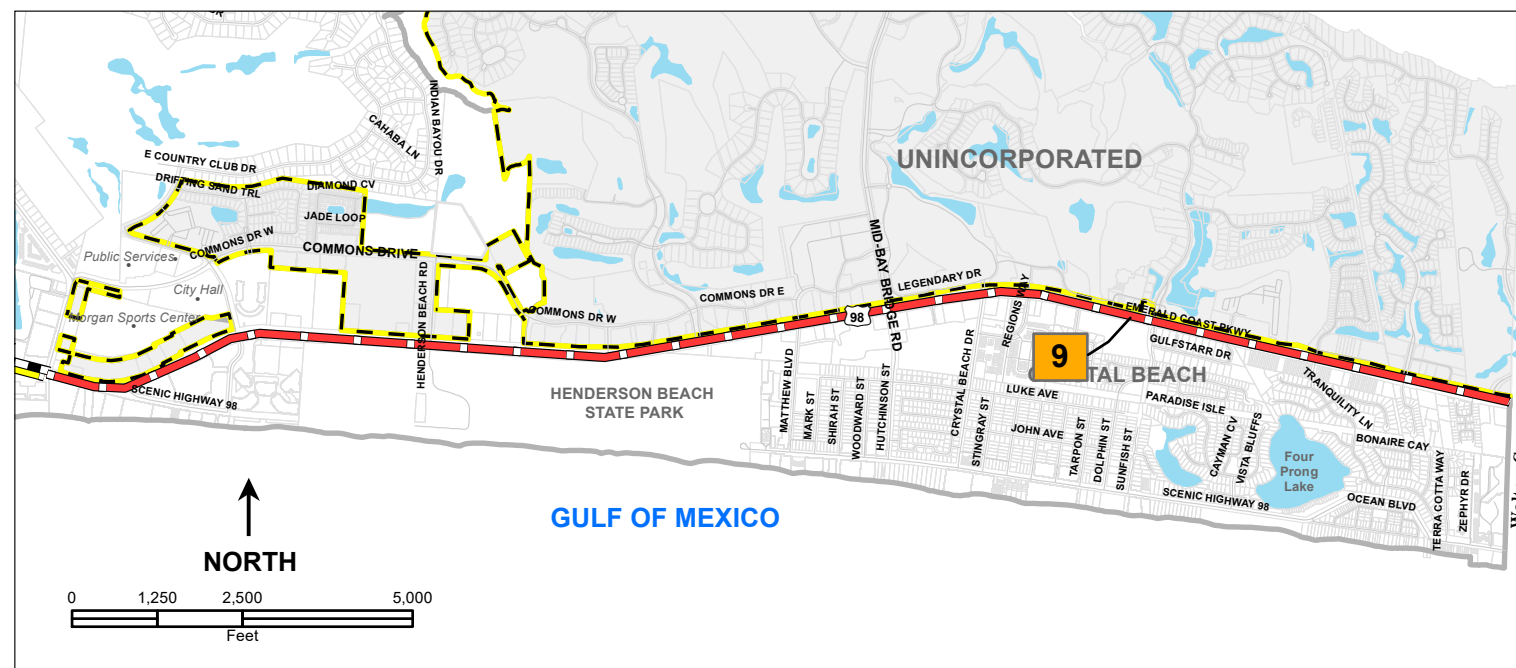
LEGEND

-  Under Construction
-  Under Design
-  Other Projects
-  Landscaping Project
Airport Rd. to Walton Co.
-  Landscaping Project
Airport Rd. to Marler Bridge
-  (PD&E) Study Hwy. 98
Airport Rd. to Marler Bridge
-  City Limit Line



▲ West Destin

▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase II (boardwalk under the bridge)
3. Capt. Royal Melvin Heritage Park, 206 Harbor Blvd.
4. Clement Taylor Park Improvements, 131 Calhoun Ave.
5. Pedestrian Pathway – Linear Park, Jewel Melvin Park to Mattie M Kelly Blvd (Gulf Power Easement), Concept
6. Sibert Ave Parking Lot Improvements, 108 Sibert Ave
7. Palm St Extension, Vintage Destin – D.O. 19-08.
8. Hwy 98 at Stahlman Ave Signalization Project
9. Hwy 98 Landscaping Project – Airport Rd. to Walton County Line
10. Hwy 98 Landscaping Project – Airport Rd to Marler Bridge
11. Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to Marler Bridge
12. Stormwater Master Plan

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: April 13, 2022

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 5.B.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Kyle Bauman, City Attorney

FROM: Joe Bodi, Engineering Asst. II

DATE: March 30, 2022

SUBJECT: 2022 Stormwater Master Plan Project List and Study Areas

I. BACKGROUND:

The City's Stormwater Master Plan (SWMP) is a long-range planning tool. The primary purpose of the SWMP is to identify drainage improvement projects that prevent localized flooding and protect water quality.

On September 7, 2021, City Council approved the SWMP and directed staff to bring the prioritized project list before City Boards and Committees for review and comment. Comments from Committees and Boards will be compiled and presented to the City Council.

The 2022 SWMP update was prepared by Jenkins Engineering and its objectives include:

- Creating sub-drainage basins using LiDAR
- **Establish updated list of priority projects and mitigation strategies**
- Recommend policy and code revisions to ensure consistency between the Comprehensive Plan and the Land Development Code.

II. DISCUSSION:

The update identified three (3) study areas, and thirteen (13) drainage projects. The projects were prioritized based upon the Level of Service (LOS) established under the 2004 SWMP (see attachments).

In addition, to the prioritized list of projects, the SWMP proposes a City-wide Swale Initiative. The City-wide Swale Initiative will identify additional public right of way and re-establish existing roadside swales (i.e., 3:1 slope) to further improve the MS4 and City LOS for drainage. Furthermore, private stormwater facilities, approved through the Development Order process, will also be part of the City-wide initiative. However, the reestablishment and maintenance responsibility will fall upon the respective Homeowners Association or Property Management Company.

Below is the list of study areas and identified projects, listed in priority, based upon the 2004 LOS.

STUDY AREAS

Indian Bayou/Indian Lakes
Kelly Addition Subdivision
Destin Harbor

PRIORITY PROJECTS LIST

Diamond Lake (Mattie Kelly Arts)
First and Second Street
Four Prong Lake
Restaurant Row
Zerbe Street
Eagles Landing
Main Street and Indian Trail
Cross Street
Scenic 98 and Matthew Boulevard
Reddin Brunson
Burning Tree
Main Street & 98 Palms
Heritage Run

A. Link to Strategic Goals / Objectives:

Implement prioritized Stormwater Improvements based upon the Stormwater Master Plan.

B. Effect on Budget (EOB): TBD

C. Level of Service (LOS): Improve Drainage LOS and NPDES Permit Compliance

III. CONCLUSION:

The SWMP update identified thirteen (13) drainage improvement projects. The projects were prioritized based upon the 2004 Level of Service criteria. City staff requests the Harbor CRA Advisory Committee review the list of Priority Projects List and Study Areas.

IV. RECOMMENDED MOTION: I move that the Harbor CRA Advisory Committee recommend City Council approval of the list of Priority Projects and Study Areas as presented.

Attachments:

1. City of Destin SWMP Update 2022_ FINAL
2. Stormwater Masterplan Update Map_ FINAL
3. SWMP Executive Summary_ FINAL

2022

STORMWATER MASTER PLAN UPDATE

FOR



PREPARED BY



**73 Eglin Parkway N.E., Suite 203
Fort Walton Beach, Florida 32548
(850) 837 – 2448**

FEBRUARY 2022

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EXECUTIVE SUMMARY

The City of Destin is unique in the fact that the city is only 7.2 square miles with over 27 miles of shoreline, not including inland lakes and wetlands. Destin's economy – Tourism and Fishing – rely on the clean, clear surface waters. Protecting water quality is important to the City's world class vision. The 2004 Citywide Stormwater Master Plan was the first of such plans for the city and its goal was concentrated on water quantity (i.e., flooding) issues throughout the city. Staff implemented the recommended projects to a degree of success that the city no longer sees the repetitive structural flooding it had experienced previously. The Citywide Stormwater Master Plan Update is a transition from a water quantity plan to ultimately a water quality plan.

The City of Destin tasked Jenkins Engineering Inc. with updating the Citywide Stormwater Master Plan (SWMP) prepared in 2004 by Jones Edmunds & Associates Inc. The SWMP is a living guideline document providing a current snapshot of the city's stormwater health and future actions needed based on the data provided. The goal and objective of the SWMP is to provide a framework for flood mitigation, water quality improvement projects and recommending policy changes to achieve stated goals and objectives by addressing water quality and water quantity issues within the city. The SWMP Update further reinforces the City's commitment and compliance with the Florida Department of Protection (FDEP) National Pollution Discharge Elimination System (NPDES) General Permit Program.

STORMWATER MASTER PLAN UPDATE OBJECTIVES:

- Identify the City's changing needs regarding storm water runoff, from quantity to quality.
- Identify flood mitigation and water quality improvement projects and study areas.
- Provide policy recommendations to provide clear expectations and address deficiencies in the Comprehensive Plan and Land Development Code.
- Provide an avenue for a dedicated funding source for stormwater facilities maintenance and repairs to continue compliance with the State of Florida's National Pollutant Discharge Elimination System (NPDES).

The Stormwater Master Plan Update identified three (3) study areas and thirteen (13) drainage projects listed below:

STUDY AREA

Indian Bayou
Kelly Addition Subdivision
Destin Harbor

PRIORITY PROJECT LIST

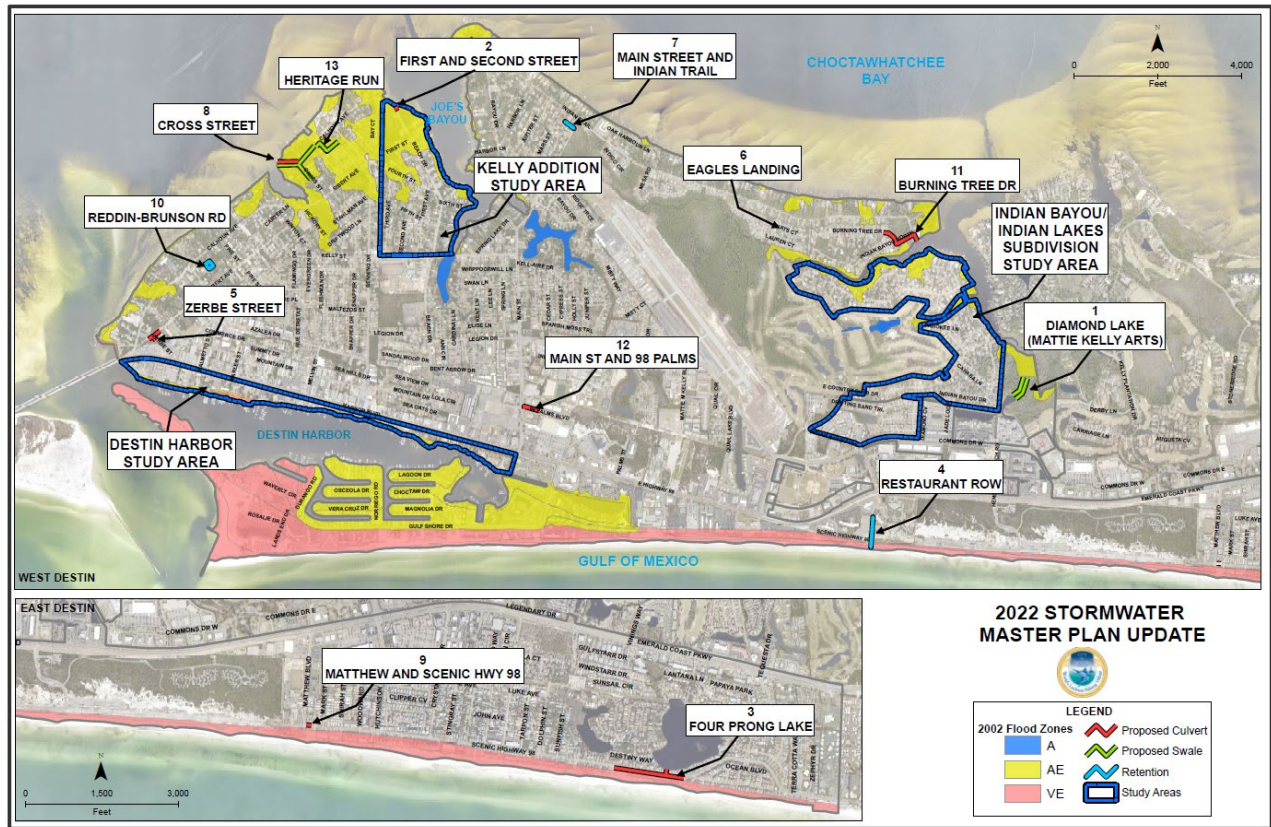
Diamond Lake (Mattie Kelly Arts)
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Scenic 98 and Matthew Boulevard
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Burning Tree
Main Street & 98 Palms
Heritage Run

PROPOSED POLICY AND CODE RECOMENDATIONS:

- Aligning conflicts between the Comprehensive Plan and Land Development Code.
- Provide greater retention requirements for floodplain and flood prone areas.
- Align Stormwater codes with Floodplain codes.
- Create stormwater compliance codes geared toward redevelopment.
- Provide thresholds for compliance of existing non-conforming projects.

CONCLUSION:

- The SWMP builds upon the original plan by;
- Further delineating existing drainage basins into smaller high-resolution catchments to determine peak flow rates.
- Identifies priority drainage projects and study areas
- Identifies Comprehensive Plan and Land Development Code policy alignment and proposed code changes to provide a better level of service related to drainage and water quality.



1 – INTRODUCTION

The City of Destin contracted Jenkins Engineering, Inc. to update the existing City of Destin Stormwater Master Plan developed by Jones, Edmunds and Associates, Inc. in May of 2004. The Stormwater Master Plan is a document created to assist the City of Destin with addressing stormwater runoff and flooding issues in flood prone areas throughout the City. This document should be used as a tool to assist City staff and elected officials with development and policy evaluation and prioritization of future capital improvement projects associated with stormwater management, flood control, and water quality improvement projects.

To maintain consistency with the 2004 Stormwater Master Plan, the previously delineated drainage basins were utilized in this updated evaluation. The existing Master Plan included eighteen (18) areas identified as areas which are subject to flooding issues. Of these eighteen locations, sixteen have been addressed through capital improvements since the creation of the plan in 2004. The previously established ranking criteria was used to create an updated list of thirteen additional locations which are addressed in this Stormwater Master Plan update.

A primary consideration associated with stormwater design is treatment for pollutant loadings and the potential impact on receiving water bodies. The Environmental Protection Agency (EPA) instituted Section 303(d) of the Clean Water Act in 1972. This regulation is the primary law regulating pollution which is discharged into waterways. The Clean Water Act establishes a list of impaired waters and is used to develop Total Maximum Daily Loads (TMDLs) for listed impaired waterbodies. Waterbodies within the vicinity of the City of Destin which are listed as not attaining current water quality standards for their intended use include East Pass, Choctawhatchee Bay, Destin Harbor and Henderson Beach. Water quality contaminants typically include bacteria, nitrogen and phosphorous. The City of Destin participates in water quality monitoring programs both internally with City staff and with the Choctawhatchee Basin Alliance.

The City of Destin addresses stormwater runoff attenuation and water quality treatment in Section 10.03.00 of their Land Development Code. The adopted level of service for drainage associated with new development / re-development within the City of Destin is to retain the first inch of rainfall on-site; and post-development runoff shall not exceed predevelopment runoff rates for a 25-year storm event,

up to and including an event with a 24-hour distribution using Florida Department of Transportation storm distributions.

CITY OF DESTIN OVERVIEW

The City of Destin is a peninsula consisting of approximately 7.7 square miles (4,900 acres) which is located between the Choctawhatchee Bay and the Gulf of Mexico. Elevations range from sea level to a maximum elevation of approximately 50 feet above sea level. The general topography of the area is moderately sloped with rolling dunes, bluff areas adjacent to the harbor and flatter coastal plains situated more inland of the shoreline.

The climate associated with the City of Destin can be considered semi-tropical with average rainfall totaling approximately 62 inches of precipitation each year. The city is unique in the aspect that it is surrounded by tidally influenced water bodies which impact existing tributaries, bayous, and wetland troughs throughout the city limits. A common issue with stormwater management within the City is undersized or overall lack of conveyance to the eventual receiving water bodies.

The City of Destin has a population which exceeds 10,000 residents requiring participation in the Florida Department of Environmental Protection (FDEP) NPDES (National Pollutant Discharge Elimination System) MS4 Phase II Program. A municipal separate storm sewer system (MS4) is a publicly owned conveyance of system of conveyances such as ditches, curbs, pipes, culverts, etc. designed or used for collecting or conveying stormwater and that discharges to surface waters of the state. Operators of a regulated MS4 such as the City of Destin are required to reduce the discharge of pollutants to the maximum extent practicable, protect water quality, and satisfy the water quality requirement of the Clean Water Act.



Figure 2.2: Drainage Basin Map (2 OF 2)

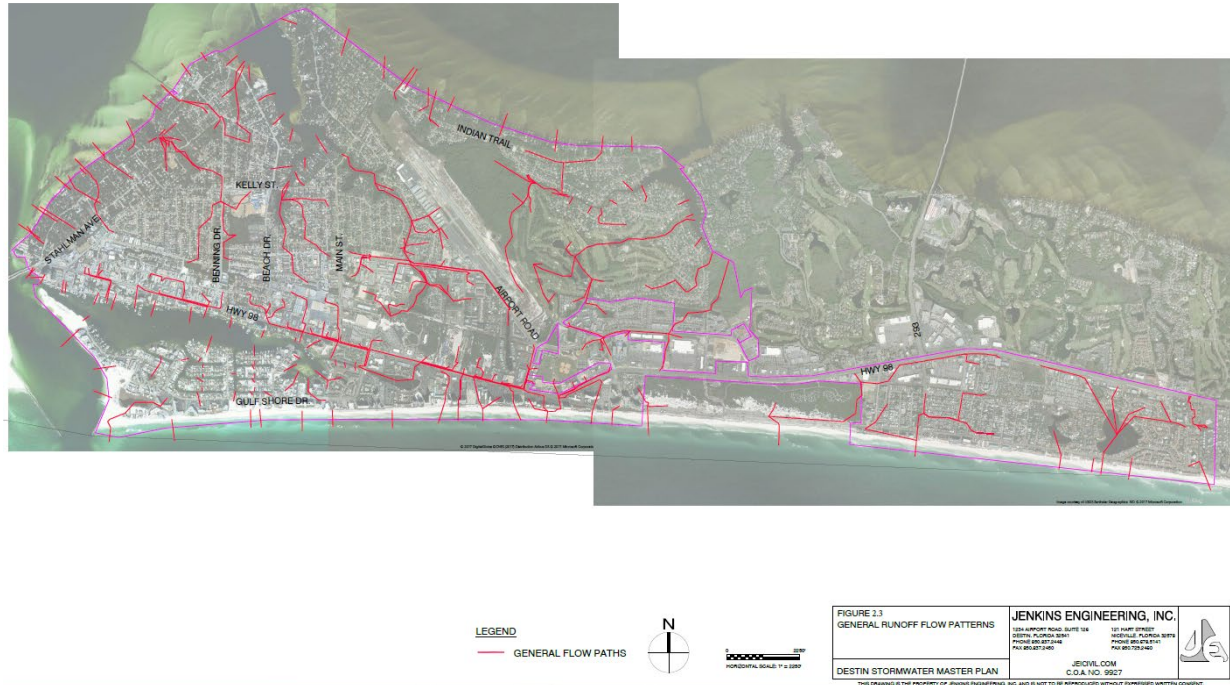


Figure 2.3: General Flow Patterns

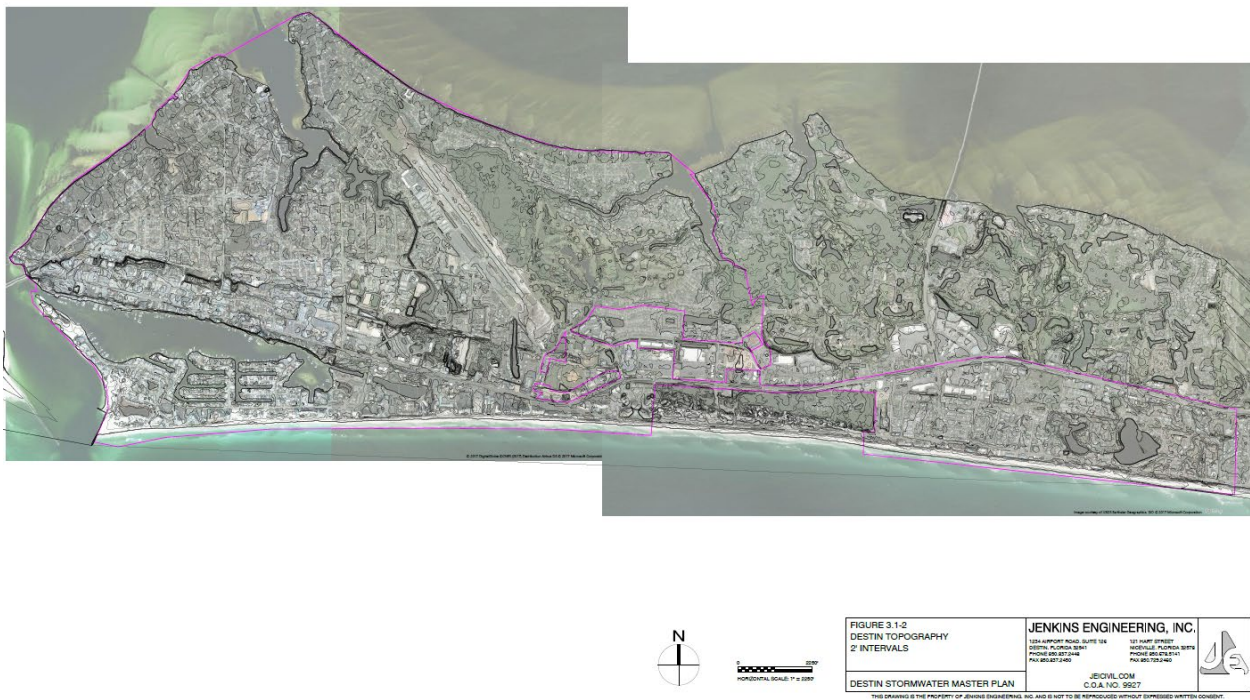


Figure 2.4: Topography 2ft Intervals

PEAK FLOW ESTIMATES

As stated in the previous section, the peak flowrates associated with individual drainage basins was calculated using the Soils Conservation Service method outlined in Technical Release 55 – Urban Hydrology for Small Watersheds published by the United States Department of Agriculture and the Natural Resources Conservation Service in June of 1986. The SCS method is best suited for urban watersheds in which impervious surfaces (roadways, sidewalks, parking lots and buildings) cover or will soon cover a considerable percentage of surface areas within a drainage basin.

The City of Destin has undergone significant development since its incorporation in 1984. This increase in development and impervious areas has a direct impact on the drainage basin's response to stormwater runoff. With the increase in development comes an increase in impervious areas which in turn decreases infiltration capacity. Impervious areas also increase runoff volumes, lower time of concentrations to peak flowrates and degrade water quality unless appropriate treatment measures are implemented. Runoff characteristics typically impacted by increased development include a reduction in infiltration areas and decreased travel times of runoff to eventual discharge locations. These changes can significantly increase runoff rates over time.

The SCS runoff curve number method equation is:

$$Q = (P - I_a)^2 / (P - I_a) + S$$

Where: Q = runoff (in)
 R = rainfall (in)
 S = potential maximum retention after runoff begins (in)
 I_a = initial abstraction (in)

The S variable associated with the SCS equation is directly correlated to a basin's curve number. The curve number is correlated to soils type and land use cover. The soil types and subsequent hydrologic soils groups were determined from a review of the NRCS Soils Survey for the City of Destin.

Colors depicted on map correspond to individual soil types defined for City of Destin. These soil types are divided into four hydrologic soils groups:

- A – sand, loamy sand, or sandy loam. Low run off and high infiltration potential.
- B – silt loam or loam. Moderate infiltration potential.
- C – sandy clay loam. Low infiltration potential.

- D – clay loam, silty clay loam, sandy clay, silty clay, clay. Highest runoff and very low infiltration potential.

These hydrologic soils groups determine a soils type's potential for initial abstraction and runoff retention potential. Individual drainage basins have been given a hydrologic soils group for the calculation of peak flow rates. The generalized table provided in Technical Release 55 – Urban Hydrology for Small Watersheds published by the United States Department of Agriculture, Natural Resources Conservation Service was utilized to determine Curve Number for individual basins based on hydrologic soils group within the basin area and land use type. Land use characteristics were divided into the following groups:

- Residential – ¼ acre lots
- Mixed Use – 1/8 acre lots with mix of commercial
- Business – urban commercial and business district
- Open Space

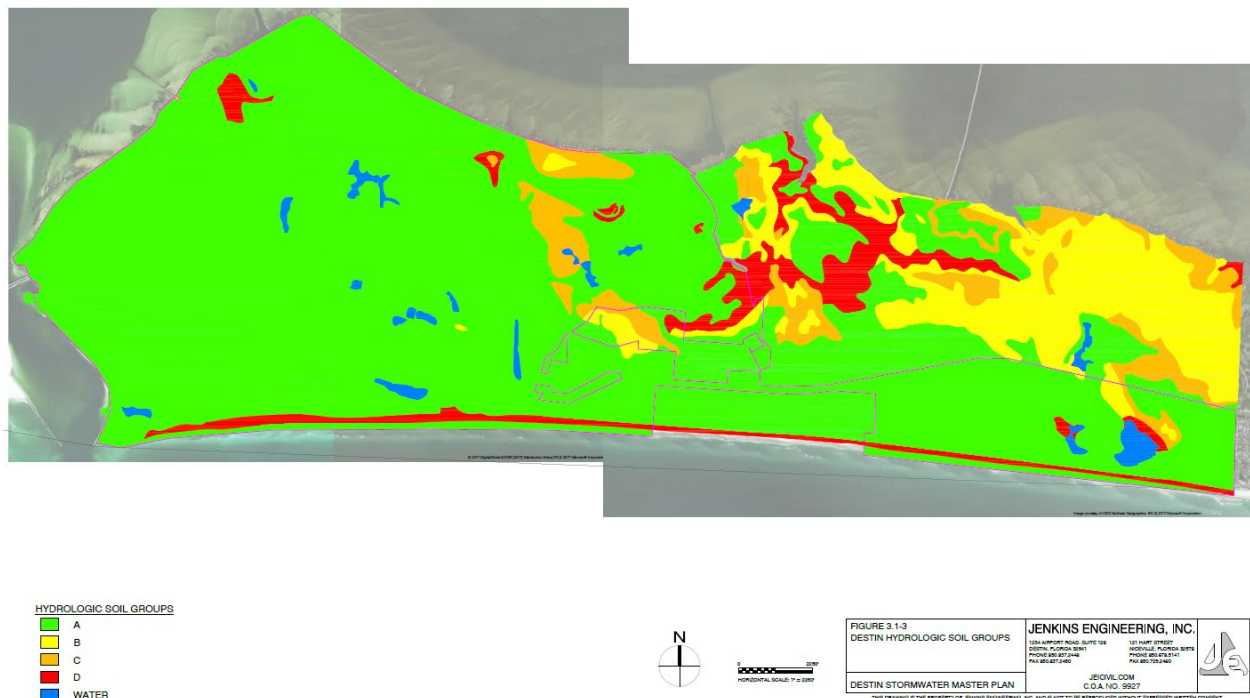


Figure 2.5: Hydrologic Soil Groups

Table 2.5: Runoff Curve Rates for Urban Areas

Cover description	Average percent impervious area ^{2/}	Curve numbers for hydrologic soil group			
		A	B	C	D
Cover type and hydrologic condition					
<i>Fully developed urban areas (vegetation established)</i>					
Open space (lawns, parks, golf courses, cemeteries, etc.) ^{3/} :					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ^{4/}		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
<i>Developing urban areas</i>					
Newly graded areas (pervious areas only, no vegetation) ^{5/}		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

^{1/} Average runoff condition, and $I_a = 0.2S$.

^{2/} The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

^{3/} CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

^{4/} Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

^{5/} Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

3 – STORMWATER QUANTITY ESTIMATES

Stormwater runoff peak flowrate estimates for each basin were calculated in the ICPR stormwater design software created by Streamline Technologies. This software is accepted by local regulatory jurisdictions as well as State regulatory agencies such as the Northwest Florida Water Management District. Maximum peak flowrates were determined using the SCS method of determining peak flowrates. The following design criteria were utilized in the modeling efforts for the basins:

<i>Basin Area (Acres)</i>	<i>Curve Number</i>	<i>Time of Concentration (Minutes)</i>	<i>Distribution Curve</i>
<i>Individual basin areas calculated in Acres</i>	<i>Individual basin curve numbers taken from Table 2-2a of TR 55</i>	<i>Time of concentration calculated using TR 55 overland flow method</i>	<i>SCS – Type III distribution</i>

Peak runoff estimates for each basin area included in the attached documentation. Peak runoff rates were estimated for the 2-year, 25 year and 100-year storm events. The following figures show the characteristic of the SCS Type III rainfall distribution curve. The Type III curve is specific to the southeast region and extends from Texas to the Florida big bend area. This storm distribution is a statistical distribution of rain amounts over a 24-hour period. The typical Type III distribution rainfall amount peaks at the approximately the 12-hour point of a 24-hour storm event with the largest precipitation amount accruing during this period.

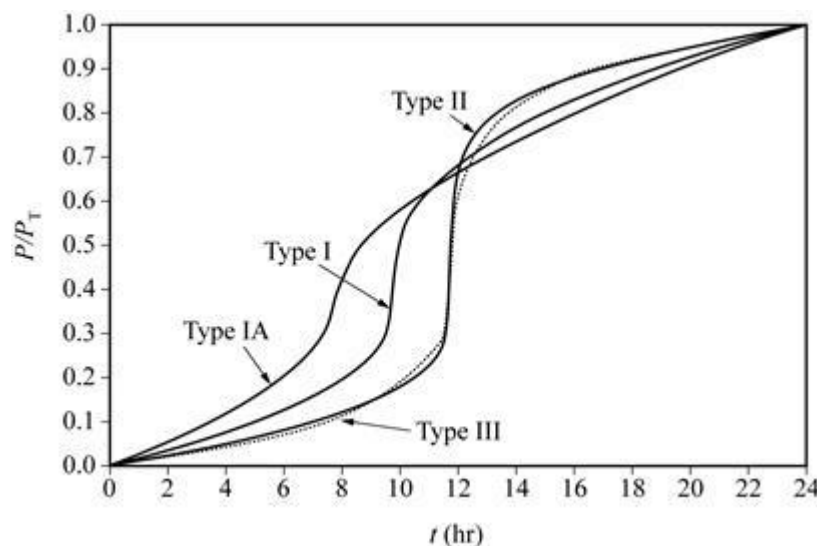


Figure 3.1: SCS Rainfall Distribution Curve

Figure B-2 Approximate geographic boundaries for NRCS (SCS) rainfall distributions

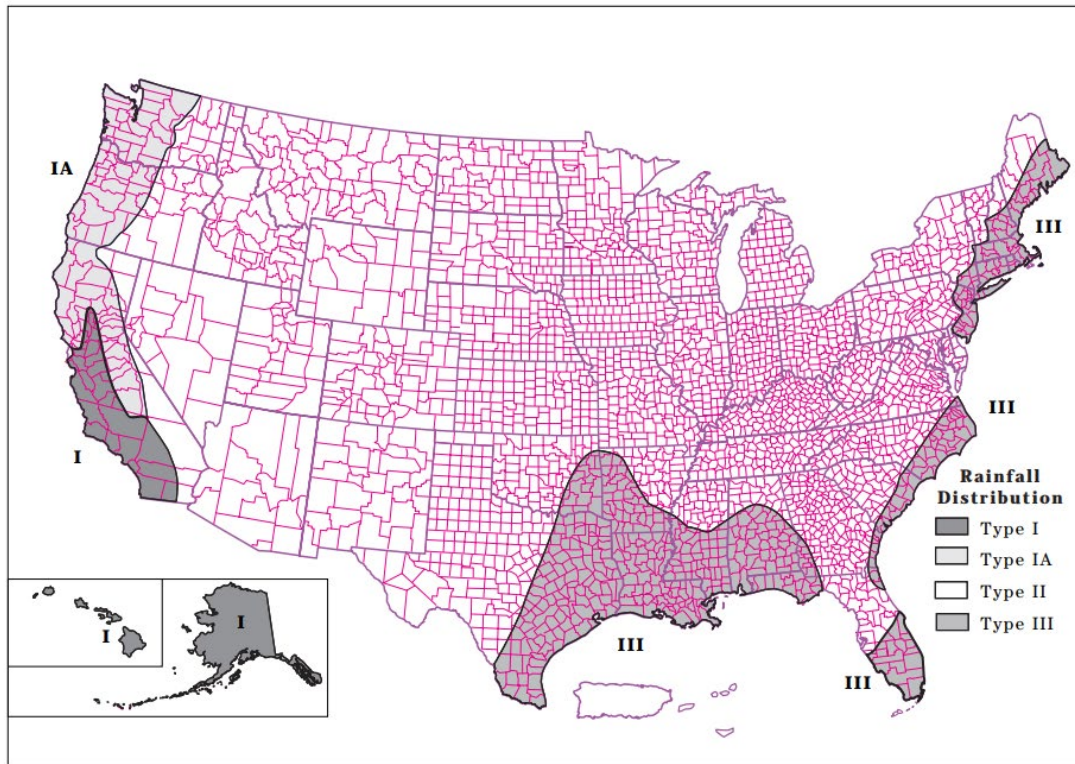


Figure 3.2: Geographic Boundaries for SCS Rainfall Distributions

WATER QUALITY CONSIDERATIONS

The City of Destin Level of Service (LOS) for drainage states the retention of the first one inch of rainfall on-site; and post-development runoff shall not exceed predevelopment runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration (Article 10.03.02). This requirement is intended to catch and retain the “first flush” of pollutants that is carried in stormwater runoff from paved and developed surfaces. The intent is to retain this volume of runoff and percolate the volume back into the ground water stores thus providing treatment and recharging the existing groundwater. However, future regulations will begin to require the consideration of Total Maximum Daily Load (TMDL) for development sites. The TMDL is the calculation of the maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for a particular pollutant.

The State of Florida is beginning to establish TMDLs for pollutant loads in waterbodies that have been classified as impaired by Section 303d of the Clean Water Act within the Northwest Florida region. This requirement will be implemented by the Florida Department of Environmental Protection (FDEP) and the Northwest Florida Water Management District (NFWFMD). As a partner with State agencies, the City of Destin will be expected to update local regulations following State guidelines.

Typical pollutants which will be considered are:

- Nutrients / Dissolved Oxygen
- Bacteria
- Metals
- Mercury

4 – STUDY AREAS, PROJECT LISTING & CITY-WIDE SWALE INITIATIVE

STUDY AREAS



Figure 4-1: Indian Bayou Basin Study

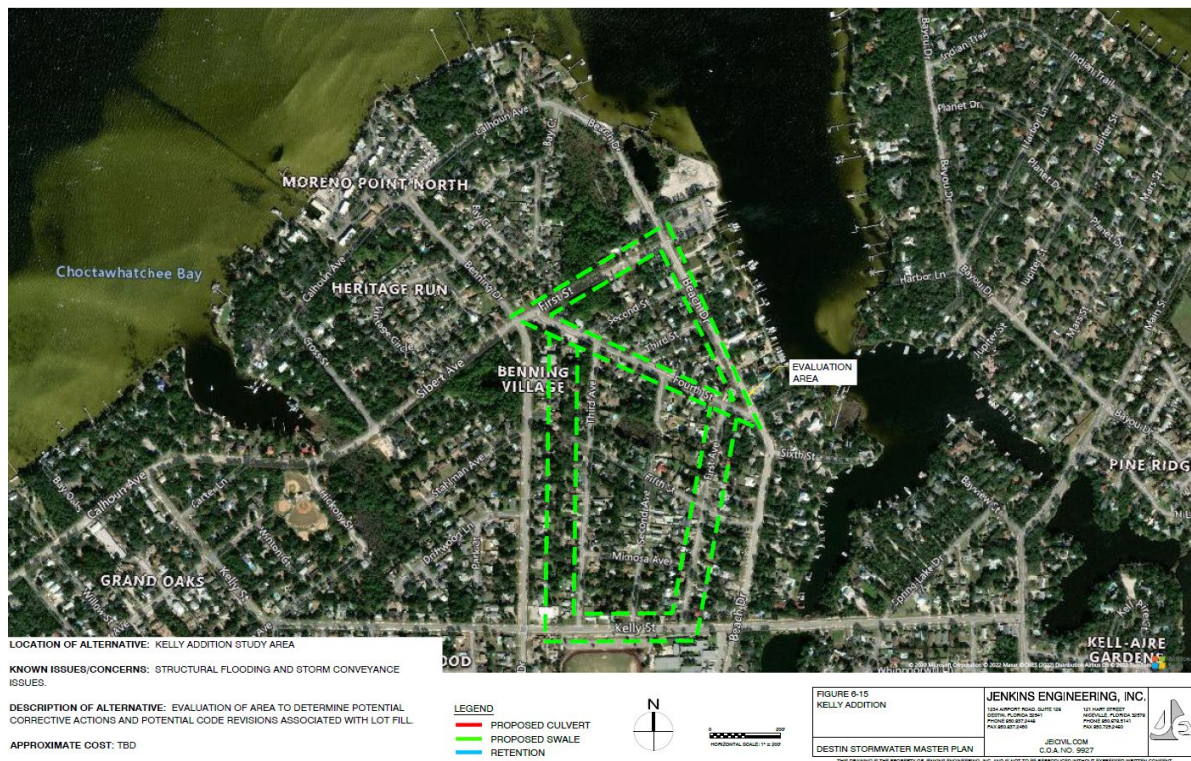


Figure 4-2: Kelly Addition Basin Study



Figure 4-3: Destin Harbor

PRIORITY PROJECT LIST

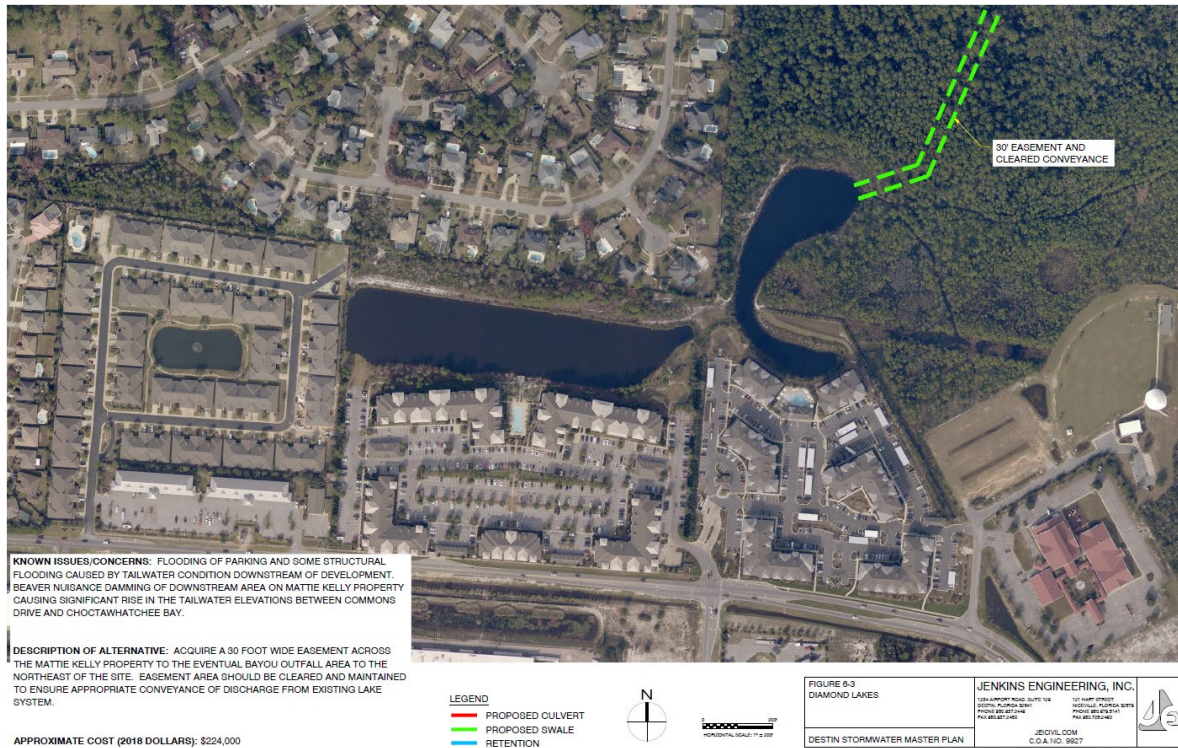


Figure 4-4: Diamond Lake (Mattie Kelly Arts)



Figure 4-5: First and Second Street

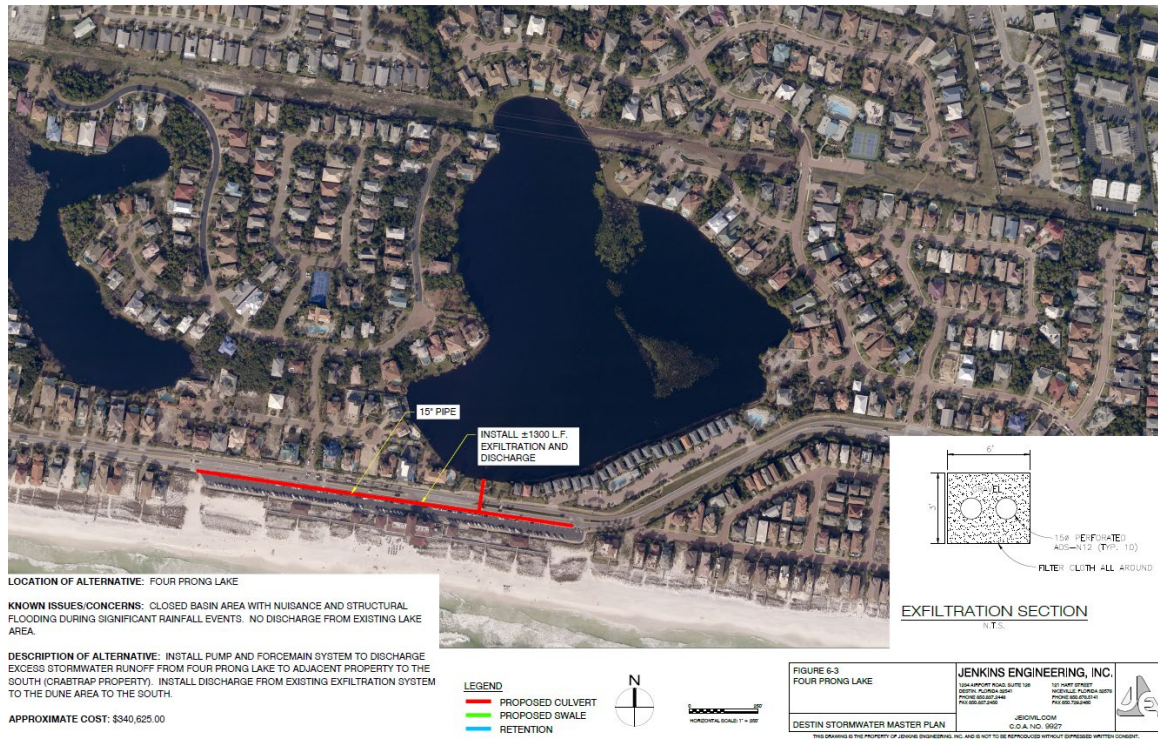


Figure 4-6: Four Prong Lake



Figure 4-7: Restaurant Row



Figure 4-8: Zerbe Street



Figure 4-9: Eagles Landing



Figure 4-10: Main Street and Indian Trail



Figure 4-11: Cross Street

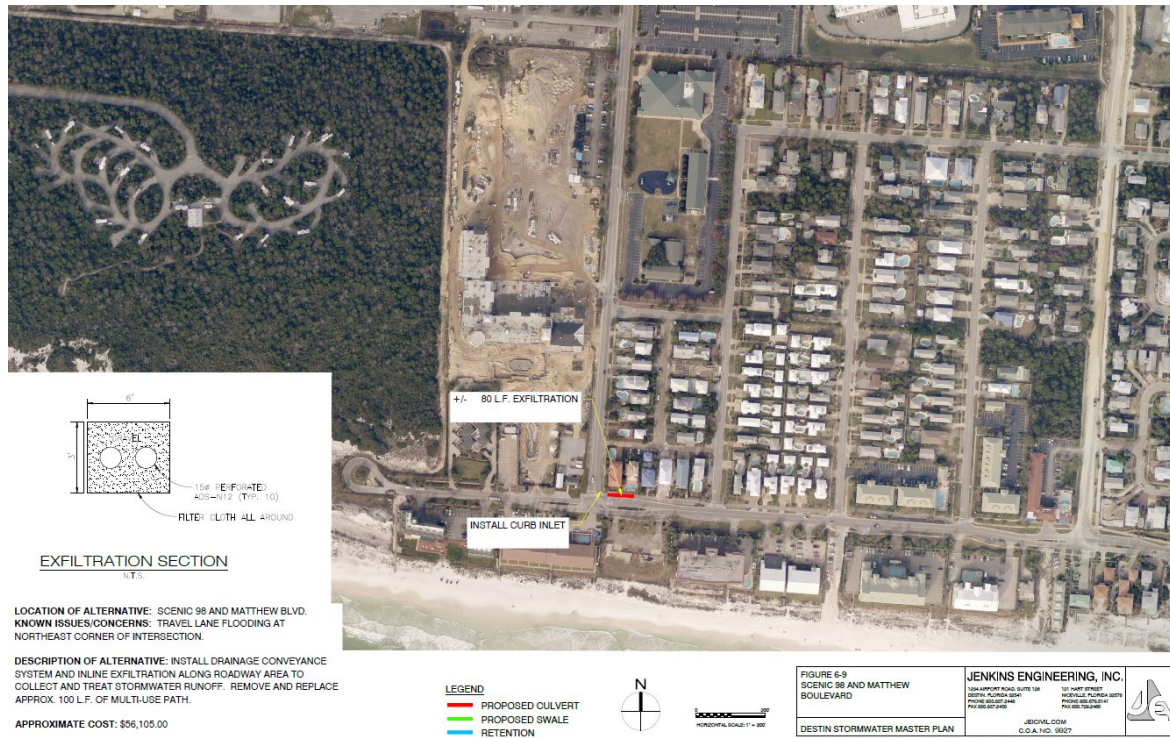


Figure 4-12: Scenic 98 and Matthew Boulevard



Figure 4-13: Reddin Brunson



Figure 4-14: Burning Tree

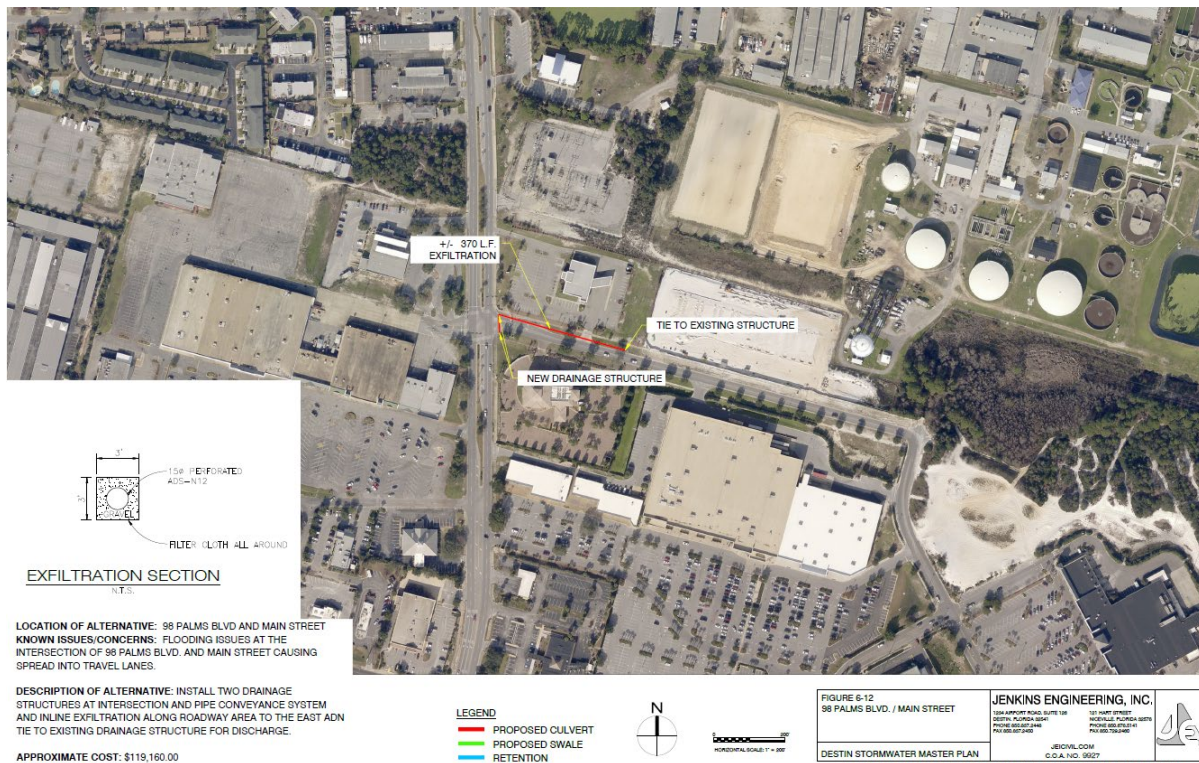


Figure 4-15: Main Street & 98 Palms



Figure 4-16: Heritage Run

CITY-WIDE SWALE INITIATIVE

The City of Destin is responsible for maintaining its Municipal Separate Storm Sewer System (MS4) as part of the FDEP's National Pollution Discharge Elimination System (NPDES) Program. The City MS4 is a publicly owned system of conveyances, made up of, roadside swales, curbs, catch basins, underground pipes, and outfalls designed or used for collecting stormwater.

Roadside swales are critical part of the City MS4. A roadside swale is a long, narrow vegetated depression commonly found adjacent to the roadways and on private property used to collect stormwater runoff. This low-cost, best management practice (BMP) removes sediments & other pollutants found in stormwater runoff while also preventing street and property flooding.

The City-wide Swale Initiative will identify additional public right of way and re-establish existing roadside swales (i.e., 3:1 slope) to further improve the MS4 and level of service for drainage. In addition, private stormwater facilities, approved through the Development Order process will also be part of the city-wide initiative. However, the reestablishment and maintenance responsibility will fall upon the respective Homeowners Association or Property Management Company.

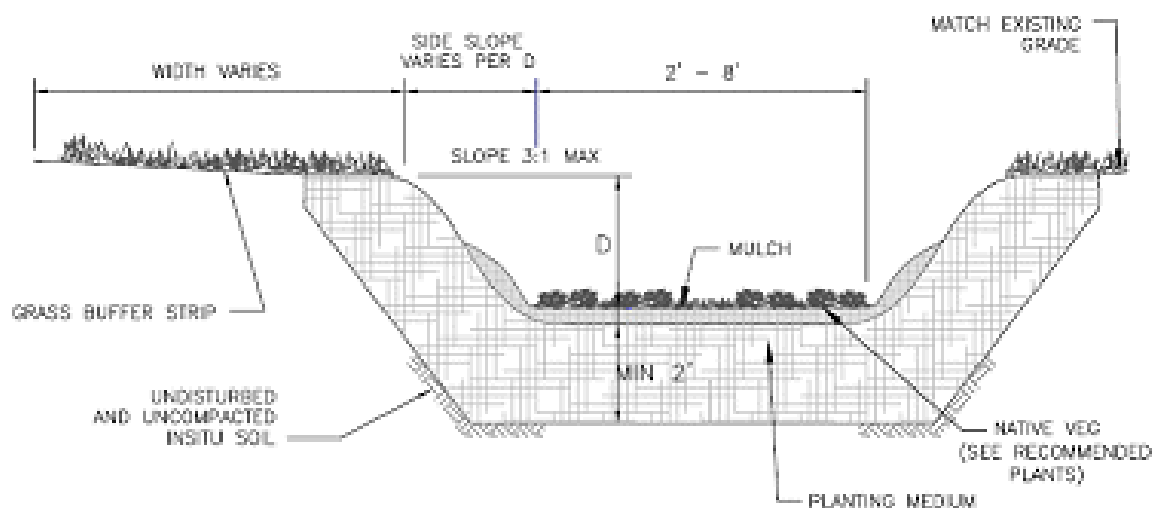


Figure 4-17: Typical 3:1 Roadside Swale

5 – ESTABLISHING A STORMWATER UTILITY (*RESERVED*)

6 – COMPREHENSIVE PLAN REVIEW

The City of Destin Comprehensive Plan establishes stormwater management goals and levels of service in Goal 4-4: Drainage. The primary objectives listed include:

POLICY 4-4.1: Improve Water Quality

The emphasis of Objective 4-4.1 is the implementation of stormwater best management practices that will remove suspended solids and nutrients from runoff entering the Harbor and other receiving water bodies. Installation and maintenance of cyclonic treatment structures at all Harbor Boulevard outfalls is a stated objective within this Comprehensive Plan section as well as working with Florida Department of Transportation (FDOT) officials to reduce or eliminate pollutants from State roadway points of drainage discharge.

POLICY 4-4.2: Optimize Existing Stormwater Capabilities

This section of the Comprehensive Plan outlines level of service requirements for stormwater improvements within the City of Destin. The currently stated levels of services (LOS) for stormwater design area as follows:

1. The post-development runoff rate shall not exceed the predevelopment runoff rate for a 100-year storm event, up to and including an event with a 24-hour duration. ***It should be noted this LOS conflicts with stormwater design criteria listed in Chapter 6.00.00 and Chapter 10.03.00 of the Land Development Code which both list pre versus post development runoff rate requirement to be the 25-year storm event.***
2. Roadway secondary conveyance infrastructure designed for 10-year/24-hour storm event.
3. Roadway cross-drains on collector/arterial roadways designed for 50-year/24-hour storm event; on local/collector roadways designed for 25-year/24-hour event.
4. Parking conveyance infrastructure designed for 5-year/24-hour storm event.
5. Finished floor (not final slab) elevations one foot above 100-year flood elevations (revised).
6. Increase abatement of pollutant loading through implementation of the Florida Department of Environmental Protection's and Northwest Florida Water Management District's Environmental Resource Permit requirements.

POLICY 4-4.3: Comply with NPDES

That stated objective in the section deals with meeting the current requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit as a MS4 (Municipal Separate Storm Sewer System).

7 – LAND DEVELOPMENT CODE REVIEW

The City’s Land Development Code lays out more specific level of service and design criteria for stormwater management in Chapter 6.06.00 – Determination of concurrency, more specifically section 6.04.02(B)(3). The LOS stated in this section is *“Drainage: Retain the first inch of runoff on-site; and post-development runoff shall not exceed the pre-development rate for a 25-year storm event, up to and including an event with a 24-hour duration.”*

Section 10.03.02 of the City of Destin Land Development Code lists stormwater plan requirements for projects within the Destin city limits. These requirements are listed as, *“A stormwater management plan shall be submitted to the City for all projects that add impervious area or modify pervious area whether City Council approval is required or not. The adopted level of service for drainage is to retain the first inch of rainfall on-site; and post-development runoff shall not exceed predevelopment runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.”*

The requirements listed do not agree with the LOS standards required by section 6.04.02(B)(3). Specifically, chapter 6 requirements call for the retention of the first inch of runoff on-site, while section 10.03.02 calls for the retention of the first inch of rainfall on-site. The difference being the opportunity to utilize a runoff coefficient with the calculation of runoff which would typically provide a lesser volume requirement for retention. It would be our recommendation these code sections be coordinated to agree with one another.

Both Chapter 6 and Chapter 10, attenuation requirements conflict with the stated LOS requirements in the Comprehensive Plan. The Land Development Code requirements are specific to the 25-year critical storm event while the Comprehensive Plan sets the level of service requirement at the 100-year critical storm event. We would recommend rectifying these inconsistencies.

The city may consider the implementation of the 25-year critical storm criteria for sites that can display they are not in a closed basin, meaning they have an eventual connection to a receiving water body, and the 100-year critical storm criteria for projects within areas that would be considered “closed basins”, or those which do not have a connection to a receiving mitigative water body.

APPENDIX A – Floodplain Maps



Figure A-1: 10-Year Floodplain Map



Figure A-2: 25-Year Floodplain Map

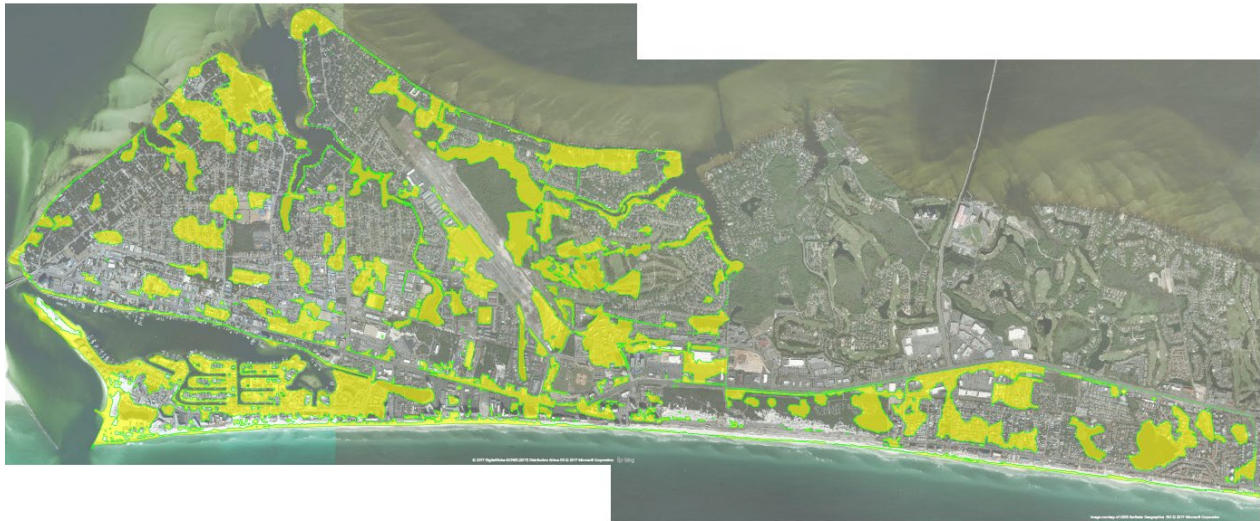


FIGURE 4-3
50-YEAR FLOODPLAIN MAP

DESTIN STORMWATER MASTER PLAN

JENKINS ENGINEERING, INC.
1004 AIRPORT ROAD, SUITE 104
DESTIN, FLORIDA 32541
PHONE: 850.837.2448
FAX: 850.837.2487
JENKINS.COM
C.O.A. NO. 9927



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Figure A-3: 50-Year Floodplain Map



FIGURE 4-4
100-YEAR FLOODPLAIN MAP

DESTIN STORMWATER MASTER PLAN

JENKINS ENGINEERING, INC.
1004 AIRPORT ROAD, SUITE 104
DESTIN, FLORIDA 32541
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C.O.A. NO. 9927



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Figure A-4: 100-Year Floodplain Map



FIGURE 4-5 500-YEAR FLOODPLAIN MAP	JENKINS ENGINEERING, INC. 1024 AIRPORT ROAD, SUITE 104 DESTIN, FLORIDA 32541 PHONE: 850.837.2448 FAX: 850.837.2443	100 HARP STREET MONTICELLO, FLORIDA 32185 PHONE: 407.276.5141 FAX: 407.276.5140	
	JENKINS.COM C.O.A. NO. 9927		
DESTIN STORMWATER MASTER PLAN	THIS DRAWING IS THE PROPERTY OF JENKINS ENGINEERING, INC. AND IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.		

Figure A-5: 500-Year Floodplain Map

APPENDIX B – 2004 Level of Service Prioritization Criteria

3.0 LEVEL OF SERVICE AND PRIORITIZATION CRITERIA

A Level of Service (LOS) scale is a convenient way to compare various stormwater management issues and alternatives. To calculate a LOS rating, specific criteria are used to rate each problem area and recommended alternative on a numerical scale. Cumulative scores fall within a range of values that can be used to evaluate and compare the LOS throughout a system. In developing a prioritized list of recommended alternatives for a stormwater management system, creating a LOS scale to determine which projects should be granted highest priority is essential.

3.1 LEVEL OF SERVICE FOR EXISTING CONDITIONS

To determine the overall LOS for a given area of concern, a list of specific ranking criteria can be used. For the Destin Stormwater Master Plan, LOS ranking criteria includes the following:

- Public Safety, Health, and Welfare Concerns
- Hazard Potential
- Economic Impacts
- Water Quality Impacts
- Jurisdictional Compliance

The sum total of all of these ranking criteria allows each area of concern to be assigned to a LOS category. The ranking criteria for problem areas are detailed in Table 3-1.

Table 3-1 Existing Conditions: Level of Service Criteria			
Ranking Criteria	Description	Minimum Score	Maximum Score
Public Safety, Health, and Welfare	A value is assigned based on the risk to public safety, health, and welfare created by a system that is not functioning properly. Problem areas that present the largest threat to public safety are assigned a score of 0, while those that present no threat to public safety are assigned a score of 25. Threats to public safety, health, and welfare include, but are not limited to, the flooding of buildings and/or public facilities, flooding that could impact utilities and/or potable water supplies, and areas that could facilitate the breeding of mosquitoes.	0	25
Water Quality	Systems that discharge directly to surface waters provide the greatest benefit when capable of providing water quality treatment to stormwater runoff prior to discharge. Problem areas that do not provide water quality treatment prior to surface discharge to water bodies receive a lower score than systems that utilize best management practices for improving water quality.	0	25

Table 3-1 Existing Conditions: Level of Service Criteria			
Ranking Criteria	Description	Minimum Score	Maximum Score
Hazard Potential	The level of flooding experienced by structures, property, and roadways is assessed by an assigned hazard assessment value. Sites that experience major flooding received a smaller score than those with minimal to no flooding. Flooding of a depth greater than 6 inches along any evacuation route for any storm is assigned the minimum point value for the hazard assessment criteria.	0	20
Economic Impacts	Residential or commercial land that is flooded to a point where structural damage occurs creates an economic impact to each property owner. Areas with the potential to incur the largest economic impacts due to flooding are assigned the lowest score, while those with no potential economical impacts receive the largest score. The approximate value of damage incurred is also factored in to the assigned score.	0	20
Jurisdictional Compliance	Development of new stormwater management systems within the City limits are held to design criteria stated by the City LDC and the Florida Department of Environmental Protection (DEP). Criteria exist for retention, detention, and filtration systems that are intended to minimize flooding potential and improve water quality (for both ground recharge and surface discharge). Locations where stormwater management facilities are not designed to meet the minimum jurisdictional criteria are assigned the minimum value for this LOS category, while areas with best management practices received higher values.	0	10

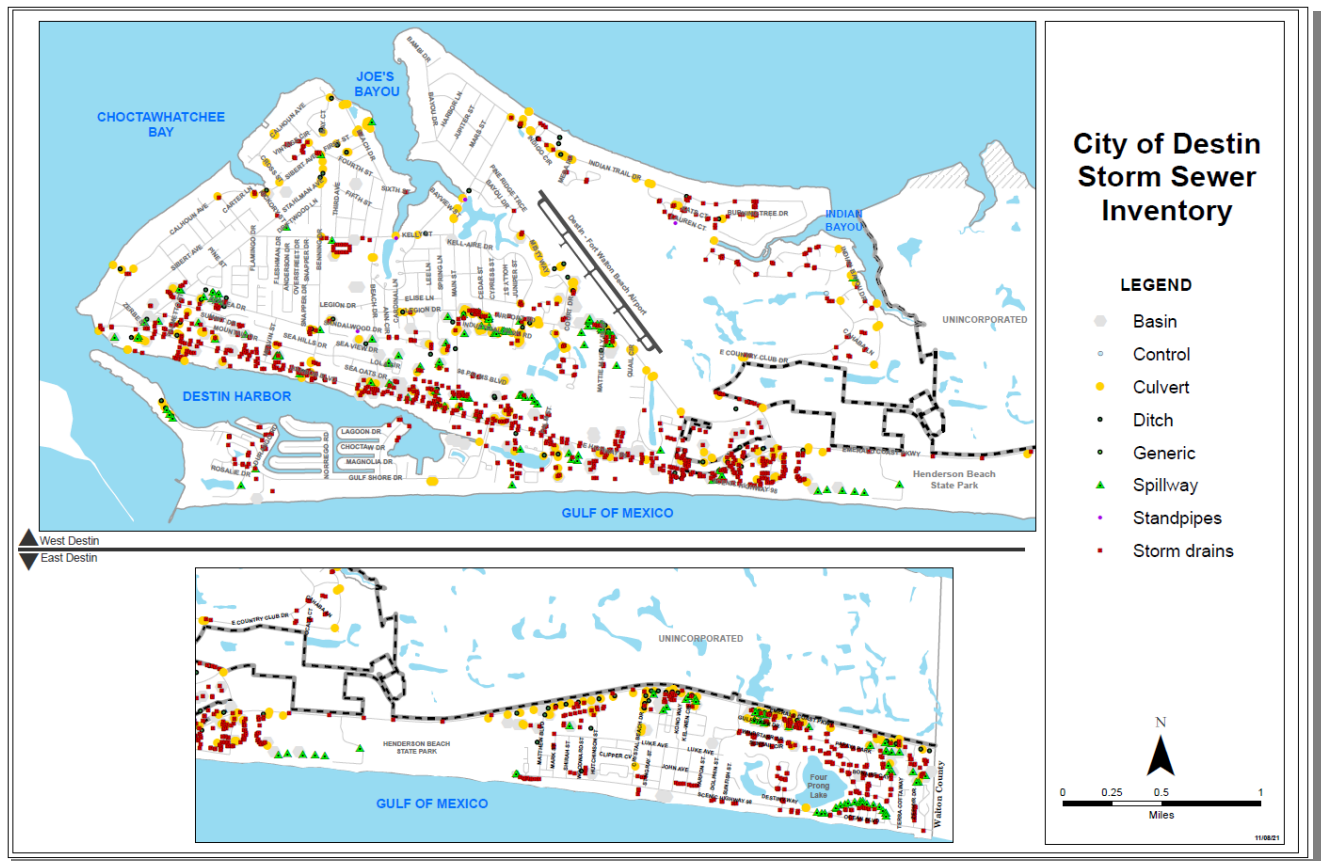
Total scores were assigned for each problem area and are based on a scale of 0-100. The higher the cumulative score, the higher the existing LOS. The range of values for each LOS category is provided in Table 3-2.

Table 3-2 Level of Service Assignment		
Cumulative Score	Level of Service Classification	
81 – 100 points	A	Excellent
66 – 80 points	B	Above Average
51 – 65 points	C	Average / Acceptable
31 – 50 points	D	Below Average
16 – 30 points	E	Significantly Deficient
0 – 10 points	F	Non-functional

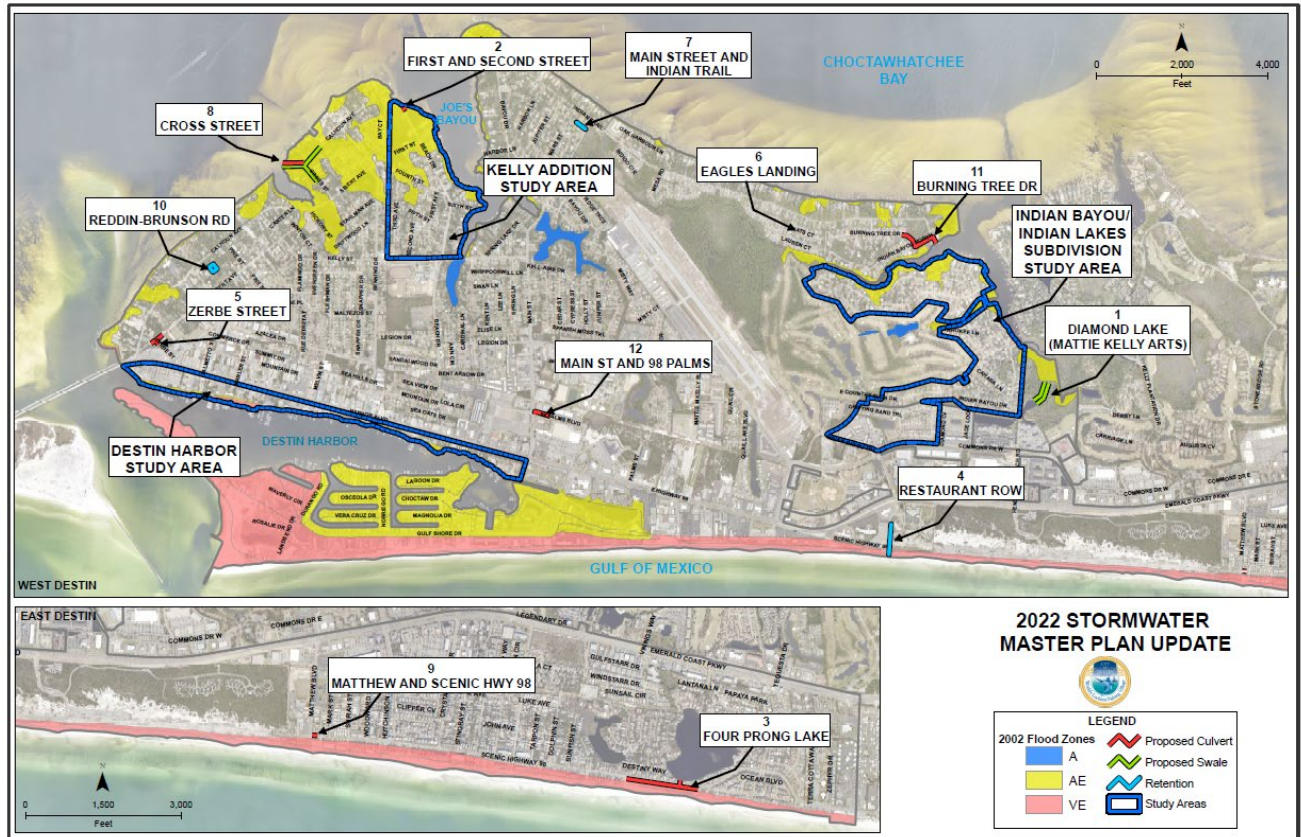
The ranking of all problem areas and recommended alternatives are contained in Section 7 of this report.

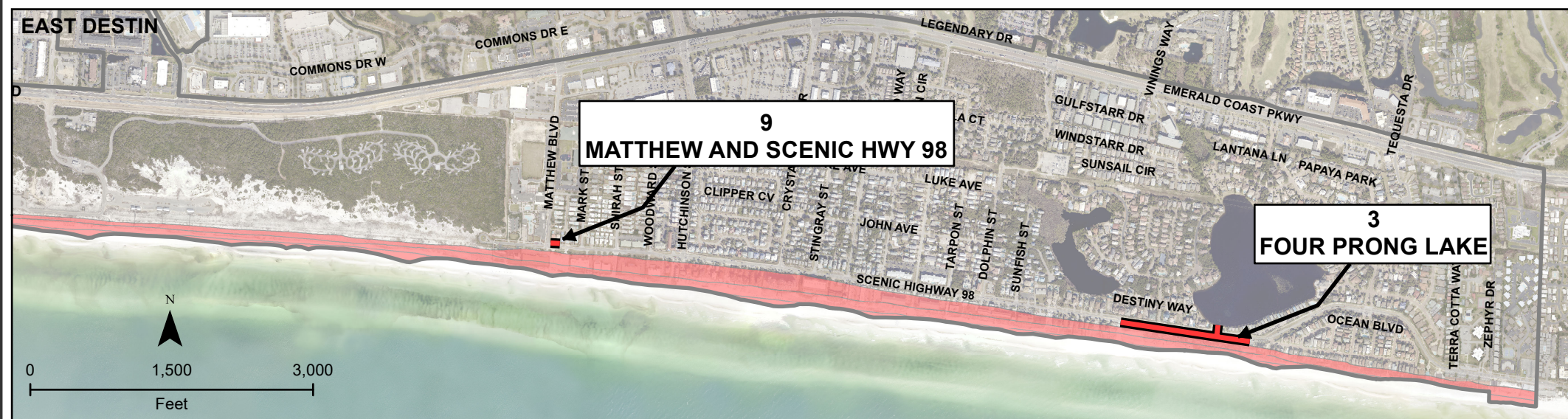
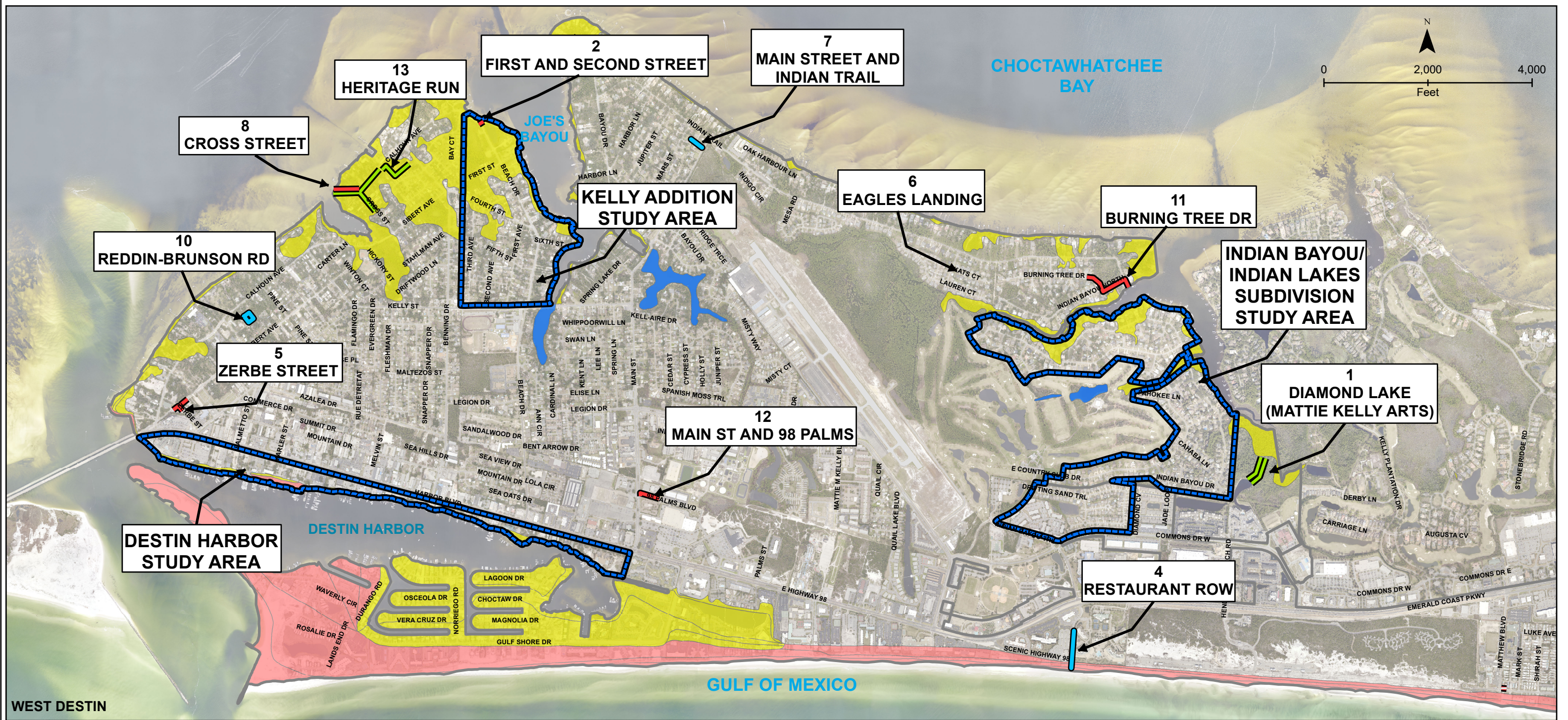
APPENDIX C – [Individual Drainage Basin Runoff Estimates](#)

APPENDIX D – City of Destin MS4 Map

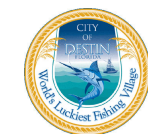


APPENDIX E – Stormwater Master Plan Study Areas and Project Map





2022 STORMWATER MASTER PLAN UPDATE



LEGEND

2002 Flood Zones		Proposed Culvert
A		Proposed Swale
AE		Retention
VE		Study Areas

EXECUTIVE SUMMARY

The City of Destin is unique in the fact that the city is only 7.2 square miles with over 27 miles of shoreline, not including inland lakes and wetlands. Destin's economy – Tourism and Fishing – rely on the clean, clear surface waters. Protecting water quality is important to the City's world class vision. The 2004 Citywide Stormwater Master Plan was the first of such plans for the city and its goal was concentrated on water quantity (i.e., flooding) issues throughout the city. Staff implemented the recommended projects to a degree of success that the city no longer sees the repetitive structural flooding it had experienced previously. The Citywide Stormwater Master Plan Update is a transition from a water quantity plan to ultimately a water quality plan.

The City of Destin tasked Jenkins Engineering Inc. with updating the Citywide Stormwater Master Plan (SWMP) prepared in 2004 by Jones Edmunds & Associates Inc. The SWMP is a living guideline document providing a current snapshot of the city's stormwater health and future actions needed based on the data provided. The goal and objective of the SWMP is to provide a framework for flood mitigation, water quality improvement projects and recommending policy changes to achieve stated goals and objectives by addressing water quality and water quantity issues within the city. The SWMP Update further reinforces the City's commitment and compliance with the Florida Department of Protection (FDEP) National Pollution Discharge Elimination System (NPDES) General Permit Program.

STORMWATER MASTER PLAN UPDATE OBJECTIVES:

- Identify the City's changing needs regarding storm water runoff, from quantity to quality.
- Identify flood mitigation and water quality improvement projects and study areas.
- Provide policy recommendations to provide clear expectations and address deficiencies in the Comprehensive Plan and Land Development Code.
- Provide an avenue for a dedicated funding source for stormwater facilities maintenance and repairs to continue compliance with the State of Florida's National Pollutant Discharge Elimination System (NPDES).

The Stormwater Master Plan Update identified three (3) study areas and thirteen (13) drainage projects listed below:

STUDY AREA

Indian Bayou

Kelly Addition Subdivision

Destin Harbor

PRIORITY PROJECT LIST

Diamond Lake (Mattie Kelly Arts)

First and Second Street

Four Prong Lake

Restaurant Row

Zerbe Street

Eagles Landing

Main Street and Indian Trail

Cross Street

Scenic 98 and Matthew Boulevard

Reddin Brunson

Burning Tree

Main Street & 98 Palms

Heritage Run

PROPOSED POLICY AND CODE RECOMENDATIONS:

- Aligning conflicts between the Comprehensive Plan and Land Development Code.
- Provide greater retention requirements for floodplain and flood prone areas.
- Align Stormwater codes with Floodplain codes.
- Create stormwater compliance codes geared toward redevelopment.
- Provide thresholds for compliance of existing non-conforming projects.
- Create a funding source and Citywide Maintenance program to maintain our aging infrastructure.

CONCLUSION:

- The SWMP update delineates existing drainage basins into smaller high-resolution catchments
- Identifies Comprehensive Plan and Land Development Code policy alignment and proposed code changes to provide a better level of service related to drainage and water quality.
- Identifies the need for a dedicated funding source pursuant to Chapter 403.0893, Florida Statutes for the maintenance of stormwater infrastructure.

STORMWATER MASTER PLAN UPDATE
February 2022

