

**REGULAR MEETING
DESTIN CITY COUNCIL
JUNE 5, 2023
ANNEX COUNCIL CHAMBERS
6:00 PM**

*****Core Value of the Month - Integrity*****

CALL TO ORDER

*** INVOCATION**

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL *(Matters not specifically listed on the agenda may be added and acted upon with a super-majority vote of the Council members present and eligible to vote on the matter)*

1. PROCLAMATIONS / RECOGNITIONS / SPECIAL / **PUBLIC PRESENTATIONS / ANNOUNCEMENTS

A. Rotary Club of Destin - Citizen Above Self Award 2023

2. PUBLIC COMMENTS (Section 5 - Public Hearings has separate public comments time for these items) (Note: Individual speakers will be limited to 3 minutes. At the discretion of the mayor, this 3 minute allowance may be adjusted depending on the level of business coming before the City Council)

3. * CONSENT AGENDA**

A. Resurfacing of the Destin Community Center Parking Lot/Sheriff's Substation Lot

B. Resolution 23-12 -- Budget Amendment - Town Center CRA - Linear Park design
(May 15, 2023 Motion: To direct the City Manager to appropriate the additional funding needed from the Town Center CRA fund balance, as outlined by the Finance Director, and execute the Service Agreement with DAG Architectural Group for the design of the Linear Park passed 7-0).

C. Resurfacing/Restriping of Vintage Circle and Vintage Court, authorization

D. Approval of minutes of May 15, 2023 Council Executive Session

E. Approval of minutes of April 17, 2023 Regular City Council Meeting

F. Minutes of Boards & Committees

G. DO-21-19 Destin Cottages Final Plat Approval

(Destin Cottages (20-19-SP and 20-20-MS) were approved by City Council; Development Order (DO-21-19) was issued on November 10, 2021.)

H. The Charles, Right of Way Preliminary Acceptance – South Mattie M. Kelly Blvd. Development Order 20-02

(November 4, 2019 Motion: To approve the Major Development Order and Major Subdivision identified as "The Charles" passed 7-0)

4. CITY MANAGER REPORTS

A. IT Director Confirmation- Mr. Andy Peters

- B. Acquisition of Property for the Crosstown Connector
(May 17, 2021 Motion: To approve the proposed right-of-way scope and fee addendum from Atkins of North America, Inc., passed 5-0)
- C. Pickleball Options
(May 1, 2023 Motion: To direct the City Manager to work with city staff to bring back by the first meeting in June a cost comparison between the city purchasing land and building pickleball courts on those properties versus donating money to another entity and building the pickleball courts on their land passed 6-0).
- D. Assistant City Manager Job Description - For Information Only
(May 15, 2023 Motion: To direct the City Manager to bring back a job description, to include a salary range, for an Assistant City Manager position, passed 6-1)
- E. Harbor Carrying Capacity Study- Harbor Capacity Steering Committee Final Recommendations and Prioritized List
(City Council Workshop on May 4, 2023, Council asked the Harbor Capacity Steering Committee to propose priority levels for the recommendations to help focus the City's efforts towards implementing the recommendations)
- F. Announcements

5. PUBLIC HEARINGS

- A. First reading of Ordinance 23-07-CN - relating to livery vessels. Recognizing the Destin Harbor Carrying Capacity Study final report prepared by the U.S. Army Corps of Engineers and authorizing additional studies and evaluation of Destin Harbor. Providing a five-year temporary moratorium on livery vessel permits.
(May 15, 2023 Motion: To extend the livery vessel moratorium for 5 years passed 7-0).
- B. First reading of Ordinance 23-08-CC - Amends Section 15-66 of the city's Code of Ordinances, Exception to Alcoholic Beverages in Public Places at Capt Royal Melvin Heritage Park.

6. COMMENTS / PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

- A. Councilmember Sweetser
- B. Councilmember Geile
- C. Councilmember Destin
- D. Councilmember Bagby
- E. Councilmember Hebert
- F. Councilmember King
- G. Councilmember Schmidt
- H. Mayor Wagner
- I. Land Use Attorney
- J. City Attorney

7. PUBLIC COMMENTS (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)

8. ADJOURN

* Any invocation that is offered before the official start of the City Council meeting shall be the voluntary offering of a private person, to and for the benefit of the City Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council, or the City staff, and the City is not allowed by law to endorse the religious beliefs or views of this, or any other speaker. Persons in attendance at the City Council meeting are invited to stand during the opening invocation and Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered. A person may exit the City Council Chambers and return upon completion of the opening invocation if a person does not wish to participate in or witness the opening invocation.

** To be placed on the agenda under public presentations, citizens must contact the City Manager or City Clerk's office one (1) week prior to the scheduled City Council Meeting, completing a Speakers Request Form and providing any accompanying documentation as requested in the form's instructions.

*** All items listed under Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and may be considered separately.

If a person decides to appeal any decision made by the Council with respect to any matter considered at this meeting, he/she may need a record of the proceedings, and for such purpose, he/she may need to ensure that verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. FS 286.0105.

Persons with disabilities who require assistance to participate in City meetings are requested to notify the City Clerk's Office at (850) 837-4242 in advance. Hearing Impaired: TTY: 711. Assistance also available through Human Resources, Title VI Coordinator, at (850) 837-4242. Personas con discapacidades que necesitan asistencia o personas que necesitan ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

All regularly scheduled city council meetings will be streamed live via the city's YouTube channel, www.youtube.com/CityofDestin. Past council meetings can also be viewed here. Please visit our agenda center on the city website at www.cityofdestin.com/agendas.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: Special Presentation
AGENDA OUTLINE NUMBER: 1.A.

TO: City Council

THRU: Lance Johnson, City Manager
Rey Bailey, City Clerk

FROM: Michael Burgess, Public Services Director

DATE: 05/23/2023

SUBJECT: Rotary Club of Destin - Citizen Above Self Award 2023

I. BACKGROUND: Each year, the Rotary Club of Destin recognizes an individual whose level of commitment to customer or community service warrants recognition by our Club. The proclamation this evening recognizes a public servant who epitomizes that dedication to selfless service.

II. DISCUSSION: Mr. Joe "JD" Lowman Jr. is a mail carrier that has served the citizens and business of Destin for over 20 years. Always in a cheerful mood, JD was described in his nomination as being friendly to our citizens and his co-workers and never too busy to chat with his customers. According to his supervisor, Mr. Lowman has a fantastic attitude, is always willing to help, and regularly receives compliments from his customers.

Mr. Lowman was nominated for this recognition by Rotarian Gail Pelto.

- A. Link to Strategic Goals / Objectives:** II. Enhanced Quality of Life and Safety for Families
- B. Effect on Budget (EOB):** None
- C. Level of Service (LOS):** No change.
- D. Legislative Sponsor:**

III. CONCLUSION: This is an informational item in support of a proclamation.

IV. RECOMMENDED MOTION: No motion required.

Attachments:

1. Proclamation - Service Above Self

Day



City of Destin

Proclamation

CITIZENS' "SERVICE ABOVE SELF" AWARD DAY RECOGNIZING THE CITIZENS OF DESTIN

WHEREAS, Rotary International, founded on February 23, 1905 in Chicago, Illinois USA, is the world's first and one of the largest non-profit service organizations; and

WHEREAS, there are over 1.2 million Rotary club members comprised of professional and business leaders in over 32,000 clubs in 200 countries and geographic areas; and

WHEREAS, the Rotary motto "Service Above Self" inspires members to provide humanitarian service, encourages high ethical standards, and promotes good will and peace in the world; and

WHEREAS, Rotary International funds club projects and sponsors volunteers with community expertise to provide medical supplies, health care, clean water, food production, job training, and education to millions in need, particularly in developing countries; and

WHEREAS, the members of the Rotary Club of Destin have provided the citizens of Destin and Okaloosa County with numerous projects that provide, education, environmental, and service to our local area; and

WHEREAS, the Rotary Club of Destin wishes to recognize individuals who provide selfless service to our Community; and

WHEREAS, Mr. Joe "JD" Lowman of the United States Postal Service, received a nomination citing his positive attitude, friendly, selfless, and generous approach to his vocation, and over 20 years of service to our community.

Now Therefore I, Bobby Wagner, Mayor along with the City Council of Destin Florida, do hereby proclaim June 5th 2023 as the Rotary Club of Destin's "Service Above Self" Day in the City of Destin, and encourage all citizens to join me in recognizing Mr. Joe "JD" Lowman as recipient of the 2023 award.

SO, DONE THIS 5TH DAY OF JUNE 2023
BY:

Bobby Wagner, Mayor

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.A.

TO: City Council

THRU: Lance Johnson, City Manager
Lisa Firth, Parks & Rec Director
Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 05/18/2023

SUBJECT: Resurfacing of the Destin Community Center Parking Lot/Sheriff's Substation Lot

I. BACKGROUND: The Destin Community Center and adjacent Sheriff's Substation parking lots are in need of resurfacing. This item was identified within the City's FY23 R&R Project list.

II. DISCUSSION: The project involves the partial milling, and complete resurfacing of over 4700 square yards of parking space and travel lanes. After the completion of the project, the lots will be re-striped by the Public Works Department.

Agenda Item Attachments include:

ATT1: H&T Asphalt Work quote

ATT2: H&T Contract

A. Link to Strategic Goals / Objectives: I. Financially Sound City providing Service Excellence

II. Enhanced Quality of Life and Safety for Families

IV. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): *The Community Center Parking lot, that at times could be exclusively used for paid parking is comprised of 87 spaces. I propose to use Parking Fund monies to pay for 53% of this project. This was determined by calculating the area of the potential paid parking spaces and the area of the driving lanes amongst them.*

	12254500- RR054 Parking Fund	30058585-RR054 Gen Fund Transportation	30054131- RR054 Gas Tax#1	30058585- RR052 Gen Fund SO	TOTAL
565000-RRxxx Capital Improvemt-Renew/Replace	\$ 96,000	\$ 632,506	\$ 518,000	\$ 286,000	\$ 1,532,506
FY23 Adopted Budget*	96,000	632,506	518,000	286,000	1,532,506
Internal Budget Transfers	-	-	-	-	-
Revised Budget	96,000	632,506	518,000	286,000	1,532,506
Previous Expenses/Encumbrances	-	(211,727)	(525,847)	(12,515)	(750,089)
Available Program Budget	96,000	420,779	(7,847)	273,485	782,417
This Agreement +(-)	60,340	53,512	-	-	113,852
FY23 Remaining Program Budget	\$ 156,340	\$ 474,291	\$ (7,847)	\$ 273,485	\$ 896,268

**FY23 Adopted Budget includes Budget for Prior Year Encumbrances*

C. Level of Service (LOS): Improved parking surface

D. Legislative Sponsor:

III. CONCLUSION: If approved, staff will coordinate with the Parks/Rec Department and H&T to complete this project in a timely manner with a minimal amount of service interruption.

IV. RECOMMENDED MOTION: I move that the City Manager be authorized to issue a Purchase Order to H&T Contractors for the milling and re-surfacing of the Community Center and Sheriff's Substation parking areas.

Attachments:

1. ATT1: Community Center Sheriff Substation quote 051823
2. ATT2: H&T 2023 Misc Asphaltic Concrete Services Contract Yr1

WORK ORDER**MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT****CONTRACTOR:** H&T Contractors, LLC.**Date:** 5/18/2023**Work Order Number:****Completion Date:****Calendar Days:****Description of Work:** Community Center/Sheriff's Sub.

Item No.	Description	Unit	Unit Price	Quantity	Extension
1	2" Type SP – 12.5 Asphalt Concrete Superpave (Coarse) w/Fiber	SY	\$20.25	0.00	\$ -
2	1 ½" Type SP – 12.5 Asphalt Concrete Superpave (Fine) w/Fiber	SY	\$15.75	4714.00	\$ 74,245.50
3	1" Type SP - 9.5 Asphalt Concrete Overlay (Fine) w/Fiber	SY	\$13.00	0.00	\$ -
4	Milling of existing asphalt (average 1 in depth)	SY	\$5.00	0.00	\$ -
5	Milling of existing asphalt (average 2 in depth)	SY	\$6.50	600.00	\$ 3,900.00
6	8" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$30.00	0.00	\$ -
7	6" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$24.00	0.00	\$ -
8	4" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$12.00	0.00	\$ -
9	Stabilized Subbase (12") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	\$10.00	0.00	\$ -
10	Stabilized Subbase (6") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	\$8.00	0.00	\$ -
11	Prime Coat	SY	\$4.00	0.00	\$ -
12	Tack Coat	SY	\$4.00	4714.00	\$ 18,856.00
13	Asphalt Cut with Abrasive Blade	LF	\$7.00	0.00	\$ -
14	Concrete Cut with Abrasive Blade	LF	\$7.00	0.00	\$ -
15	Silt Fence	LF	\$10.00	0.00	\$ -
16	Straw Waddle	LF	\$8.00	0.00	\$ -
17	Manhole Adjustment	EACH	\$1,000.00	0.00	\$ -
18	Valve Box Adjustment	EACH	\$600.00	0.00	\$ -
19	Removal of Concrete over 6 inches	SY	\$15.00	0.00	\$ -
20	Removal of Asphalt up to 4 inches thick	SY	\$10.00	0.00	\$ -
21	Removal of Asphalt over 4 inches	SY	\$15.00	0.00	\$ -
22	Fill Dirt provided, delivered, spread and compacted on grade	CY	\$40.00	0.00	\$ -
23	Clear & Grub	SY	\$2.50	0.00	\$ -
24	Debris Hauling	CY	\$25.00	0.00	\$ -
25	Tree trimming	HR	\$300.00	0.00	\$ -
26	Aluminum Pipe Guiderail (FDOT Index 870)	LF	\$500.00	0.00	\$ -
27	Guardrail (FDOT Index 400)	LF	\$450.00	0.00	\$ -
28	Mobilization	LUMP	\$4,000.00	1.00	\$ 4,000.00
29	12" inch RCP provided, delivered, and installed	LF	\$92.00	0.00	\$ -
30	15" inch RCP provided, delivered, and installed	LF	\$92.00	0.00	\$ -
31	18" inch RCP provided, delivered, and installed	LF	\$101.00	0.00	\$ -
32	24" inch RCP provided, delivered, and installed	LF	\$125.00	0.00	\$ -
33	30" inch RCP provided, delivered, and installed	LF	\$157.00	0.00	\$ -
34	36" inch RCP provided, delivered, and installed	LF	\$240.00	0.00	\$ -
35	42" inch RCP provided, delivered, and installed	LF	\$285.00	0.00	\$ -
36	48" inch RCP provided, delivered, and installed	LF	\$350.00	0.00	\$ -

*Payment shall be made on actual work performed, as measured in field.

WORK ORDER

MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT

37	12" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$45.00	0.00	\$ -
38	15" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$55.00	0.00	\$ -
39	18" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$65.00	0.00	\$ -
40	24" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$75.00	0.00	\$ -
41	30" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$120.00	0.00	\$ -
42	36" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$140.00	0.00	\$ -
43	42" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$160.00	0.00	\$ -
44	48" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$180.00	0.00	\$ -
45	Concrete Headwall or Drainage Structure	CY	\$900.00	0.00	\$ -
46	Mitered end section – medium 12 inches to 15 inches	EACH	\$2,000.00	0.00	\$ -
47	Mitered end section – large 18 inches to 24 inches	EACH	\$4,500.00	0.00	\$ -
48	Concrete flume (4 in thick)	SY	\$200.00	0.00	\$ -
49	Inlet Apron (4 in thick)	SY	\$120.00	0.00	\$ -
50	Raise existing inlet (assume 3 in adjustment)	EACH	\$3,000.00	0.00	\$ -
51	Lower existing inlet (assume 3 in adjustment)	EACH	\$2,500.00	0.00	\$ -
52	6 in Diameter Yard Inlet, installed, maximum 2 in depth	EACH	\$300.00	0.00	\$ -
53	Excavation and Haul Off	CY	\$25.00	0.00	\$ -
54	Well Points	DAY	\$4,500.00	0.00	\$ -
55	Grout (joint)	EACH	\$2,500.00	0.00	\$ -
56	Compaction of Subgrade, Soil, and Backfill (Up to 6" Thick)	SY	\$20.00	0.00	\$ -
57	Swale Installation (grading)	CY	\$100.00	0.00	\$ -
58	Concrete Collar (any size)	EACH	\$3,000.00	0.00	\$ -
59	Rip Rap Rubble (up to 12" stone, 18" thick)	SY	\$600.00	0.00	\$ -
60	Rip Rap Rubble (up to 24" stone, 36" thick)	SY	\$700.00	0.00	\$ -
61	6 inch Drain pipe	LF	\$45.00	0.00	\$ -
62	Type "C" inlet installed (maximum depth 6 ft)	EACH	\$5,000.00	0.00	\$ -
63	Concrete Driveway 6 inches thick-fiber reinforced	SY	\$108.00	0.00	\$ -
64	Concrete Sidewalk – 4 inches thick installed	SY	\$72.00	0.00	\$ -
65	Concrete Flat/Ribbon Curb fiber reinforced (12" wide by 8" deep)	LF	\$25.00	0.00	\$ -
66	Concrete Type "D" Curb fiber reinforced	LF	\$30.00	0.00	\$ -
67	Concrete Type "E" Curb & Gutter fiber reinforced	LF	\$35.00	0.00	\$ -
68	Concrete Type "F" Curb & Gutter fiber reinforced	LF	\$34.00	0.00	\$ -
69	Concrete Modified (18") Type "F" Curb & Gutter fiber reinforced	LF	\$30.00	0.00	\$ -
70	ADA truncated dome mat installation	SF	\$48.00	0.00	\$ -
71	Traffic Control (MOT) cost	DAY	\$2,000.00	3.00	\$ 6,000.00
72	Bermuda Sod installed	SY	\$4.50	0.00	\$ -
73	St Augustine Sod installed	SY	\$5.75	0.00	\$ -
74	Centipede Sod installed	SY	\$13.50	0.00	\$ -
75	Irrigation Repair	HR	\$250.00	0.00	\$ -
76	Type "C" inlet installed (depth 6-10 ft)	EACH	\$5,500.00	0.00	\$ -
77	Type "C" inlet installed (depth 10 -14 ft)	EACH	\$6,000.00	0.00	\$ -
78	Type "C" inlet installed (maximum depth 6 ft)	EACH	\$500.00	0.00	\$ -
79	Speed Hump Installation (2 Lanes)	EACH	\$3,000.00	0.00	\$ -
80	Speed Table Installation (2 Lanes)	EACH	\$4,500.00	0.00	\$ -
				Total	\$ 107,001.50

Additional Contract Items					
Item No.	Description	Unit	Unit Price	Quantity	Extension
			Total		\$ 107,001.50
	Contingent Items from Price Sheet	LS	Total		\$ 6,850.00
			Grand Total		\$ 113,851.50

CONTRACTOR REPRESENTATIVE: _____

DATE _____

*Payment shall be made on actual work performed, as measured in field.

CONTRACTOR: H&T Contractors, LLC.
Work Order Number: Contingent Item Pricing Sheet

Date: 5/18/2023
Completion Date:
Calendar Days:

Description of Work: CC/SS

Item No.	Description	Unit	Unit Price	Quantity	Extension
901	Remove & Replace Parking Bumpers		\$50.00	47.00	\$ 2,350.00
902	Remove & Replace Parking Signs		\$50.00	50.00	\$ 2,500.00
903	Remove & Replace Speed Bumps		\$500.00	2.00	\$ 1,000.00
904	Raise Sewer Clean Outs		\$500.00	2.00	\$ 1,000.00
905				0.00	\$ -
906				0.00	\$ -
907				0.00	\$ -
908				0.00	\$ -
909				0.00	\$ -
910				0.00	\$ -
911				0.00	\$ -
912				0.00	\$ -
913				0.00	\$ -
914				0.00	\$ -
915				0.00	\$ -
916				0.00	\$ -
917				0.00	\$ -
918				0.00	\$ -
919				0.00	\$ -
920				0.00	\$ -
Total					\$ 6,850.00

CONTRACTOR REPRESENTATIVE: _____

DATE _____

DIRECTOR OF PUBLIC SERVICES: _____

DATE _____

* Pricing for items on this list are specific to this work order.

CITY OF DESTIN, FLORIDA

CONTRACT

MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT

On March 6, 2023 THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, herein referred to as the **City**, accepted the bid of H&T Contractors, LLC., herein referred to as the **Contractor**, to supply miscellaneous asphaltic concrete services for City properties. The Contractor's Cost Schedule for the terms of their engagement is included in their entirety by reference at Exhibit "A" and as completely as if incorporated herein.

TERMS AND CONDITIONS OF CONTRACT FOR THE MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT:

1. Entire Contract:

This Contract represents the entire and integrated Contract between the City and Contractor and supersedes all prior negotiations, representations or contracts, either written or oral. Provisions of this Contract may be amended only by written instrument approved by the Destin City Council and signed by the City Manager and Contractor.

2. Intent of Contract:

This Contract is for supplying the City with all applicable concrete work for City properties. The Scope of Work, herein referred to as the **Work**, encompasses the foregoing and all descriptive work components described within Exhibit "A".

3. Term of Contract and Tim Extensions:

This contract will be in effect from March 7, 2023 through December 31, 2023 and is for supplying the City with miscellaneous asphaltic concrete services.

4. Time for Performance:

The Contractor agrees to provide asphaltic concrete services for the satisfactory approval and acceptance by the City.

5. Compensation:

All payments upon contract are contingent upon the Contractor's Work being acceptable to the City. For satisfactory completion and acceptance of the Work, the City agrees to pay the Contractor in accordance with the terms of this Contract and the Contractor's Cost Schedule as identified in the Bid Form submitted by the Contractor, as may have been adjusted at the time of contract approval and incorporated herein.

6. Changes in the Work:

The City shall have the right at any time during the progress of the Work to increase or decrease the Work. Promptly after having been notified of a change, the Contractor shall submit an itemized estimate of any costs and/or time increases or savings it foresees as a result of the change. No additions or changes to the Work shall be made except upon written order of the City and the City shall not be liable to Contractor for any increased compensation without such written order.

7. Insurance:

Contractor shall, during the performance of the contract, maintain Worker's Compensation Insurance

sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor, Comprehensive General Liability Insurance, Auto Liability Insurance, Builder's Risk Insurance, all with companies and in the form and amounts acceptable to the City. Said certificates of insurance of contractor are attached hereto and made a part hereof by reference. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors.

Evidence of Insurance: Contractor shall provide the City Certificates of Insurance naming the City as an additional insured. All binders, policies, or certificates of insurance shall provide for at least ten days notice from insurers to the City of any cancellation or amendment to any of the insurance policies.

8. Indemnification:

Contractor shall indemnify, defend, save, and hold the City, its agents, officers and employees, harmless of and from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including reasonable attorney's fees (including regulatory and appellate fees), arising out of: because of; or due to any accidents arising in any manner on account of the exercise or attempted exercise of Contractor's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of the City.

Contractor shall indemnify, defend, save and hold the City, its agents, officers and employees, harmless of and from and against any and all liens, claims, damages, demands, suits and liabilities, attorney's fees and costs, including appellate attorney's fees and costs, of and for mechanics and materialmen furnishing labor and materials in the performance of this contract.

9. Licensing:

The Contractor shall obtain all permits and maintain at his expense all professional and business certificates and licenses required by law and as necessary to perform services under this Contract. If Contractor performs any Work without obtaining, or contrary to, permits and licenses, Contractor shall bear all costs arising therefrom. The City may waive fees for City controlled permits, but in no instance can the City waive permit requirements nor fees beyond their control.

10. Cancellation:

This contract may be canceled by either party with a thirty-day written notice and is contingent upon the annual appropriation by the City of legally available funds. City's obligation to pay the amount due hereunder in any fiscal year is contingent upon the appropriation by the City Council of legally available funds for the purposes set forth in this contract.

11. Performance of Work/Responsibilities:

For each task, the Contractor will be issued a work order by the City's Public Services Director or designee. The Public Services Director or designee will issue verbal work orders only in emergency situations. The Contractor shall commence work in a reasonable length of time and shall complete the work in an expeditious manner. In emergency situations, the Contractor shall endeavor to commence work immediately. All work shall be done under the supervision of the City's Public Services Director or designated representative. The performance of Work and responsibilities hereto are outlined and made a part hereof as identified in Exhibit "A".

12. Termination for Default:

The Contract will remain in force for the full period specified and until the City Manager or his designee determines that all requirements and conditions have been satisfactorily met and the City Manager or his designee has accepted the work under the Contract Documents following the initial contract terms and all subsequent contract terms, including warranty and guarantee periods. However, the City Manager

will have the right to terminate this Contract sooner if the Contractor has failed to perform satisfactorily the work required or comply with the other requirements of the Contract.

In the event the City Manager decides to terminate this Contract for the Contractor's failure to perform satisfactorily or meet its other responsibilities under the Contract, the City Manager will give the Contractor five (5) days' notice, whereupon the Contract will terminate, unless during the notice period the Contractor cures the failure to perform or meets its other responsibilities under the Contract to the satisfaction of the City Manager.

Upon Contract termination for the Contractor's failure to provide satisfactory contract performance, the Contractor will be entitled to receive compensation for Contract services satisfactorily performed by the Contractor and allocable to the Contract and accepted by the City Manager or his designee prior to such termination. However, an amount equal to all additional costs required to be expended by the City to complete the Work covered by the Contract, including costs of delay in completing the project, shall be either subtracted from any amount due or amount charged to the Contractor in the event the City Manager terminates the Contract.

Except as otherwise directed by the City Manager, or in the case of termination for default (in which event the Contractor may be entitled to cure, at the option of the City Manager), the Contractor shall stop work on the date of receipt of the notice or other date specified in the notice, place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the work not terminated, and terminate all contractor and subcontracts and settle all outstanding liabilities and claims. *In the event that any termination for default shall be found to be improper or invalid by any court of competent jurisdiction, then such termination shall be deemed to have been a termination for convenience.*

13. Termination for Convenience:

The performance of work under this Contract may be terminated by the City Manager in whole or in part whenever the City Manager, in their discretion, determines that such termination is in the City's best interest. Any such termination shall be affected by the City Manager giving at least five (5) days' notice to the Contractor, specifying the extent to which performance of the work under this Contract is terminated and the date upon which such termination becomes effective.

As to termination for convenience, after receipt of the date of termination, the Contractor shall stop all work as specified in the notice; place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the Work not terminated; immediately transfer all documentation and paperwork for terminated work to the City; and terminate all contractors and subcontracts and settle all outstanding liabilities and claims.

14. Disclosure:

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the Contractor, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Contract.

15. Miscellaneous:

15.1 Governing Law

The parties intend that this Contract and the relationship of the parties shall be governed by the laws of

the State of Florida. Venue for any action arising out of this contract shall be in Okaloosa County Florida and nowhere else.

15.2 Severability

If any section, subsection, term or provision of this Contract or the application thereof to any party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of said section, subsection, term or provision of this Contract or the application of same to parties or circumstances other than those to which it was held invalid or unenforceable, shall not be affected thereby and each remaining section, subsection, term or provision of this Contract shall be valid or enforceable to the fullest extent permitted by law.

15.3 Sovereign Immunity

The parties further agree, nothing contained herein is intended nor shall be construed to waive the City of Destin's rights and immunities under the Florida constitution, common law or Florida Statutes 768.28, as amended from time to time.

15.4 Construction

The Parties have participated jointly in the negotiation and drafting of this Contract. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if drafted jointly by the Parties and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any of the provision of this contract.

15.5 Jury Trial Waiver

CONTRACTOR AND CITY AGREE TO WAIVE THE RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS CONTRACT, AND FOR ANY LAWSUIT RELATED IN ANY WAY TO THIS CONTRACT OR FOR THE WORK PERFORMED PURSUANT TO THIS CONTRACT.

15.6 Attorney's Fees

In any dispute relating to this contract each party shall be responsible for their respective attorney's fees and costs.

15.7 Notices

All notices under the Contract shall be in writing and shall be effective when mailed by certified mail, return receipt requested, or when delivered personally, as provided hereafter, or to such other addresses as may be designated by notice:

15.8 Public Records

Contractor shall comply with Florida Public Records Laws, specifically to:

- a) Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.
- b) Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
- c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- d) Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records

disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

As to the City:
Lance A. Johnson, City Manager
4200 Indian Bayou Trail
Destin, FL 32541

As to the Contractor:
H&T Contractors, LLC
376 Ben King Road
Freeport, FL 32459

IN WITNESS THEREOF, the City hereunto caused these presents to be subscribed and the Contractor has affixed their name and seal, this 07TH day of MARCH, 2023.



ATTEST:

Rey Bailey, City Clerk

CITY OF DESTIN

Lance A. Johnson
Lance A. Johnson, City Manager

SEAL

H&T CONTRACTORS, LLC
CONTRACTOR:

By: Heather Bailey
(Signature)

Heather Bailey
(Printed Name)

Its: MGRM
(Title)

Matthew Shaw
Witness

D. J. Juchand
Witness

City of Destin - RFB 22-10-PW
Miscellaneous Asphaltic Concrete Continuing Services

EXHIBIT A - BID FORM

PART I Bid submitted by:

Company: H & T Contractors, LLC

Address: PO Box 9

City & State: Freeport, FL

Zip Code: 32439

Telephone: (850) 835-0231

Fax: (850) 835-5123

Number of Years in Business: 14

Email: Misty@h-tcontractors.com

PART II Bidding RFB No. 22-10-PW, Miscellaneous Concrete Continuing Services:

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Uniform Traffic Control Devices and the Florida Department of Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka Florida Green Book), current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standards Specifications for Road and Bridge Construction (current edition), copies of which are available from the Florida Department of Transportation. Contractor must be FDOT Maintenance of Traffic (MOT) certified and use those traffic controls identified in FDOT Standard Plans (102-600 series). Contractor will perform sidewalk work consistent with the FDOT's Local Agency Program (LAP) concrete specifications for formwork, joint placement/depth/material, and concrete finishing and will comply with the FDOT's Standard Plans for Curbing (520-001) and Sidewalk (522-001).

Table 1. SERVICE DESCRIPTION AND SPECIFICATIONS

#	Description	Unit	Unit Price
1	2" Type SP - 12.5 Asphalt Concrete Superpave (Coarse) with fiber	SY	20.25
2	1 1/2" Type SP - 12.5 Asphalt Concrete Superpave (Fine) with fiber	SY	15.75
3	1" Type SP - 9.5 Asphalt Concrete Overlay (Fine) with fiber	SY	13.00
4	Milling of existing asphalt (average 1" depth)	SY	5.00
5	Milling of existing asphalt (average 2" depth)	SY	6.50
6	8" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	30.00

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

7	6" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	24.00
8	4" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	12.00
9	Stabilized Subbase (12") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	10.00
10	Stabilized Subbase (6") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	8.00
11	Prime Coat	SY	4.00
12	Tack Coat	SY	4.00
13	Asphalt Cut with Abrasive Blade	LF	7.00
14	Concrete Cut with Abrasive Blade	LF	7.00
15	Silt Fence	LF	10.00
16	Straw Waddle	LF	8.00
17	Manhole Adjustment	EACH	1,000.00
18	Valve Box Adjustment	EACH	600.00
19	Removal of Concrete over 6"	SY	15.00
20	Removal of Asphalt up to 4" thick	SY	10.00
21	Removal of Asphalt over 4" thick	SY	15.00
22	Fill Dirt provided, delivered, spread and compacted on grade	CY	40.00
23	Clear & Grub	SY	2.50
24	Debris Hauling	CY	25.00
25	Tree trimming	HR	300.00
26	Aluminum Pipe Guiderail (FDOT Index 870)	LF	500.00
27	Guardrail (FDOT Index 400)	LF	450.00
28	Mobilization	LUMP	4,000.00
29	12" inch RCP provided, delivered, and installed	LF	92.00
30	15" inch RCP provided, delivered, and installed	LF	92.00
31	18" inch RCP provided, delivered, and installed	LF	101.00
32	24" inch RCP provided, delivered, and installed	LF	125.00
33	30" inch RCP provided, delivered, and installed	LF	157.00
34	36" inch RCP provided, delivered, and installed	LF	240.00
35	42" inch RCP provided, delivered, and installed	LF	285.00
36	48" inch RCP provided, delivered, and installed	LF	350.00
37	12" inch ADS Culvert Pipe provided, delivered, and installed	LF	45.00
38	15" inch ADS Culvert Pipe provided, delivered, and installed	LF	55.00
39	18" inch ADS Culvert Pipe provided, delivered, and installed	LF	65.00

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

40	24" inch ADS Culvert Pipe provided, delivered, and installed	LF	75.00
41	30" inch ADS Culvert Pipe provided, delivered, and installed	LF	120.00
42	36" inch ADS Culvert Pipe provided, delivered, and installed	LF	140.00
43	42" inch ADS Culvert Pipe provided, delivered, and installed	LF	160.00
44	48" inch ADS Culvert Pipe provided, delivered, and installed	LF	180.00
45	Concrete Headwall or Drainage Structure	CY	900.00
46	Mitered end section – medium, 12" to 15"	EACH	2,000.00
47	Mitered end section – large, 18" to 24"	EACH	4,500.00
48	Concrete flume (4" thick)	SY	200.00
49	Inlet Apron (4" thick)	SY	120.00
50	Raise existing inlet (assume 3" adjustment)	EACH	3,000.00
51	Lower existing inlet (assume 3" adjustment)	EACH	2,500.00
52	6" Diameter Yard Inlet, installed, maximum 2" depth	EACH	3,000.00
53	Excavation and Haul Off	CY	25.00
54	Well Points	DAY	4,500.00
55	Grout (joint)	EACH	2,500.00
56	Compaction of Subgrade, Soil, and Backfill (Up to 6" thick)	SY	20.00
57	Swale Installation (grading)	CY	100.00
58	Concrete Collar (any size)	EACH	3,000.00
59	Rip Rap Rubble (up to 12" stone, 18" thick), provided, delivered, and installed	SY	600.00
60	Rip Rap Rubble (up to 24" stone, 36" thick), provided, delivered, and installed	SY	700.00
61	6" Drainpipe, provided, delivered, and installed	LF	45.00
62	Type "C" inlet installed (maximum depth 6')	EACH	5,000.00
63	*Concrete Driveway 6" thick	SY	108.00
64	*Concrete Sidewalk 4" thick	SY	72.00
65	*Concrete Flat/Ribbon Curb fiber reinforced (12" wide by 8" deep)	LF	25.00
66	*Concrete Type "D" Curb	LF	30.00
67	*Concrete Type "E" Curb & Gutter	LF	35.00
68	*Concrete Type "F" Curb & Gutter	LF	34.00
69	*Concrete Modified (18") Type "F" Curb & Gutter	LF	30.00
70	American Disabilities Act (ADA) truncated dome mat installation, cast-in-place type	SF	48.00
71	Traffic Control (MOT) cost	DAY	2,000.00
72	Bermuda Sod installed	SY	4.50
73	St Augustine Sod installed	SY	5.75

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

74	Centipede Sod installed	SY	13.50
75	Irrigation Repair – labor only	HR	250.00
76	Type "C" inlet installed (depth 6-10')	EACH	5,500.00
77	Type "C" inlet installed (depth 10 -14')	EACH	6,000.00
78	Junction Box installed (maximum depth 6')	EACH	5,000.00
79	Speed Hump Installation (2 lanes)	EACH	3,000.00
80	Speed Table Installation (2 lanes)	EACH	4,500.00

To ensure responsiveness, you must submit this form and the mandatory information listed in Sections III and IV.

*Shall be fiber-reinforced 4000psi.

Materials and Supplies will be billed at the contractor's wholesale price or contractor's wholesale price plus 25%. Preference may be given to contractors providing materials at cost. The contractor shall supply materials invoices upon request.

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate, and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles,

Initials of Bidder: HB

City of Destin – RFB 22-10-PW
Miscellaneous Asphaltic Concrete Continuing Services
and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Heather Bailey, MEMR

Signature: Heather Bailey

Date of Bid: 02/16/2023

Note: See RFB Section III, Bid Requirements, and attached all required information to Bid Form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

Initials of Bidder: HB

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.B.

TO: City Council

THRU: Jeffrey Cozadd, Grants Manager
Louis Zunguze, Community Development Director
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE: 5/23/2023

SUBJECT: Resolution 23-12 -- Budget Amendment - Town Center CRA - Linear Park design
(May 15, 2023 Motion: To direct the City Manager to appropriate the additional funding needed from the Town Center CRA fund balance, as outlined by the Finance Director, and execute the Service Agreement with DAG Architectural Group for the design of the Linear Park passed 7-0).

I. BACKGROUND: At the May 15, 2023 regular council meeting, the council directed the City Manager to appropriate additional funding needed to fully encumber the cost of the DAG service agreement for the design of the Linear Park project.

II. DISCUSSION: Additional funding from the Town Center CRA will allow the City to fully encumber the DAG service contract and work authorization to design and permit the Linear Park Project.

A. Link to Strategic Goals / Objectives: 4.16 Linear Park (Major Project)

B. Effect on Budget (EOB): The addition to the Town Center CRA budget is \$190,000.

C. Level of Service (LOS): LOS will be increased

D. Legislative Sponsor: Matthew Sweetser

III. CONCLUSION: Staff recommends approval of this budget amendment.

IV. RECOMMENDED MOTION: I move to adopt Resolution 23-12, amending the budget to appropriate additional funding from the Town Center CRA fund balance in order to fully encumber the cost of the DAG service agreement for the design of the Linear Park

project.

Attachments:

1. Resolution 23-12 -- DAG Contract
additional funding
2. Exhibit "A" -- 2023 0605 Budget
Amendment DAG Linear Park Design
3. 102 TOWN CTR CRA LT
PROJECTIONS 052523

RESOLUTION 23-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AMENDING THE FISCAL YEAR 2023 BUDGET AS DESIGNATED IN THE ATTACHED EXHIBIT “A,” DESCRIBING AMENDMENTS NECESSARY TO FULLY ENCUMBER THE DAG SERVICE CONTRACT AND WORK AUTHORIZATION TO DESIGN AND PERMIT THE LINEAR TRAIL PARK PROJECT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Linear Trail Park Project is a project to design a linear park on land subject to a utility easement which is in its design phase (the “Project”); and

WHEREAS, the City of Destin, Florida (the “City”) has entered into a service agreement and work authorization with DAG Architects, Inc. (“DAG”) for DAG to design the Project (the “Contract”) on the terms described in the Contract; and

WHEREAS, it is estimated that the City will require an additional \$190,000.00 beyond what is currently available in this fiscal year’s budget to pay for DAG to design the Project pursuant to the Contract; and

WHEREAS, the City Council has determined that it is in the public’s best interest for all of this additional money to come from the Town Center CRA fund; and

WHEREAS, the City of Destin, Florida (the “City”) has adopted its Fiscal Year 2023 Budget (the “2023 Budget”) through the adoption of an Ordinance; and

WHEREAS, the City Council of the City has determined that it is in the public’s best interest to amend the 2023 Budget in accordance with the attached City of Destin Budget Amendment Form, attached hereto as Exhibit “A,” which describes amendments necessary to accommodate DAG’s design of the Project pursuant to the terms of the Contract.

NOW, THEREFORE, BE IT RESOLVED:

Section 1. Recitals.

1. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Amending the 2023 Budget.

2. The 2021 Budget is hereby amended as described in Exhibit “A.”

Section 3. Effective Date.

3. This Resolution shall take effect immediately upon adoption by the City Council.

ADOPTED THIS 5TH DAY OF JUNE 2023

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

CITY OF DESTIN Budget Amendment Form

Fiscal Year	<u>2023</u>	Short Description	<u>DAG PARK DESIGN</u>	Entity Code	<u>1</u>
Period	<u>9</u>	Effective Date	<u>6/5/2023</u>	Amendment Type*	<u>1</u>
Ref 1	<u>CRT17</u>	Budget Year Code	<u>3</u>	Budget Projection Inclusion	<u>One Time</u>
Ref 2	<u>APPROP</u>				

*AMENDMENT TYPE: 1 = Exp/Exp or Rev/Rev, 2 = Exp/Rev, 3 = Exp/Rev one sided, 7 = Exp/Rev Inter fund, 8 = Exp/Exp Inter Fund

ORG	OBJECT	PROJECT	LINE DESCRIPTION	(I)ncrease (D)ecrease	AMOUNT	CURRENT AVAILABLE BUDGET	REVISED AVAILABLE BUDGET
10258500 TC CRA	565000 CIP	CRT17 LINEAR TR PARK	INCREASE FOR DAG	I	\$ 190,000.00	\$ 270,000.00	\$ 460,000.00

TOTAL \$ 190,000.00

Note

APPROPRIATE FROM TC CRA FUND BALANCE FOR DAG TO DO
LINEAR TRAIL PARK SURVEY AND DESIGN

	Initials	Date
Created by:	_____	_____
Entered by:	_____	_____
Approved by:	_____	_____

TOWN CENTER CRA FUND DETAILS (30 yrs+9 1998-DEBT paid 2037)								FY 2023					
FUND	ORG	OBJ	PROJECT	ACCOUNT DESCRIPTION	FY 2020 ACTUALS	FY 2021 ACTUALS	FY 2022 ACTUALS	FY 2023 REVISED BUDGET	FY2023 YTD Actuals	2023 PROJECTION	FY 2024	FY 2025	FY 2026
102	102300	311101		TIF REVENUES - COUNTY	600,079	681,523	957,717	1,185,012	1,184,650	1,184,650	1,467,214	1,511,230	1,556,570
102	102300	311102		TIF REVENUES - CITY	257,304	290,297	402,452	499,581	499,581	499,581	618,552	637,110	656,220
102	102300	361100		INTEREST EARNINGS	1,360	1,004	868	1,100	719	1,121	1,150	1,180	1,220
102				Total 102300 TOWNCENTER CRA REVENUE	858,743	972,824	1,361,037	1,685,693	1,684,950	1,685,352	2,086,916	2,149,520	2,214,010
102	10255231	512000		REGULAR SALARIES	9,430	-	-	12,568	6,334	11,234	23,167	23,860	24,580
102	10255231	514000		OVERTIME PAY	-	-	-	-	7	7	-	-	-
102	10255231	521000		FICA TAXES	125	-	-	147	86	142	283	290	300
102	10255231	522000		RETIREMENT CONTRIBUTIONS	1,162	-	-	1,571	709	1,321	2,602	2,680	2,760
102	10255231	523000		LIFE/HEALTH INSURANCE	4,476	-	-	2,177	557	1,464	5,900	6,080	6,260
102	10255231	524000		WORKERS COMP	-	-	-	286	214	333	556	570	590
102	10255231	532000		AUDIT	-	-	2,000	16,250	7,234	9,809	3,150	3,240	3,340
102	10255231	534000		OTHER CONTRACTS	24,083	55,500	-	50,000	16,550	58,000	51,500	53,050	54,640
102	10255231	543000		UTILITIES	5,309	5,181	8,936	4,400	9,212	11,046	15,825	16,300	16,790
102	10255231	546000		REPAIRS AND MAINTENANCE	-	6,215	65,341	-	37,107	97,233	-	-	-
102	10255231	546001		MEDIAN MAINTENANCE	-	-	-	116,550	-	-	78,720	81,080	83,510
102	10255231	549000		OTHER CHARGES/ADVERTISING	-	-	-	-	-	-	-	-	-
102	10255231	552000		OPERATING SUPPLIES	-	-	-	-	-	-	-	-	-
102	10255231	554000		BKS, SUBS, MEMBERSHIPS	523	523	585	900	1,023	1,398	1,500	1,550	1,600
102	10255231	563000		INFRASTRUCTURE	-	-	-	-	-	-	-	-	-
102	10258500	565000	CRT17	EASEMENT TRAIL MAIN-MATTIE KELLY	-	-	-	460,000	-	460,000	50,000	1,000,000	-
102	10258500	565000	CRT64	WAYFINDING	-	-	-	100,000	-	-	-	-	-
102	10258500	565000	XMAS	HOLIDAY DECORATIONS	-	-	-	50,000	-	50,000	-	-	-
102	10258500	565000	UNDER	UNDERGROUNDING	-	-	-	500,000	-	500,000	-	-	4,000,000
				Total 10255231 TOWNCENTER CRA OPERA	45,108	67,418	76,862	1,314,848	79,033	1,201,987	233,203	1,188,700	4,194,370
				NET OPERATING (REV - EXP)	813,635	905,406	1,284,175	370,845	1,605,917	483,365	1,853,713	960,820	(1,980,360)
102	10258188	581102		REIMBURSE GF FOR ADVANCE	-	-	-	(87,200)	(87,200)	(87,200)	(100,000)	(100,000)	(200,000)
102	10258188	581214		DEBT SERVICE INTRFND TRANSFER	(973,001)	(731,280)	(731,489)	(731,631)	(426,785)	(731,631)	(731,852)	(732,080)	(732,316)
102	102300	3812XX	UNDER	TXFR IN DEBT PROCEEDS	-	-	-	-	-	-	-	-	3,950,000
102	10258188	581226		2026 DEBT SVC	-	-	-	-	-	-	-	-	(451,302)
102				Total TC CRA TXFRS OUT	(973,001)	(731,280)	(731,489)	(818,831)	(513,985)	(818,831)	(831,852)	(832,080)	2,566,382
102				102 Increase (decrease) in Fund Balance	(159,366)	174,125	552,686	(447,986)	1,091,932	(335,465)	1,021,861	128,740	586,022
102				102 Fund Balance, beginning of year	(2,231,153)	(2,390,520)	(2,216,394)	(1,663,709)	(1,663,709)	(1,663,709)	(1,999,174)	(977,312)	(848,572)
102				102 Fund Balance, ending of year	(2,390,520)	(2,216,394)	(1,663,709)	(2,111,695)	(571,776)	(1,999,174)	(977,312)	(848,572)	(262,550)
				Due to GF, Beg Bal	(2,448,824)	(2,448,824)	(2,448,824)	(2,448,824)	(2,448,824)	(2,448,824)	(2,361,624)	(2,261,624)	(2,161,624)
				(inc)/dec due to GF	-	-	-	87,200	-	87,200	100,000	100,000	200,000
				Due to GF, End Bal	(2,448,824)	(2,448,824)	(2,448,824)	(2,361,624)	(2,448,824)	(2,361,624)	(2,261,624)	(2,161,624)	(1,961,624)
				Bank Account, Beg Bal	231,335	58,304	232,429	785,115	785,115	785,115	362,450	1,284,311	1,313,051
				Bank Account, End Bal	58,304	232,429	785,115	249,929	1,877,048	362,450	1,284,311	1,313,051	1,699,073

goal: maintain a bank account balance of \$733k

TOWN CENTER CRA FUND DETAILS (30 yrs+)

ACCOUNT DESCRIPTION	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037	FY2038
TIF REVENUES - COUNTY	1,603,270	1,651,370	1,700,910	1,751,940	1,804,500	1,858,640	1,914,400	1,971,830	2,030,980	2,091,910	2,154,670	
TIF REVENUES - CITY	675,910	696,190	717,080	738,590	760,750	783,570	807,080	831,290	856,230	881,920	908,380	
INTEREST EARNINGS	1,260	1,300	1,340	1,380	1,420	1,460	1,500	1,550	1,600	1,650	1,700	
Total 102300 TOWNCENTER CRA REVENUE	2,280,440	2,348,860	2,419,330	2,491,910	2,566,670	2,643,670	2,722,980	2,804,670	2,888,810	2,975,480	3,064,750	-
REGULAR SALARIES	25,320	26,080	26,860	27,670	28,500	29,360	30,240	31,150	32,080	33,040	34,030	
OVERTIME PAY	-	-	-	-	-	-	-	-	-	-	-	
FICA TAXES	310	320	330	340	350	360	370	380	390	400	410	
RETIREMENT CONTRIBUTIONS	2,840	2,930	3,020	3,110	3,200	3,300	3,400	3,500	3,610	3,720	3,830	
LIFE/HEALTH INSURANCE	6,450	6,640	6,840	7,050	7,260	7,480	7,700	7,930	8,170	8,420	8,670	
WORKERS COMP	610	630	650	670	690	710	730	750	770	790	810	
AUDIT	3,440	3,540	3,650	3,760	3,870	3,990	4,110	4,230	4,360	4,490	4,620	
OTHER CONTRACTS	56,280	57,970	59,710	61,500	63,350	65,250	67,210	69,230	71,310	73,450	75,650	
UTILITIES	17,290	17,810	18,340	18,890	19,460	20,040	20,640	21,260	21,900	22,560	23,240	
REPAIRS AND MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-	
MEDIAN MAINTENANCE	86,020	88,600	91,260	94,000	96,820	99,720	102,710	105,790	108,960	112,230	115,600	
OTHER CHARGES/ADVERTISING	-	-	-	-	-	-	-	-	-	-	-	
OPERATING SUPPLIES	-	-	-	-	-	-	-	-	-	-	-	
BKS, SUBS, MEMBERSHIPS	1,650	1,700	1,750	1,800	1,850	1,910	1,970	2,030	2,090	2,150	2,210	
INFRASTRUCTURE	-	-	-	-	-	-	-	-	-	-	-	
EASEMENT TRAIL MAIN-MATTIE KELLY												
WAYFINDING												
HOLIDAY DECORATIONS												
UNDERGROUNDING												
Total 10255231 TOWNCENTER CRA OPERA	200,210	206,220	212,410	218,790	225,350	232,120	239,080	246,250	253,640	261,250	269,070	
NET OPERATING (REV - EXP)	2,080,230	2,142,640	2,206,920	2,273,120	2,341,320	2,411,550	2,483,900	2,558,420	2,635,170	2,714,230	2,795,680	
REIMBURSE GF FOR ADVANCE	(200,000)	(300,000)	(400,000)	(400,000)	(400,000)	(261,624)						
DEBT SERVICE INTRFND TRANSFER	(732,561)	(732,814)	(733,074)	(733,345)	(733,625)	(733,915)	(734,215)	(734,525)	(734,845)	(735,177)	(394,889)	
TXFR IN DEBT PROCEEDS												
2026 DEBT SVC	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	(394,889)	
Total TC CRA TXFRS OUT	(1,327,450)	(1,427,703)	(1,527,963)	(1,528,234)	(1,528,514)	(1,390,428)	(1,129,103)	(1,129,414)	(1,129,734)	(1,130,066)	(789,778)	
102 Increase (decrease) in Fund Balance	752,780	714,937	678,957	744,886	812,806	1,021,122	1,354,797	1,429,006	1,505,436	1,584,164	2,005,902	
102 Fund Balance, beginning of year	(262,550)	490,230	1,205,168	1,884,124	2,629,010	3,441,816	4,462,937	5,817,734	7,246,740	8,752,176	10,336,340	
102 Fund Balance, ending of year	490,230	1,205,168	1,884,124	2,629,010	3,441,816	4,462,937	5,817,734	7,246,740	8,752,176	10,336,340	12,342,242	
Due to GF, Beg Bal	(1,961,624)	(1,761,624)	(1,461,624)	(1,061,624)	(661,624)	(261,624)	-	-	-	-	-	
(inc)/dec due to GF	200,000	300,000	400,000	400,000	400,000	261,624	-	-	-	-	-	
Due to GF, End Bal	(1,761,624)	(1,461,624)	(1,061,624)	(661,624)	(261,624)	-	-	-	-	-	-	
Bank Account, Beg Bal	1,699,073	2,251,854	2,666,791	2,945,748	3,290,633	3,703,439	4,462,937	5,817,733	7,246,740	8,752,176	10,336,339	
Bank Account, End Bal	2,251,854	2,666,791	2,945,748	3,290,633	3,703,439	4,462,937	5,817,733	7,246,740	8,752,176	10,336,339	12,342,242	

goal: maintain a bank account balance of \$75

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.C.

TO: City Council

THRU: Lance Johnson, City Manager
Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 05/03/2023

SUBJECT: Resurfacing/Restriping of Vintage Circle and Vintage Court, authorization

I. BACKGROUND: The City's Public Works and Safety Committee has recommended that the Heritage Run subdivision be resurfaced and re-striped. The subdivision includes two streets, Vintage Circle and Vintage Court.

II. DISCUSSION: City Streets to be overlain and re-striped include:

1. Vintage Circle
2. Vintage Court

Milling will not be included in the scope of this project as the existing asphalt is very thin (<1") in some places.

Agenda Attachments include:

ATT1: Emerald Coast Striping Quote

ATT2: Emerald Coast Contract Extension

ATT3: H&T Asphalt Quote

ATT4: H&T Contract

ATT5: Project Map

ATT6: Photos of pavement condition

ATT7: Draft Minutes from the April 11, 2023 PWPS Committee Meeting

A. Link to Strategic Goals / Objectives: I. Financially Sound City providing Service Excellence

II. Enhanced Quality of Life and Safety for Families

IV. Effective, Efficient, and Aesthetically Pleasing Infrastructure

B. Effect on Budget (EOB): *The total project will be \$174,263.50. We will not get temporary striping on the roads.*

	12254500	30058585	30054131	
	Parking Fund	Gen Fund	Gas Tax#1	TOTAL
565000-RR054				
Capital Improvemt-Renew/Replace Roads, Sidwalks, Parking	\$ 96,000	\$ 632,506	\$ 518,000	\$ 1,246,506
FY23 Adopted Budget*	96,000	632,506	518,000	1,246,506
Internal Budget Transfers	-	-	-	-
Revised Budget	96,000	632,506	518,000	1,246,506
Previous Expenses/Encumbrances	(60,340)	(265,239)	(525,847)	(851,426)
Available Program Budget	35,660	367,267	(7,847)	395,080
This Agreement +(-)	-	(174,264)	-	(174,264)
FY23 Remaining Program Budget	\$ 35,660	\$ 193,004	\$ (7,847)	\$ 220,817

**FY23 Adopted Budget includes Budget for Prior Year Encumbrances*

C. Level of Service (LOS): Improved driving surface and nighttime visibility of lane delineation and other pavement markings.

D. Legislative Sponsor:

III. CONCLUSION: If approved, Public Works will arrange to have this project completed as soon as possible.

IV. RECOMMENDED MOTION: I move that the City Manager issue purchase orders to H&T Contractors and Emerald Coast Striping to resurface and re-stripe Vintage Circle and Vintage Court for \$174,263.50.

Attachments:

1. ATT1: ECS Heritage Run Subdivision Proposal 5-9-23
2. ATT2: ECS Misc Road Striping Services FY23 extension
3. ATT3: H&T Vintage Circle and Vintage Court quote 041223
4. ATT4: H&T 2023 Misc Asphaltic Concrete Services Contract Yr1
5. ATT5: Heritage Run Subdivision map
6. ATT6: Heritage Run Pavement Photos 2023
7. ATT7: 4-11-23 PWPS Draft Minutes

**EMERALD COAST
STRIPING, L.L.C.**

1901 East Ave.
Panama City, FL 32405
Phone (850) 215-4875 Fax (850) 271-4875

Proposal

DATE May 9, 2023
Quotation # Heritage Run Subdivision
Destin, FL

Proposal To:
Bidding Contractors

Comments or special instructions:

All Maintenance of Traffic to be provided by General Contractor.

ECS requires a total daily minimum of \$2,500 to be called out.

The below proposal is for all work to be released at once.

Thermoplastic quantities do not include temporary paint unless otherwise noted.

Paint quantities are for one coat/application unless otherwise noted.

Any striping performed on concrete will have a primer applied prior.

0 Sf of Removal has been included.

Due to recent market volatility, supply chain interruptions, equipment and material shortages, this price is valid for 30 days

and may be repriced after this period should market conditions change and/or costs escalate due to price increases and/or surcharges from suppliers.

All proposals over 365 days will have an annual 5% increase per year.

Any Reduction in Scope to the quantities shown below may adjust the below listed Unit prices

This is a unit price bid, any additions will be paid at the unit prices given.

By accepting this proposal, you accept all terms with it.

Please allow two weeks advance notice for scheduling of crews.

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Paint Option				
6" White Solid Paint Striping	LF	3825	\$0.30	\$1,147.50
6" Yellow Solid Paint Striping	LF	3575	\$0.30	\$1,072.50
24" White Solid Paint Striping	LF	50	\$2.00	\$100.00
			TOTAL:	\$2,320.00
Thermoplastic Option				
6" White Solid Thermoplastic Striping	LF	3825	\$1.00	\$3,825.00
6" Yellow Solid Thermoplastic Striping	LF	3575	\$1.00	\$3,575.00
24" White Solid Thermoplastic Striping	LF	50	\$4.00	\$200.00
			TOTAL:	\$7,600.00

If you have any questions concerning this quotation, contact Alex Ross at (251)223-2974 or by email at ARoss@ECStriping.com

THANK YOU FOR YOUR BUSINESS!

CONTRACT EXTENSION AGREEMENT

This agreement dated the First day of January 2023 is between the City of Destin, Florida ("City"), a Florida municipal corporation, of 4200 Indian Bayou Trail, Destin, Florida, 32541 and Emerald Coast Striping, LLC ("Contractor"). The purpose of this agreement is to extend for twelve months a contract for road striping services effective October 1, 2020 between the City of Destin and Emerald Coast Striping, LLC to provide miscellaneous road striping services for the City. This agreement will begin on January 1, 2023 and will extend through December 31, 2023.

This represents the **2nd of 4** possible contract extensions.

The following provision amends the contract of the parties and is binding upon them. The Parties mutually agree that the jury trial waiver, and a public records provision are amended as follows:

Jury Trial Waiver:

CONTRACTOR AND CITY AGREE TO WAIVE THEIR RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS CONTRACT, AND FOR ANY LAWSUIT RELATED IN ANY WAY TO THIS CONTRACT OR FOR THE WORK PERFORMED PURSUANT TO THIS CONTRACT.

Public Records:

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THE CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE OFFICE OF THE CITY CLERK, (850) 837-4242, 4200 INDIAN BAYOU TRAIL, DESTIN, FLORIDA 32541, rbailley@cityofdestin.com

Contractor shall comply with Florida Public Records Laws, specifically to:

- Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.
- Shall immediately provide the City Clerk for the City with any documents requested by the Clerk in response to a public records request.
- Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
- Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

It is understood that final authorization for this Agreement must be made by the Destin City Council, and that either party may cancel this contract extension with 30 days written notice.

- Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the Contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

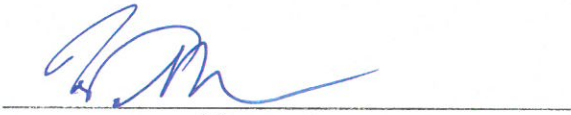
It is expressly agreed by the parties that this contract is an extension to the Contract that became effective on October 1, 2020 and the original is made a part hereof as though expressly rewritten, incorporated, and included herein.

It is understood that final authorization for this Agreement must be made by the Destin City Council, and that either party may cancel this contract extension with 30 days written notice.

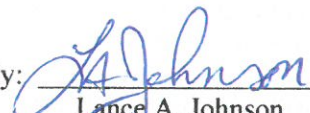
IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals on the day and year first above written.

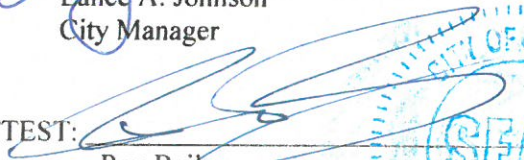
Witnesses:


(Signature)


(Signature)

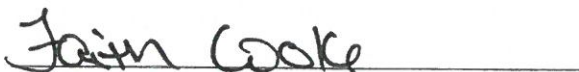
City of Destin

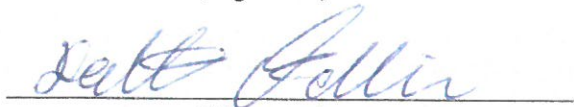
By: 
Lance A. Johnson
City Manager

ATTEST: 
Rey Bailey
City Clerk

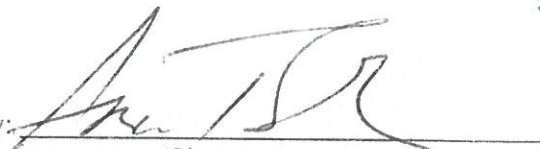


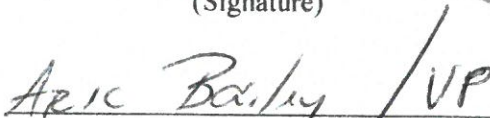
Witnesses:


(Signature)

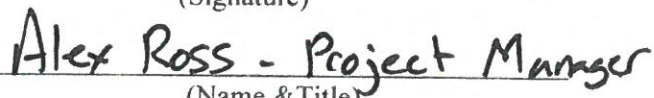

(Signature)

Emerald Coast Striping, LLC

By: 
(Signature)


(Name & Title)

ATTEST: 
(Signature)


(Name & Title)

WORK ORDER**MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT****CONTRACTOR:** H&T Contractors, LLC.**Date:** 4/12/2023**Work Order Number:****Completion Date:****Calendar Days:****Description of Work:** Vintage Circle & Vintage Ct.

Item No.	Description	Unit	Unit Price	Quantity	Extension
1	2" Type SP – 12.5 Asphalt Concrete Superpave (Coarse) w/Fiber	SY	\$20.25	5982.00	\$ 121,135.50
2	1 ½" Type SP – 12.5 Asphalt Concrete Superpave (Fine) w/Fiber	SY	\$15.75	0.00	\$ -
3	1" Type SP - 9.5 Asphalt Concrete Overlay (Fine) w/Fiber	SY	\$13.00	0.00	\$ -
4	Milling of existing asphalt (average 1 in depth)	SY	\$5.00	0.00	\$ -
5	Milling of existing asphalt (average 2 in depth)	SY	\$6.50	0.00	\$ -
6	8" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$30.00	0.00	\$ -
7	6" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$24.00	0.00	\$ -
8	4" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	\$12.00	0.00	\$ -
9	Stabilized Subbase (12") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	\$10.00	0.00	\$ -
10	Stabilized Subbase (6") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	\$8.00	0.00	\$ -
11	Prime Coat	SY	\$4.00	0.00	\$ -
12	Tack Coat	SY	\$4.00	5982.00	\$ 23,928.00
13	Asphalt Cut with Abrasive Blade	LF	\$7.00	0.00	\$ -
14	Concrete Cut with Abrasive Blade	LF	\$7.00	0.00	\$ -
15	Silt Fence	LF	\$10.00	0.00	\$ -
16	Straw Waddle	LF	\$8.00	0.00	\$ -
17	Manhole Adjustment	EACH	\$1,000.00	11.00	\$ 11,000.00
18	Valve Box Adjustment	EACH	\$600.00	1.00	\$ 600.00
19	Removal of Concrete over 6 inches	SY	\$15.00	0.00	\$ -
20	Removal of Asphalt up to 4 inches thick	SY	\$10.00	0.00	\$ -
21	Removal of Asphalt over 4 inches	SY	\$15.00	0.00	\$ -
22	Fill Dirt provided, delivered, spread and compacted on grade	CY	\$40.00	0.00	\$ -
23	Clear & Grub	SY	\$2.50	0.00	\$ -
24	Debris Hauling	CY	\$25.00	0.00	\$ -
25	Tree trimming	HR	\$300.00	0.00	\$ -
26	Aluminum Pipe Guiderail (FDOT Index 870)	LF	\$500.00	0.00	\$ -
27	Guardrail (FDOT Index 400)	LF	\$450.00	0.00	\$ -
28	Mobilization	LUMP	\$4,000.00	1.00	\$ 4,000.00
29	12" inch RCP provided, delivered, and installed	LF	\$92.00	0.00	\$ -
30	15" inch RCP provided, delivered, and installed	LF	\$92.00	0.00	\$ -
31	18" inch RCP provided, delivered, and installed	LF	\$101.00	0.00	\$ -
32	24" inch RCP provided, delivered, and installed	LF	\$125.00	0.00	\$ -
33	30" inch RCP provided, delivered, and installed	LF	\$157.00	0.00	\$ -
34	36" inch RCP provided, delivered, and installed	LF	\$240.00	0.00	\$ -
35	42" inch RCP provided, delivered, and installed	LF	\$285.00	0.00	\$ -
36	48" inch RCP provided, delivered, and installed	LF	\$350.00	0.00	\$ -

*Payment shall be made on actual work performed, as measured in field.

WORK ORDER

MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT

37	12" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$45.00	0.00	\$ -
38	15" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$55.00	0.00	\$ -
39	18" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$65.00	0.00	\$ -
40	24" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$75.00	0.00	\$ -
41	30" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$120.00	0.00	\$ -
42	36" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$140.00	0.00	\$ -
43	42" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$160.00	0.00	\$ -
44	48" inch ADS Culvert Pipe provided, delivered, and installed	LF	\$180.00	0.00	\$ -
45	Concrete Headwall or Drainage Structure	CY	\$900.00	0.00	\$ -
46	Mitered end section – medium 12 inches to 15 inches	EACH	\$2,000.00	0.00	\$ -
47	Mitered end section – large 18 inches to 24 inches	EACH	\$4,500.00	0.00	\$ -
48	Concrete flume (4 in thick)	SY	\$200.00	0.00	\$ -
49	Inlet Apron (4 in thick)	SY	\$120.00	0.00	\$ -
50	Raise existing inlet (assume 3 in adjustment)	EACH	\$3,000.00	0.00	\$ -
51	Lower existing inlet (assume 3 in adjustment)	EACH	\$2,500.00	0.00	\$ -
52	6 in Diameter Yard Inlet, installed, maximum 2 in depth	EACH	\$300.00	0.00	\$ -
53	Excavation and Haul Off	CY	\$25.00	0.00	\$ -
54	Well Points	DAY	\$4,500.00	0.00	\$ -
55	Grout (joint)	EACH	\$2,500.00	0.00	\$ -
56	Compaction of Subgrade, Soil, and Backfill (Up to 6" Thick)	SY	\$20.00	0.00	\$ -
57	Swale Installation (grading)	CY	\$100.00	0.00	\$ -
58	Concrete Collar (any size)	EACH	\$3,000.00	0.00	\$ -
59	Rip Rap Rubble (up to 12" stone, 18" thick)	SY	\$600.00	0.00	\$ -
60	Rip Rap Rubble (up to 24" stone, 36" thick)	SY	\$700.00	0.00	\$ -
61	6 inch Drain pipe	LF	\$45.00	0.00	\$ -
62	Type "C" inlet installed (maximum depth 6 ft)	EACH	\$5,000.00	0.00	\$ -
63	Concrete Driveway 6 inches thick-fiber reinforced	SY	\$108.00	0.00	\$ -
64	Concrete Sidewalk – 4 inches thick installed	SY	\$72.00	0.00	\$ -
65	Concrete Flat/Ribbon Curb fiber reinforced (12" wide by 8" deep)	LF	\$25.00	0.00	\$ -
66	Concrete Type "D" Curb fiber reinforced	LF	\$30.00	0.00	\$ -
67	Concrete Type "E" Curb & Gutter fiber reinforced	LF	\$35.00	0.00	\$ -
68	Concrete Type "F" Curb & Gutter fiber reinforced	LF	\$34.00	0.00	\$ -
69	Concrete Modified (18") Type "F" Curb & Gutter fiber reinforced	LF	\$30.00	0.00	\$ -
70	ADA truncated dome mat installation	SF	\$48.00	0.00	\$ -
71	Traffic Control (MOT) cost	DAY	\$2,000.00	3.00	\$ 6,000.00
72	Bermuda Sod installed	SY	\$4.50	0.00	\$ -
73	St Augustine Sod installed	SY	\$5.75	0.00	\$ -
74	Centipede Sod installed	SY	\$13.50	0.00	\$ -
75	Irrigation Repair	HR	\$250.00	0.00	\$ -
76	Type "C" inlet installed (depth 6-10 ft)	EACH	\$5,500.00	0.00	\$ -
77	Type "C" inlet installed (depth 10 -14 ft)	EACH	\$6,000.00	0.00	\$ -
78	Type "C" inlet installed (maximum depth 6 ft)	EACH	\$500.00	0.00	\$ -
79	Speed Hump Installation (2 Lanes)	EACH	\$3,000.00	0.00	\$ -
80	Speed Table Installation (2 Lanes)	EACH	\$4,500.00	0.00	\$ -
				Total	\$ 166,663.50

Additional Contract Items					
Item No.	Description	Unit	Unit Price	Quantity	Extension
			Total		
	Contingent Items from Price Sheet	LS	Total		
			Grand Total		\$ 166,663.50

CONTRACTOR REPRESENTATIVE: _____

DATE _____

*Payment shall be made on actual work performed, as measured in field.

CITY OF DESTIN, FLORIDA

CONTRACT

MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT

On March 6, 2023 THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, herein referred to as the **City**, accepted the bid of H&T Contractors, LLC., herein referred to as the **Contractor**, to supply miscellaneous asphaltic concrete services for City properties. The Contractor's Cost Schedule for the terms of their engagement is included in their entirety by reference at Exhibit "A" and as completely as if incorporated herein.

TERMS AND CONDITIONS OF CONTRACT FOR THE MISCELLANEOUS ASPHALTIC CONCRETE CONTINUING SERVICES CONTRACT:

1. Entire Contract:

This Contract represents the entire and integrated Contract between the City and Contractor and supersedes all prior negotiations, representations or contracts, either written or oral. Provisions of this Contract may be amended only by written instrument approved by the Destin City Council and signed by the City Manager and Contractor.

2. Intent of Contract:

This Contract is for supplying the City with all applicable concrete work for City properties. The Scope of Work, herein referred to as the **Work**, encompasses the foregoing and all descriptive work components described within Exhibit "A".

3. Term of Contract and Tim Extensions:

This contract will be in effect from March 7, 2023 through December 31, 2023 and is for supplying the City with miscellaneous asphaltic concrete services.

4. Time for Performance:

The Contractor agrees to provide asphaltic concrete services for the satisfactory approval and acceptance by the City.

5. Compensation:

All payments upon contract are contingent upon the Contractor's Work being acceptable to the City. For satisfactory completion and acceptance of the Work, the City agrees to pay the Contractor in accordance with the terms of this Contract and the Contractor's Cost Schedule as identified in the Bid Form submitted by the Contractor, as may have been adjusted at the time of contract approval and incorporated herein.

6. Changes in the Work:

The City shall have the right at any time during the progress of the Work to increase or decrease the Work. Promptly after having been notified of a change, the Contractor shall submit an itemized estimate of any costs and/or time increases or savings it foresees as a result of the change. No additions or changes to the Work shall be made except upon written order of the City and the City shall not be liable to Contractor for any increased compensation without such written order.

7. Insurance:

Contractor shall, during the performance of the contract, maintain Worker's Compensation Insurance

sufficient to secure benefits of the Florida Workmen's Compensation Law for all employees and any of the work sublet to any vendor or subcontractor, Comprehensive General Liability Insurance, Auto Liability Insurance, Builder's Risk Insurance, all with companies and in the form and amounts acceptable to the City. Said certificates of insurance of contractor are attached hereto and made a part hereof by reference. If any part of the work is sublet, similar insurance shall be provided by and in behalf of any subcontractors.

Evidence of Insurance: Contractor shall provide the City Certificates of Insurance naming the City as an additional insured. All binders, policies, or certificates of insurance shall provide for at least ten days notice from insurers to the City of any cancellation or amendment to any of the insurance policies.

8. Indemnification:

Contractor shall indemnify, defend, save, and hold the City, its agents, officers and employees, harmless of and from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including reasonable attorney's fees (including regulatory and appellate fees), arising out of: because of; or due to any accidents arising in any manner on account of the exercise or attempted exercise of Contractor's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of the City.

Contractor shall indemnify, defend, save and hold the City, its agents, officers and employees, harmless of and from and against any and all liens, claims, damages, demands, suits and liabilities, attorney's fees and costs, including appellate attorney's fees and costs, of and for mechanics and materialmen furnishing labor and materials in the performance of this contract.

9. Licensing:

The Contractor shall obtain all permits and maintain at his expense all professional and business certificates and licenses required by law and as necessary to perform services under this Contract. If Contractor performs any Work without obtaining, or contrary to, permits and licenses, Contractor shall bear all costs arising therefrom. The City may waive fees for City controlled permits, but in no instance can the City waive permit requirements nor fees beyond their control.

10. Cancellation:

This contract may be canceled by either party with a thirty-day written notice and is contingent upon the annual appropriation by the City of legally available funds. City's obligation to pay the amount due hereunder in any fiscal year is contingent upon the appropriation by the City Council of legally available funds for the purposes set forth in this contract.

11. Performance of Work/Responsibilities:

For each task, the Contractor will be issued a work order by the City's Public Services Director or designee. The Public Services Director or designee will issue verbal work orders only in emergency situations. The Contractor shall commence work in a reasonable length of time and shall complete the work in an expeditious manner. In emergency situations, the Contractor shall endeavor to commence work immediately. All work shall be done under the supervision of the City's Public Services Director or designated representative. The performance of Work and responsibilities hereto are outlined and made a part hereof as identified in Exhibit "A".

12. Termination for Default:

The Contract will remain in force for the full period specified and until the City Manager or his designee determines that all requirements and conditions have been satisfactorily met and the City Manager or his designee has accepted the work under the Contract Documents following the initial contract terms and all subsequent contract terms, including warranty and guarantee periods. However, the City Manager

will have the right to terminate this Contract sooner if the Contractor has failed to perform satisfactorily the work required or comply with the other requirements of the Contract.

In the event the City Manager decides to terminate this Contract for the Contractor's failure to perform satisfactorily or meet its other responsibilities under the Contract, the City Manager will give the Contractor five (5) days' notice, whereupon the Contract will terminate, unless during the notice period the Contractor cures the failure to perform or meets its other responsibilities under the Contract to the satisfaction of the City Manager.

Upon Contract termination for the Contractor's failure to provide satisfactory contract performance, the Contractor will be entitled to receive compensation for Contract services satisfactorily performed by the Contractor and allocable to the Contract and accepted by the City Manager or his designee prior to such termination. However, an amount equal to all additional costs required to be expended by the City to complete the Work covered by the Contract, including costs of delay in completing the project, shall be either subtracted from any amount due or amount charged to the Contractor in the event the City Manager terminates the Contract.

Except as otherwise directed by the City Manager, or in the case of termination for default (in which event the Contractor may be entitled to cure, at the option of the City Manager), the Contractor shall stop work on the date of receipt of the notice or other date specified in the notice, place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the work not terminated, and terminate all contractor and subcontracts and settle all outstanding liabilities and claims. *In the event that any termination for default shall be found to be improper or invalid by any court of competent jurisdiction, then such termination shall be deemed to have been a termination for convenience.*

13. Termination for Convenience:

The performance of work under this Contract may be terminated by the City Manager in whole or in part whenever the City Manager, in their discretion, determines that such termination is in the City's best interest. Any such termination shall be affected by the City Manager giving at least five (5) days' notice to the Contractor, specifying the extent to which performance of the work under this Contract is terminated and the date upon which such termination becomes effective.

As to termination for convenience, after receipt of the date of termination, the Contractor shall stop all work as specified in the notice; place no further orders or subcontract for materials, services, or facilities except as are necessary for the completion of such portion of the Work not terminated; immediately transfer all documentation and paperwork for terminated work to the City; and terminate all contractors and subcontracts and settle all outstanding liabilities and claims.

14. Disclosure:

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the Contractor, any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Contract.

15. Miscellaneous:

15.1 Governing Law

The parties intend that this Contract and the relationship of the parties shall be governed by the laws of

the State of Florida. Venue for any action arising out of this contract shall be in Okaloosa County Florida and nowhere else.

15.2 Severability

If any section, subsection, term or provision of this Contract or the application thereof to any party or circumstance shall, to any extent, be invalid or unenforceable, the remainder of said section, subsection, term or provision of this Contract or the application of same to parties or circumstances other than those to which it was held invalid or unenforceable, shall not be affected thereby and each remaining section, subsection, term or provision of this Contract shall be valid or enforceable to the fullest extent permitted by law.

15.3 Sovereign Immunity

The parties further agree, nothing contained herein is intended nor shall be construed to waive the City of Destin's rights and immunities under the Florida constitution, common law or Florida Statutes 768.28, as amended from time to time.

15.4 Construction

The Parties have participated jointly in the negotiation and drafting of this Contract. In the event an ambiguity or question of intent or interpretation arises, this Contract shall be construed as if drafted jointly by the Parties and no presumption or burden of proof shall arise favoring or disfavoring any Party by virtue of the authorship of any of the provision of this contract.

15.5 Jury Trial Waiver

CONTRACTOR AND CITY AGREE TO WAIVE THE RIGHTS TO A TRIAL BY JURY REGARDING ANY LAWSUIT INVOLVING THE INTERPRATION, CONSTRUCTION, ENFORCEMENT, OR GOVERNANCE OF THIS CONTRACT, AND FOR ANY LAWSUIT RELATED IN ANY WAY TO THIS CONTRACT OR FOR THE WORK PERFORMED PURSUANT TO THIS CONTRACT.

15.6 Attorney's Fees

In any dispute relating to this contract each party shall be responsible for their respective attorney's fees and costs.

15.7 Notices

All notices under the Contract shall be in writing and shall be effective when mailed by certified mail, return receipt requested, or when delivered personally, as provided hereafter, or to such other addresses as may be designated by notice:

15.8 Public Records

Contractor shall comply with Florida Public Records Laws, specifically to:

- a) Keep and maintain public records that ordinarily and necessarily would be required by the City of Destin in order to perform the service.
- b) Provide the public with access to public records on the same terms and conditions that the City of Destin would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.
- c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- d) Meet all requirements for retaining public records and transfer, at no cost, to the City of Destin all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records

disclosure requirements. All records stored electronically must be provided to the City of Destin in a format that is compatible with the information technology systems of the City of Destin.

As to the City:
Lance A. Johnson, City Manager
4200 Indian Bayou Trail
Destin, FL 32541

As to the Contractor:
H&T Contractors, LLC
376 Ben King Road
Freeport, FL 32459

IN WITNESS THEREOF, the City hereunto caused these presents to be subscribed and the Contractor has affixed their name and seal, this 07TH day of MARCH, 2023.



ATTEST:

Rey Bailey, City Clerk

CITY OF DESTIN

Lance A. Johnson
Lance A. Johnson, City Manager

SEAL

H&T CONTRACTORS, LLC
CONTRACTOR:

By: Heather Bailey
(Signature)

Heather Bailey
(Printed Name)

Its: MGRM
(Title)

Matthew Shaw
Witness

D. J. Juchand
Witness

City of Destin - RFB 22-10-PW
Miscellaneous Asphaltic Concrete Continuing Services

EXHIBIT A - BID FORM

PART I Bid submitted by:

Company: H & T Contractors, LLC

Address: PO Box 9

City & State: Freeport, FL

Zip Code: 32439

Telephone: (850) 835-0231

Fax: (850) 835-5123

Number of Years in Business: 14

Email: Misty@h-tcontractors.com

PART II Bidding RFB No. 22-10-PW, Miscellaneous Concrete Continuing Services:

Contractor shall provide proper signs and traffic control measures as per Florida Department of Transportation's Manual on Uniform Traffic Control Devices and the Florida Department of Transportation's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka Florida Green Book), current edition. All construction, methods of measurement, and basis of payment shall be in accordance with Division II and III of the Florida Department of Transportation Standards Specifications for Road and Bridge Construction (current edition), copies of which are available from the Florida Department of Transportation. Contractor must be FDOT Maintenance of Traffic (MOT) certified and use those traffic controls identified in FDOT Standard Plans (102-600 series). Contractor will perform sidewalk work consistent with the FDOT's Local Agency Program (LAP) concrete specifications for formwork, joint placement/depth/material, and concrete finishing and will comply with the FDOT's Standard Plans for Curbing (520-001) and Sidewalk (522-001).

Table 1. SERVICE DESCRIPTION AND SPECIFICATIONS

#	Description	Unit	Unit Price
1	2" Type SP - 12.5 Asphalt Concrete Superpave (Coarse) with fiber	SY	20.25
2	1 1/2" Type SP - 12.5 Asphalt Concrete Superpave (Fine) with fiber	SY	15.75
3	1" Type SP - 9.5 Asphalt Concrete Overlay (Fine) with fiber	SY	13.00
4	Milling of existing asphalt (average 1" depth)	SY	5.00
5	Milling of existing asphalt (average 2" depth)	SY	6.50
6	8" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	30.00

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

7	6" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	24.00
8	4" Graded Aggregate Base, delivered and compacted (LBR 100 compacted to 98% modified proctor density per AASHTO T-180)	SY	12.00
9	Stabilized Subbase (12") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	10.00
10	Stabilized Subbase (6") (LBR 40 compacted to 98% modified proctor density per AASHTOT-180)	SY	8.00
11	Prime Coat	SY	4.00
12	Tack Coat	SY	4.00
13	Asphalt Cut with Abrasive Blade	LF	7.00
14	Concrete Cut with Abrasive Blade	LF	7.00
15	Silt Fence	LF	10.00
16	Straw Waddle	LF	8.00
17	Manhole Adjustment	EACH	1,000.00
18	Valve Box Adjustment	EACH	600.00
19	Removal of Concrete over 6"	SY	15.00
20	Removal of Asphalt up to 4" thick	SY	10.00
21	Removal of Asphalt over 4" thick	SY	15.00
22	Fill Dirt provided, delivered, spread and compacted on grade	CY	40.00
23	Clear & Grub	SY	2.50
24	Debris Hauling	CY	25.00
25	Tree trimming	HR	300.00
26	Aluminum Pipe Guiderail (FDOT Index 870)	LF	500.00
27	Guardrail (FDOT Index 400)	LF	450.00
28	Mobilization	LUMP	4,000.00
29	12" inch RCP provided, delivered, and installed	LF	92.00
30	15" inch RCP provided, delivered, and installed	LF	92.00
31	18" inch RCP provided, delivered, and installed	LF	101.00
32	24" inch RCP provided, delivered, and installed	LF	125.00
33	30" inch RCP provided, delivered, and installed	LF	157.00
34	36" inch RCP provided, delivered, and installed	LF	240.00
35	42" inch RCP provided, delivered, and installed	LF	285.00
36	48" inch RCP provided, delivered, and installed	LF	350.00
37	12" inch ADS Culvert Pipe provided, delivered, and installed	LF	45.00
38	15" inch ADS Culvert Pipe provided, delivered, and installed	LF	55.00
39	18" inch ADS Culvert Pipe provided, delivered, and installed	LF	65.00

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

40	24" inch ADS Culvert Pipe provided, delivered, and installed	LF	75.00
41	30" inch ADS Culvert Pipe provided, delivered, and installed	LF	120.00
42	36" inch ADS Culvert Pipe provided, delivered, and installed	LF	140.00
43	42" inch ADS Culvert Pipe provided, delivered, and installed	LF	160.00
44	48" inch ADS Culvert Pipe provided, delivered, and installed	LF	180.00
45	Concrete Headwall or Drainage Structure	CY	900.00
46	Mitered end section – medium, 12" to 15"	EACH	2,000.00
47	Mitered end section – large, 18" to 24"	EACH	4,500.00
48	Concrete flume (4" thick)	SY	200.00
49	Inlet Apron (4" thick)	SY	120.00
50	Raise existing inlet (assume 3" adjustment)	EACH	3,000.00
51	Lower existing inlet (assume 3" adjustment)	EACH	2,500.00
52	6" Diameter Yard Inlet, installed, maximum 2" depth	EACH	3,000.00
53	Excavation and Haul Off	CY	25.00
54	Well Points	DAY	4,500.00
55	Grout (joint)	EACH	2,500.00
56	Compaction of Subgrade, Soil, and Backfill (Up to 6" thick)	SY	20.00
57	Swale Installation (grading)	CY	100.00
58	Concrete Collar (any size)	EACH	3,000.00
59	Rip Rap Rubble (up to 12" stone, 18" thick), provided, delivered, and installed	SY	600.00
60	Rip Rap Rubble (up to 24" stone, 36" thick), provided, delivered, and installed	SY	700.00
61	6" Drainpipe, provided, delivered, and installed	LF	45.00
62	Type "C" inlet installed (maximum depth 6')	EACH	5,000.00
63	*Concrete Driveway 6" thick	SY	108.00
64	*Concrete Sidewalk 4" thick	SY	72.00
65	*Concrete Flat/Ribbon Curb fiber reinforced (12" wide by 8" deep)	LF	25.00
66	*Concrete Type "D" Curb	LF	30.00
67	*Concrete Type "E" Curb & Gutter	LF	35.00
68	*Concrete Type "F" Curb & Gutter	LF	34.00
69	*Concrete Modified (18") Type "F" Curb & Gutter	LF	30.00
70	American Disabilities Act (ADA) truncated dome mat installation, cast-in-place type	SF	48.00
71	Traffic Control (MOT) cost	DAY	2,000.00
72	Bermuda Sod installed	SY	4.50
73	St Augustine Sod installed	SY	5.75

Initials of Bidder: HB

City of Destin – RFB 22-10-PW

Miscellaneous Asphaltic Concrete Continuing Services

74	Centipede Sod installed	SY	13.50
75	Irrigation Repair – labor only	HR	250.00
76	Type "C" inlet installed (depth 6-10')	EACH	5,500.00
77	Type "C" inlet installed (depth 10 -14')	EACH	6,000.00
78	Junction Box installed (maximum depth 6')	EACH	5,000.00
79	Speed Hump Installation (2 lanes)	EACH	3,000.00
80	Speed Table Installation (2 lanes)	EACH	4,500.00

To ensure responsiveness, you must submit this form and the mandatory information listed in Sections III and IV.

*Shall be fiber-reinforced 4000psi.

Materials and Supplies will be billed at the contractor's wholesale price or contractor's wholesale price plus 25%. Preference may be given to contractors providing materials at cost. The contractor shall supply materials invoices upon request.

SAFETY NOTE

All work associated with this bid must be conducted with safety in mind. It is expected that the contractor will provide all necessary personal protective equipment that will be utilized by their staff while performing work for the City of Destin. In addition, the contractor will ensure that all FDOT, OSHA and other applicable State and Federal workplace safety guidelines are adhered to while working on behalf of the City of Destin.

The contractor will ensure that work vehicles, equipment and trailers are properly outfitted with proper, adequate, and working signage, lightbars, arrow boards, etc.

Part III Certifications

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I (we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles,

Initials of Bidder: HB

City of Destin – RFB 22-10-PW
Miscellaneous Asphaltic Concrete Continuing Services
and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Heather Bailey, MEMR

Signature: Heather Bailey

Date of Bid: 02/16/2023

Note: See RFB Section III, Bid Requirements, and attached all required information to Bid Form.

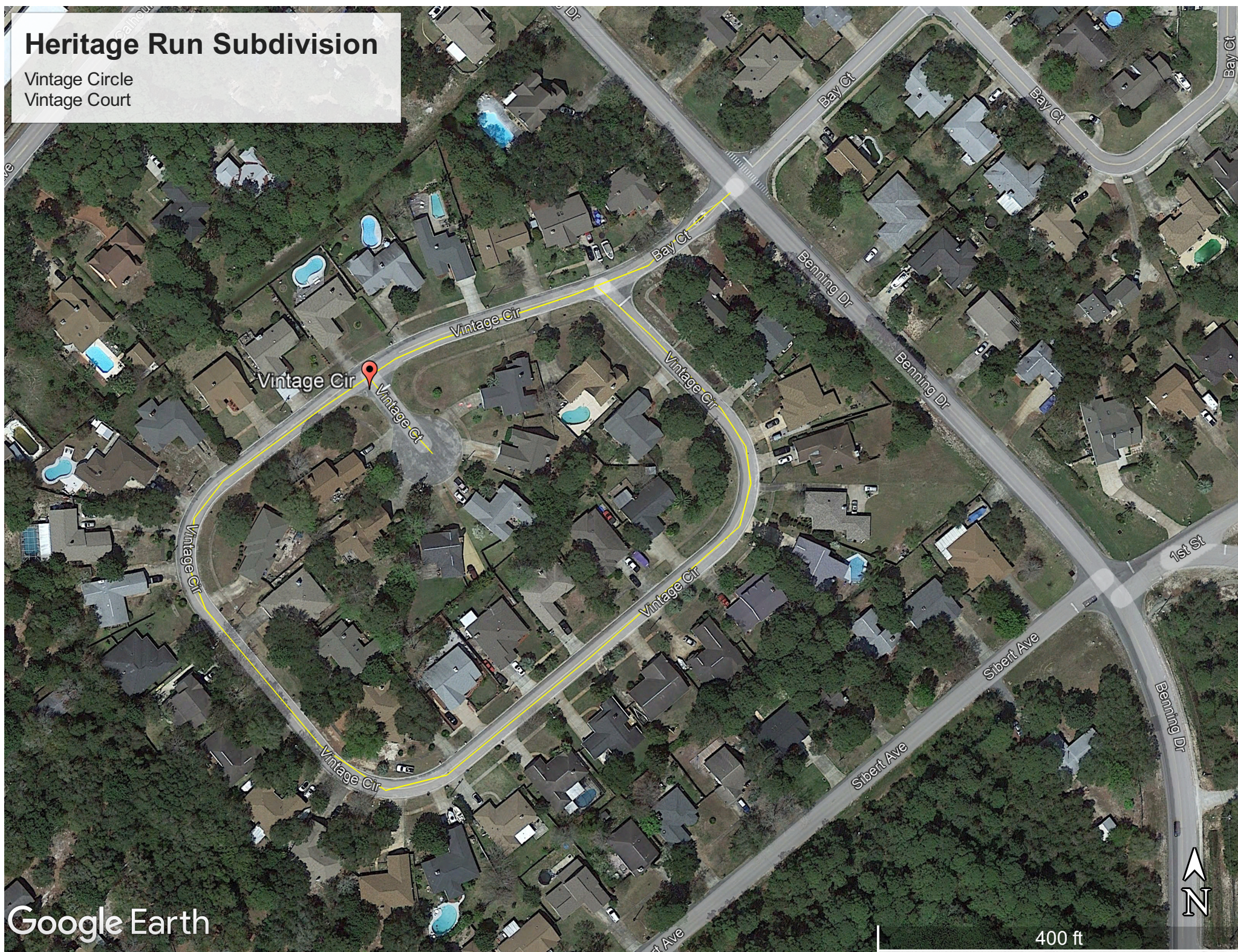
The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or to take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful bidder based on their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

Initials of Bidder: HB

Heritage Run Subdivision

Vintage Circle
Vintage Court



Google Earth

400 ft



SE

S

SW

W

120

150

180

210

240

270

300

☀ 212°SW (T) ● 30.408965°, -86.498032° ±22ft ▲ 10ft

2023-05-04, 08:40:17



W

NW

N

NE

E

270

300

330

0

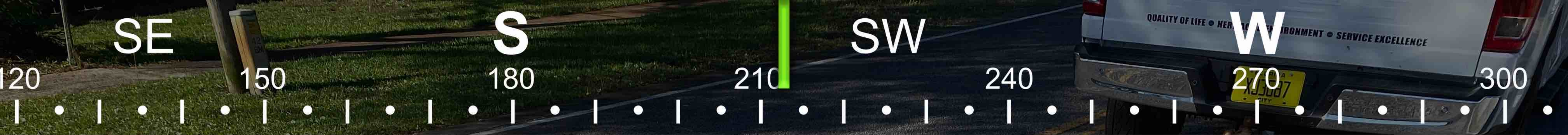
30

60

90

☀ 356°N (T) 🕒 30.409048°, -86.498003° ±13ft ▲ 11ft

2023-05-04, 08:40:53



☉ 213°SW (T) ● 30.408797°, -86.498464° ±13ft ▲ 11ft



2023-05-04, 08:41:37



SE

S

SW

W

120

150

180

210

240

270

☀ 200°S (T) ● 30.408291°, -86.498672° ±13ft ▲ 10ft

2023-05-04, 08:42:27

**PUBLIC WORKS/PUBLIC SAFETY COMMITTEE
MEETING MINUTES DESTIN CITY HALL BOARDROOM
TUESDAY, APRIL 11, 2023 - 5:30 PM**

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Public Works Director Michael Burgess called the Public Works/Public Safety Committee to order on Tuesday, April 11, 2023, at 5:30 p.m.

2. ROLL CALL:

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff</u>
James T. Wood, Jr.	Marcie Bell	Kim Montgomery Deputy City Clerk
John Green		Michael Burgess PW Director
Tom Weidenhamer		JT Hart PW Deputy Director
Sam Perman		Danny Sullivan, Code Comp. Dep. Director
John Stephens		Webb Warren, Deputy City Manager
Curtis Smith		Ryan Scott, City Engineer

3. APPROVAL OF MINUTES: March 2023

Motion by Chairman Wood, seconded by Committee member Weidenhamer to approve both January 10, 2023 and February 21, 2023, as amended, passed unanimously, 7-0.

4. APPROVAL OF THE AGENDA:

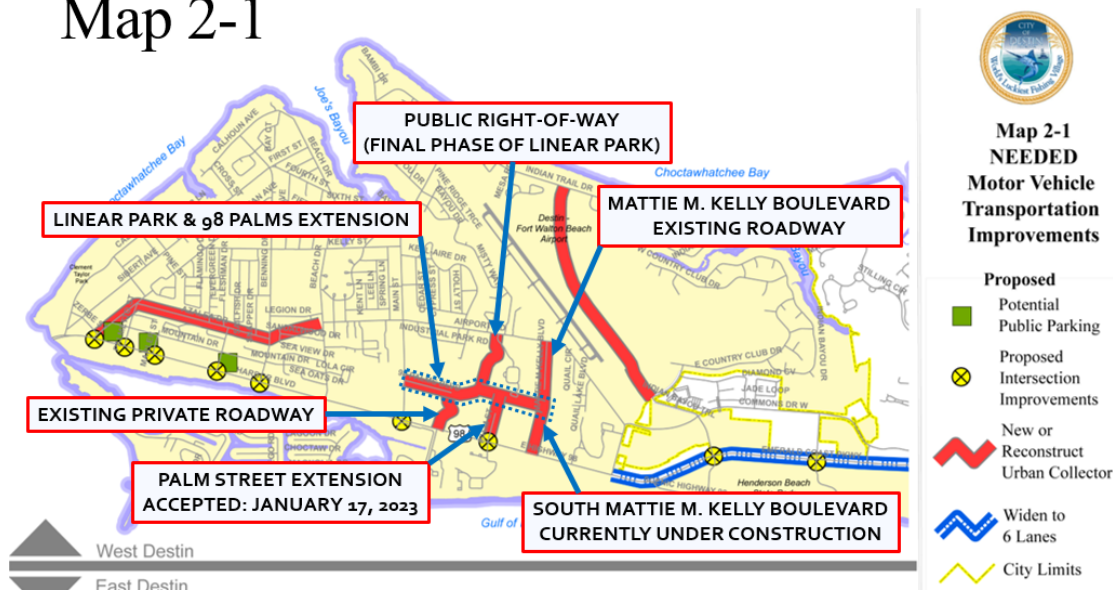
Chairman Wood changed the order of the day to move the Linear Park Conceptual Plan followed by the Twin Lakes Presentation up to the beginning of the meeting.

5. NEW BUSINESS:

➤ **Linear Park/98 Palms Extension**

Mr. Scott presented the members with the conceptual plan for the Linear Park and briefly explained the city was able to obtain a grant with the assistance of Representative Maney and how the design elements of the park as well as the roadway need to be fast-tracked because the expiration date of the grant is the end of October. He informed the committee members a lot of all the additional items will have to come into play for the project and how it just makes sense to include the roadway design in with the park design, since the roadway is part of the Comprehensive Plan's Chapter 2, Transportation Element and showed them Map 2-1, and the policies adopted by Council. He provided the members with a visual of the map showing the roadway connections.

Map 2-1



➤ Twin Lakes Cordgrass Court – Mike Irons HOA President

Mr. Irons spoke of how Twin Lakes subdivision is comprised of 85 homes built very closely on just 13 acres located between Big Kahuna's and Airport Road. He then encouraged everyone who has not been in the neighborhood to drive through there between 5-7 PM to see children who are always playing in and around the street. He then briefly spoke of how the way subdivision was designed, the sidewalks were installed too close to the homes therein making the driveways too short, and as a result, the homeowners have to park their additional cars and vessels on the street, so essentially, it's really just a one-way street. He explained that with this proposed design, if approved, people would potentially be able to drive through their neighborhood, which is what they do not want. Additionally, just a short distance over to Mattie M. Kelly Blvd., anyone would be able to connect through that roadway instead of their and there would no dangerous impacts to the Twin Lakes neighborhood, and that is what they are proposing for the committee to consider and make recommend to City Council, to keep south end of Cordgrass Court closed to through traffic.

Chairman Wood spoke of how two motions that was made at the Local Planning Agency meeting last week after the presentation they were, ***"To continue the design as is containing all components but to construct in two phases, the first phase being the trail and the second phase being the road."*** and the second motion was ***"To recommend that the planning for the connection at the back of Twin Lakes be ended, so that when the planning phase is implemented, that opening would not be included in the design."***

According to Committee member Smith, in traffic engineering and planning, the wrong thing to do is to not open the connection to roadway traffic when a road is being installed and he cannot support the request because of that reason.

Committee member Stephen stated that he is conflicted because of the safety of the children playing in the neighborhood, but also the fact that all the cars that park on the roadway is code violation, so he cannot support that aspect of the request.

Motion by Chairman Wood to continue the design as is containing all the components but to construct it in phases, Phase One being the trail and phase two being the roadway with Committee member Weidenhamer provided the second to the motion. The motion passed with a unanimous vote of 6-0.

Committee member Weidenhamer made the motion to omit the connection to Cordgrass Court in the Twin Lakes Subdivision, with Committee member Stephens providing the second.

Committee member Stephens asked if anyone considered having an exit only out of Cordgrass Court. According to Mr. Scott, that is an option that has been discussed.

Mr. Irons pointed out that the subdivision has never had that opened and everyone is content with leaving it that way. Pointing out that it still would not keep people from Airport Road cutting through the neighborhood. Noting that their conflict is that their neighborhood was not designed as a throughfare, and if it's connected, it will become one.

Committee member Weidenhamer spoke of how this subdivision is very congested and he does not see why there would be any issues with making the connection to Mattie Kelly Blvd. instead since it is not a subdivision with houses already built as this one is.

According to Mr. Scott, best solution is to design both the roadway and the park then remove whatever needs to be removed or added later and can be made a condition of the permits.

Committee member Smith again spoke against the removal of the access in terms of good engineering and planning design and mentioned how the opening could possibility diminish the traffic counts on other roadways by opening up the south end of the subdivision to access other businesses and Highway 98 by not having to drive to Airport Road to get to those, especially when there is a school bus access that is factored in the equation. He then spoke of how there is always other ways to discourage traffic from cutting through by installing signs indicating no through traffic as well as speed humps or speed tables.

According to Weidenhamer, installing signs and lowering the speed limit is not going to make a difference, if people want to cut through and can, they will.

Committee member Stephens agreed there should be an exit only connection and made an amendment to the motion on the floor to add the exit only to the south end of the subdivision, Committee member Green provided the second for discussion.

Committee member Green agreed with this being a city owned street, not designing the roadway in the beginning, is a bad plan. He then spoke of how he feels every one of the homeowners need to provide the city with their comments if they want the connection or not, before construction noting that in the end, he feels they are going to want it and will use it, once it's there and a gate or some kind of barrier should be considered.

With no further discussion, **the motion failed 4-2.**

Back to the original motion, to omit the connection, Chairman Wood called for the vote and the motion failed 4-2.

➤ **Harbor District Paid Parking – Deputy City Manager Webb Warren**

Mr. Warren presented to the members the history of paid parking timeline and how initially was only located in the Harbor District and spoke of how there were a lot of challenges for that initial program. He explained how the program was later simplified by changing the program to a flat rate to \$5.00 for all day parking and how that eventually morphed to additional paid parking being brought into the program in various areas around the city to a citizens yearly parking pass program with a sticker to aide Code Compliance Officers when patrolling. Recently, City Council increased the fees from \$5.00 to \$20.00 for the beach and harbor districts to take effect in mid-May. Additionally, Council directed staff to come up with parking options for employees that work in the Harbor District and bring that before this committee for their review and recommendation. Additionally, staff developed a \$250 per year, nontransferable sticker plan for the business district of the harbor to be registered with the tag of the vehicle.

Motion to recommend City Council to offer a nonrefundable and nontransferable Harbor District parking pass for nonresidents and businesses for \$250 annually, with Committee member Stephens providing the second. The motion passed unanimously.

➤ **Electric Bicycle and Scooters - State Statutes & Local Ordinance**

Mr. Burgess explained they have before them the State regulations on both and their definitions per the state. He showed the members a short video that explains the laws in the State of Florida and how some cities in the state allows them and their restrictions, as an example.

Captain Fulghum explained the challenges his department would face trying to enforce the speed limits because of the way a laser detector measures speed and wanted everyone to understand the issues that would come into play.

Committee member Perman spoke of how the Florida Statutes prohibits riders under the age of 16 from operating E-Bikes. According to Capt. Fulghum, he is not aware of that rule and

would have to investigate that adding that he is only aware that anyone under the age of 16 has to wear a bicycle helmet.

Committee member Weidenhamer spoke of how so many people don't follow the rules of the roadways and ride their bikes in the wrong direction and how most people driving a car are accustomed to looking left before pulling out of an intersection or side road because they are looking towards the oncoming traffic for a clear pathway to pull out and not in the opposite direction at what is coming towards them.

According to Capt. Fulghum, they provide a tremendous amount of education, but it is to juveniles through the school resource officers and there is not any program for adults.

Committee member Green suggested a sticker program for people to attend a safety course and once passed, they get a sticker to place on their bikes and the ones that are stopped with no sticker, they are informed of the proper operation and the course that can be taken.

Chairman Wood provided the following rules for E-Bikes in the form of a motion:

- **E-Bike rentals within the city of Destin by commercial/private entities are not authorized.**
- **E-Bike personal ownership and uses are authorized under the following conditions:**
- **E-Bikes are authorized on the wider 6, 8, & 10 foot multipurpose paths, this is the preferred use for over roadways for safety purposes.**
- **May be operated on roadways or bike lanes on roadways as desired by the operator with the understanding of increased safety risks in these venues:**
- **Will not be operated within city parks, grass fields and/or walking paths.**
- **Use of E-Bikes must not be operated in a reckless manner. Reckless is defined as:**
 - **Must be operated without willful or wanton disregard for the safety of others.**
 - **Must be operated in such a manner that it is not to cause unreasonable risk or harm to a person or property of others on a city multipurpose path or roadways.**
 - **Must be operated in such a manner that reasonable and prudent under the conditions existing at the time having regard to the actual and potential hazards existing.**

He mentioned that since it was discussed earlier how difficult it is to monitor the speeds, he did not include those, but they can always be addressed later and added. **Committee member Stephens provided the second for discussion.**

Committee member Smith explained he used to bike quite a bit when he lived in Pittsburgh which is a huge biking town. He spoke of how they have a safety courses to take and stickers that have to be purchased to put on bikes and agreed that kind of program would be good to have. However, he is not sure that Destin is a big enough city to take on such a program and doesn't feel the width of the sidewalks would be necessary to prohibit, unless in certain areas of the city such as parks and the harbor. There was additional discussion regarding regulating the age requirements and enforcing anyone that looks to be under the age of 16 operating who are any type of bicycle without a helmet.

Committee member Smith amended the motion to remove the sidewalk width to just say any sidewalk over 5-feet as well as adding, E-Bikes will not be operated within any city parks, grass fields or walking paths, or other paths so marked by the city prohibiting the use of E-Bikes, with Committee member Stephens providing the second. The motion passed unanimously 6-0.

6. CONTINUING BUSINESS:

A) Okaloosa Half Penny Status Update – Krystal Strickland

Ms. Strickland provided the members with the YTD synopsis on the Okaloosa County ½ cent penny sales tax and the total revenues are currently \$303k with \$100k spent so far, and the net collections to date are just over \$200k. She informed the members that if they desired, they could make a request to Mr. Burgess on how they would want to budget the funds for next year. Adding that they can spend up to \$200k or spend the same amount they did this year (\$100k) and save some for future spending.

Motion by Chairman Wood to budget \$100k for TRSAF, with Committee member Weidenhamer providing the second. The motion passed 6-0.

7. PUBLIC COMMENT: Stormwater & Floodplain Management Issues - Comments from the Public

➤ Carol McIvor 4718 Seastar Vista, President of Destiny East HOA Bob Burnett, President of Destiny West HOA – Four Prong Lake Flooding Issues

Mrs. McIvor explained how the lake receives stormwater runoff from over 500 acres and was a natural spring fed lake but because of all the development in the city, the lake receives additional stormwater runoff, and any rain event, the neighborhood floods so bad that they are forced to pump the water from the lake by renting machinery, pipes and tubing to run across Scenic 98 or through the pedestrian tunnel. She spoke of the hazards the equipment causes and how costly it has been from the equipment rentals to a lawsuit being brought because someone tripped over them. She explained they asking for help in the form of a recommendation for approval in order be able to bore under Scenic 98 to install tubes to connect to pumps so that they can safely pump

the water into the Gulf of Mexico, which would only be a temporary fix until they can get the proper permits from the State to install a weir drain in the middle of the lake.

Mr. Robert Barnett, 77 Vista Bluff explained the problem is duly shared by both HOA's and spoke of the dangers and the hassle of getting the water out to the Gulf and how the short term solution would help them out tremendously.

Committee member Smith spoke of bringing this problem to this committee previously and the need to have a plan in place that is approved by the city and the HOAs so that when the water gets to a certain elevation, in order to reduce the risk of flooding in the homes, it can be implemented. He spoke of how the lake should have never been the property of the HOA or developed in the first place, and how it should have been either a city asset or deemed water of the State and maintained as such because of the fact that it is a closed basin, and because it was never considered as a closed basin, is why the problems now exist. He feels this is reasonable to ask the city for help with the problem and agrees that a pumping plan that works hydraulically out of the catch basin with the bore design is the answer and Mr. Cozadd, the Grants Manager is actively assisting them to obtain a grant from the State in order to be able to bore under the road to install quick connects on either side, to quickly connect the piping, when necessary.

Committee member Green agreed the piping installed under the road and asked what needs to be done. Mr. Burgess explained a boring company would provide all the information necessary to get the job done.

Mayor Wagner explained how there are unencumbered funds available in the budget that could be utilized to assist and would have to be approved by Council.

Committee member Smith made the motion to approve the city assist with the piping and boring below Scenic Highway 98 to remain within the rights-of-way and to provide a way so that temporary emergency pumping can take place without the unsafe setup that has taken place in the past. Additionally, have Public Works go to a boring contractor to get quotes on 12-inch HTP boring with camlocks on either side and bring back to the committee. Committee member Stephens provided the second. Committee member Smith amended his motion to add, continue forward with the pump action plan in coordination with the city engineer, the HOA, and their 3rd party engineer to come up with a temporary pump out action plan to support this. Committee member Stephens provided the second to the amendment. The motion passed unanimously 6-0.

8. CONTINUING BUSINESS:

➤ Public Works and Emergency Management Update – JT Hart

Mr. Hart provided the members with a brief update on the following:

- Resurfacing projects
- Street sweeper purchase was approved by Council
- Additional Pedestrian Crossing Systems coming
- Royal Melvin Heritage Park work to get it finished
- New Dump Truck may be delivered in a few weeks

9. OLD BUSINESS:

➤ **Member Comments:**

- **Committee member Smith** – Spoke of the cost of the earlier presentation on public parking noting that building parking spaces is very costly at this time and feels that continuing to monitor those needs would be the best practice.

10. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 7:30 p.m.

Adopted and approved this _____ day of _____ 2023.

James T. Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk

**MINUTES
EXECUTIVE SESSION
CITY COUNCIL
MAY 15, 2023
5:30 PM
CITY HALL ANNEX COUNCIL CHAMBERS**

The Council of the City of Destin met in an executive session with the following members and staff present:

Council Present

Mayor Bobby Wagner	Councilmember Dewey Destin
Councilmember Johnny King	Councilmember Torey Geile
Councilmember Terésa Hebert	Councilmember Matthew Sweetser
Councilmember Kevin Schmidt	Councilmember Jim Bagby (arrived: 5:40 PM)

Staff Present

City Manager Lance Johnson
Deputy City Clerk Kim Montgomery
City Attorney Kyle Bauman
Special Counsel Eric A. Krebs

Others Present

Liz Klein, Court Reporter

CALL TO ORDER

1. EXECUTIVE ATTORNEY-CLIENT SESSION: Pursuant to Section 286.011(8), Florida Statutes, the City's Special Counsel will be seeking the advice of the City Council regarding settlement negotiations and/or strategy related to litigation expenditures concerning the pending litigation:

***Scott Berish v. City of Destin, Okaloosa County Court Case
No. 3:22-cv-21061-TKW-ZCB, in the United States District
Court, Northern District of Florida, Pensacola Division***

Mayor Wagner convened the meeting and announced that:

"This session of the Destin City Council is hereby convened as noticed by publication in a newspaper of general circulation, The Northwest Florida Daily News, on Wednesday, May 10, 2023.

The City Attorney Kyle Bauman states as follows:

"Pursuant to §286.011(8), Florida Statutes, at this time, I would like to request that we adjourn to executive session so that I, the attorney of record for the City of Destin in:

***Scott Berish v. City of Destin, Okaloosa County Court Case
No. 3:22-cv-21061-TKW-ZCB, in the United States District
Court, Northern District of Florida, Pensacola Division***

may receive the Council's advice regarding the strategy to be used in this case and the type of expenses to be incurred."

The entire session would be recorded by a court reporter, the transcript would be filed with the City Clerk, and available to the public at the conclusion of the litigation discussed today. A copy of the published notice of this executive session is hereby identified as Exhibit A and will be attached to the transcript of this executive session.

In addition to the Mayor and City Council members in attendance tonight the following persons will attend the session:

Attorneys for the City: ***Eric A. Krebs, Esq.
Warner Law Firm, P.A.
P.O. Box 1820
Panama City, FL 32402***

***Kyle S. Bauman, Esq.
Anchors Smith Grimsley
909 Mar Walt Drive, Ste. 1014
Fort Walton Beach, Florida 32547***

City Manager ***Lance Johnson."***

City Attorney (cont.)

"At this time will the Mayor and Council members in attendance please identify yourselves for the record?"

*Kevin Schmidt
Johnny King
Terésa Hebert
Bobby Wagner
Dewey Destin
Torey Geile
Matthew Sweetser*

City Attorney (cont.)

"I estimate that this executive session will take approximately 30 minutes. At the conclusion of the executive session, the Council will reconvene the public hearing, accept any motions if applicable, and the mayor will end the session."

1. **Mayor Wagner states:**

“At this time, we will recess the public portion of tonight’s meeting and convene the executive session.

2. **Executive Session**

Proceed with discussion of the lawsuit.

Councilmember Bagby joined the meeting at 5:40 PM.

3. **Once the Deputy City Clerk has returned and turned on the recording, the mayor states:**

“We will now reconvene the public portion of this meeting and I will accept any motions from Council.”

Councilmember Hebert moved to accept the mediation agreement and the attached general release; seconded by Councilmember Destin.

At this time, the mayor announced he will allow public comments with regards to the motion on the floor. Having none, the mayor closed the public comments portion of the session and called for a vote on the motion.

Motion passed 7-0 (Council members Schmidt, King, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”).

ADJOURNMENT:

Having no further business at this time, the mayor adjourned the meeting at 5:58 PM.

ADOPTED THIS 5TH DAY OF JUNE 2023
By:

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
APRIL 17, 2023
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Bobby Wagner

Councilmember Torey Geile

Councilmember Terésa Hebert

Councilmember Kevin Schmidt

Councilmember Dewey Destin

Councilmember Johnny King

Councilmember Jim Bagby

Destin City Staff

City Manager Lance Johnson

City Clerk Rey Bailey

Finance Director Krystal Strickland

Community Development Director Louis Zunguze

Grants/Project Manager Jeffrey Cozadd

Code Compliance Director Troy Williams

Land Use Attorney Kimberly Kopp

Deputy City Manager Webb Warren

City Engineer Ryan Scott

Public Information Manager Tamara Young

Building Official Noell Bell

Public Works Director Michael Burgess

City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Bobby Wagner called the meeting to order at 6:00 PM. Pastor Steve Farris of First Baptist Church of Destin delivered the invocation, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Motion by Councilmember Hebert, seconded by Councilmember Schmidt, to approve the agenda passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

1. PROCLAMATIONS / RECOGNITIONS / SPECIAL / PUBLIC PRESENTATIONS / ANNOUNCEMENTS

2. PUBLIC COMMENTS

Mr. Ron Sandstead, a Destin resident and business owner, noted that Linear Park has always been intended to be a park; however, the current plan shows it basically being a roadway with medians and crosswalks. There will be no such amenities as bike or jogging trail, no available parking for park goers, picnic areas, arts, and the ability for people to relax and enjoy nature. He further stated that the roadway is connected to US Hwy 98 in two places which would guarantee a lot of traffic for what is supposed to be a park. He urged the council to stop wasting money designing the roadway and give the residents a real linear park.

Ms. Carol McCarver, a Destin resident, noted that she has gone before the Public Works/Safety Committee concerning the problem they have in Destiny East and Destiny West about Four Prong Lake and their flooding problem. She stated this is not just a neighborhood problem. It is a problem that concerns the whole city, and which has been forced upon their neighborhoods. They are forced to take on an exorbitant amount of stormwater runoff into that lake. She continued that they presented a plan to the Public Works/Safety Committee to install an underground pipe which would allow a temporary fix that would prohibit flooding in their neighborhood and alleviate the problem temporarily. That recommendation should be coming before this council very soon. She urged the council to seriously consider this recommendation and take some actions toward a permanent solution.

Ms. Debra Cwynar informed the council that her residence is located at 3683 First Street, and that she has owned that property since 1989. She stated that several months ago, she was contacted by the City Engineer to inform her of how a new project was going to impact on her residence. She explained that Fourth Street ends at a stop sign at First Street. Just in front of the stop sign there is a very small connector piece which turns right onto First Street; and that according to the City Engineer, this connector piece should not exist, and the stop sign needs to be moved to the right to be in accordance with the code. She stated that when this stop sign is moved, car headlights will shine directly in front of her windows. It will also create a water runoff problem which does not currently exist. Therefore, a drainage ditch will need to be dug from the middle of the property next door (corner of Benning and First) and to her mailbox. This is across her entire front yard and part of the residence next door. Her sprinkler system will also be affected. She asked the council to reconsider this action and to find a better solution to this issue that will not create a problem for her and her neighbor.

According to the City Manager, he will discuss this issue with the City Engineer to see if they can find a better solution to this problem.

Ms. Sandy Trammell, a Destin resident, stated that they have not had commercial launching at Joe's Bayou. Now they do based on the fee schedule which is an item on the agenda. She recommends not allowing it as they can expect to see trailers with 6 wave runners coming in and out at that location. This will not allow much public parking at the new park. She stated that they will be constructing two new marinas, each will have its own boat launching ramps, and they already have one on Calhoun Avenue. And so those are the locations where commercial launching should be allowed.

Mr. Ryan Otto of 3826 Indian Trail noted that they have no speed or traffic measures of any kind, and that there are no sidewalks in their neighborhood. Speeding is very much out of control. His mailbox has been hit twice and he has just put up a third one. There are also many elementary school children that traverse that area both morning and afternoon to get to the school bus stop. They need speed humps on his neighborhood for the safety and wellbeing of its residents.

3. CONSENT AGENDA

- A. HydroGate 72"x72" for Harbor Pump, authorization to purchase
- B. Capital Project Status
- C. Operations Financial Report
- D. Approval of minutes of April 3, 2023 Regular City Council Meeting

Motion by Councilmember Hebert, seconded by Councilmember King, to approve Consent Agenda items 3A thru 3D, as printed above, passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted "yes"; Councilmember Sweetser was absent from the meeting).

4. CITY MANAGER REPORTS

- A. Linear Park / 98 Palms Boulevard Extension - Design Engineer recommendation

According to the City Manager, the RFQ for Linear Park and 98 Palms Blvd Extension Design and Permitting Services was released and one proposal, from DAG Architects, Inc., was received. The city's bid committee evaluated the proposal, and it was found to be responsible and conformed to all the terms and conditions of the RFQ. This proposal is now before the council for their consideration.

Councilmember Bagby moved to authorize the City Manager to negotiate the terms of a service agreement with DAG Architects, Inc. for the design of the Linear Park and 98 Palms Blvd. extension and bring that back to the council for consideration at the next city council meeting; seconded by Councilmember Geile.

Councilmember Destin wants to make sure there is no intermingling of the road design with the Linear Park design that could slow down the process for the latter.

The City Manager noted that the first focus will be on the railway, and then at some point after that they will handle the roadway.

Councilmember Schmidt inquired as to the reason they did not publish two separate RFQs – one for the Linear Park and another for the road extension.

The City Manager explained that since both need to co-exist at some point, if both are approved, design considerations have to be considered at the same time.

Grants and Project Manager Jeff Cozadd noted that phase one will be the park design and phase two on the road design.

Motion passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

B. Utility Wrapping Project- Update and Funding

Community Development Director Louis Zunguze noted that as directed by council, staff met with the Kohltan Family representative to discuss a custom memorial on the utility box located at Main Street and Kelly Avenue. They have also investigated three additional different locations throughout the city to wrap utility boxes as a pilot program, making a total of four boxes scheduled to be wrapped. Staff is waiting on Fast Signs to complete the custom design for Kohltan’s Memorial Wrap, and once complete, staff will meet with the family representative to receive final approval. Staff have also received the cost estimates and is requesting to proceed with the next steps of the Utility Wrapping Project using funds from the City Council Contingency Fund.

Councilmember Schmidt moved to direct the City Manager to proceed with the next steps to the Utility Wrapping Project using funds from the City Council Contingency Fund. Councilmember Hebert provided a second to the motion, which passes 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

C. Harbor District Paid Parking - Non-Resident Parking Pass

According to the City Manager, the council previously directed staff to come up with some parking options for employees in the harbor, bring it before the Public Works/Safety Committee for their review and recommendation to this council. At that same meeting, there was discussion of different ideas to potentially provide different options for businesses and non-residents. Some ideas included reserved spots for businesses or parking passes for nonresidents/businesses. Staff has researched various ways to accomplish council’s directive while working on the program’s goals and existing resources. Staff is currently issuing passes for Design Parking Passes, Joe’ Bayou Passes as well as Henderson Beach Passes. Staff proposed using a similar system for non-resident/business parking passes for the Harbor District (Marler, Zerbe, and Community Center). The daily launch fees for Joe’s Bayou are charging from \$20 to \$25. The annual non-resident Joe’s Bayou Pass fee is \$205.

Councilmember Geile asked whether the parking pass is revoked or if it will stay in tack if the employee loses their position on the harbor.

The City Manager stated the parking pass will stay in tack until the end of the calendar year.

According to Councilmember Geile, it is the responsibility of the employer to provide parking for their employees and customers. He does not want to see the business owners to have

the opportunity to take advantage of the city and the taxpayers' revenue by not fulfilling their obligation of providing those parking and relying on discounted rate on city parking in this process; and to also place the burden on the employees to pay for that fee. He would like to see some way of organizing this in such a way that it is not a permanent situation. He also recommends setting a maximum number of passes that can be issued, which could prevent individuals from just taking a job for a week, quitting, and then having parking all year long.

Councilmember Schmidt moved to implement an annual, non-refundable, and non-transferable harbor district parking pass for non-residents at a cost of \$205; seconded by Councilmember Hebert.

Councilmember Schmidt pointed out that this is not just an employee parking pass, but a non-resident parking pass; and so limiting the number of passes that can be issued is really unnecessary. Anybody that is not a Destin resident can purchase this pass. He also stated that tourists may prefer to pay the \$20 parking fee rather than purchase this pass.

Councilmember Hebert stated that the business owner could also incentivize their employees to stay longer with the business by offering to pay for the parking pass for the employees as long as they stay with the business for a specified amount of time.

Councilmember Destin noted that this initiative will not remedy their parking problem as there are about 1,000 to 1,500 employees on the harbor and they only have about 300 parking spaces available. He also stated that he does not anticipate having a lot of employees willing to pay the \$205 parking fee. They will try to park in somebody else's parking lot instead and pay no fees.

Motion passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted "yes"; Councilmember Sweetser was absent from the meeting).

D. DRAFT Schedule of Fees Resolution 23-06

The Finance Director noted that the draft Schedule of Fees includes the following:

1. Updated Joe's Bayou boat launch.
2. Increased fees charged for Building Plan Reviews, Building Construction Permit Fees, and Development Order Applications by 10%.
3. Increased marine application fees.
4. Increased Business Tax Receipt fees based upon Florida Statute 205.033(b) allowances (25%).
5. Parking fees and parking fines were increased.
6. An NSF (returned check) fee is added.

Motion by Councilmember King to direct staff to make a change to the fee schedule reducing the Destin residents' annual Joe's Bayou passes from \$20 to \$0 passed 4-2 (Council members Schmidt, King, Destin, and Geile voted "yes"; Council members Hebert and Bagby voted "no"; Councilmember Sweetser was absent from the meeting).

Motion by Councilmember Hebert to direct staff to incorporate higher fines for continuous violations by rental companies with their rental tents on the beaches; seconded by Councilmember Bagby. Motion passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

Councilmember Schmidt recommends incorporating the following into the fee schedule:

- Discounted rates for multiple-day Parks & Rec fields reservations.

Councilmember Bagby moved to prohibit commercial launching at Joe’s Bayou; seconded by Councilmember Hebert.

Councilmember Destin pointed out that commercial launching has always been allowed at Joe’s Bayou. They still have the few fishing operations operating and who have used the facility for over 50 years; and as the “World’s Luckiest Fishing Village” it is appropriate to allow local fishermen to launch their boats from that area. He also pointed out that they have increased the fees over the years to try to appease the people who did not want to see commercial activities out in that area. He added it would not be right to regulate other entities that conduct commercial activities there while crippling some of the fishermen that are still in existence.

The City Manager clarified that no commercial activities are allowed on the park property. It is strictly launch and recovery.

Councilmember Schmidt stated that he agrees with Councilmember Destin, but he also believes it is important to regulate commercial activities in that area as there have been lots of illegal operations taking place there during the past several years.

Councilmember Bagby stated that he is withdrawing his motion on the floor at this time, but he would like to send a message to rogue operators that commercial activities are not allowed. He would like to make sure the final draft of this resolution prohibits any commercial activities at Joe’s Bayou, whether it be launching by other than fishing boats, picking up or dropping off customers; otherwise, he will make the same motion.

Next, Councilmember Schmidt requests staff looking into the rental fees for the parks facilities (i.e., Clement Taylor, Calhoun, Destin Elementary) and determining how much is attributed to cleaning the facility.

E. FY24 Budget Calendar

The Finance Director presented and outlined the proposed FY24 Budget Calendar.

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to approve the Fiscal Year 2024 Budget Calendar and to set Budget and Millage Adoption Public Hearing #1 for September 7, 2023 at 6:00 PM in the Annex Council Chambers at 4100 Indian Bayou Trail passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

F. Welcome to Troy Williams, Code Compliance Director

Code Compliance Director Troy Williams provided the following report to the council:

Destin Code Compliance Director's Report
Monday April 17, 2023

City of Destin size: 7.66 square miles

<u>US Census Data:</u>	<u>Year</u>	<u>Population</u>
	1990	8,000
	2000	11,119
	2010	12,305
	2020	13,931

Code Compliance Staffing:

Director	6 since July of 2017 (one person twice)
Deputy	2 since June of 2021
Admin Assistant	3 since December 2021
Officers	13 since February of 2020

Current Staffing:

1. Director	Troy Williams
2. Deputy	Danny Sullivan
3. Admin Assistant	Darlene Lebold
4. Officer	Billy Morales
5. Officer	Jeramy Kwiatkowski
6. Officer	Brian Eager
7. Officer	Brian Davis
8. Officer	Robert Hilligoss

OPEN (2-interviews scheduled this week)

Average years of time in position:

.8	Excluding B. Morales (outlier w/ 5.6 years of service)
1.4	Including B. Morales

Code Compliance Cases:

Year 2021
Year 2022
Year 2023

Self-Initiated and Reported by Community

1965 (average 162 per month)
3461 (average 288 per month)
1246 (thru March, 415 average, on pace for 4980)

Other:

Short Term Rentals - Approximately 900
Livery Vessels - Approximately 430
Waste Management - 5329 residential accounts
(trash/recycle 10,658 cans)

Goals:

Short Term and Long Term

ST-Increase training (lots of free training available)
ST-Obtain needed equipment
ST-Prioritization of calls
LT-Accreditation
LT-Add part-time officer(s)

Miscellaneous: Invitation to Council for a Ride-A-Long

G. Announcements

1. New signage up on Capt. Royal Melvin Heritage Park. The city's "Leave no Trace" program will also be promoted at the new park.
2. The city has been releasing information in preparation for the hurricane season.

3. The city's Annual Arbor Day Celebration is scheduled for Friday, April 28th, at Leonard Destin Park, beginning at 10 AM.
4. Earth Day Celebration (beach cleanup) on Saturday, April 29th, from 8-10 AM. Those wishing to volunteer can go to the city's Facebook page or Instagram account to register.
5. The Community Development Department is launching a new interactive land use and zoning information platform on April 24th for use by the public. This will be on the city's website and will provide general development information and specific zoning requirements for any address in the city.
6. Effective April 24th, the Community Development Department will be posting drafts of Articles 3 of the LDC on the city's website for public review and comments.
7. This will be Webb Warren's final city council meeting. We thank him for his 18 years of dedicated service to the City of Destin.

5. PUBLIC HEARINGS

A. Single-Family Residential Marine Construction Proposed at 523 Norriego Rd

The City Attorney sworn in the following individuals for testimony:

- Noell Bell, Chief Building Official
- Scott Shackley of William F. Davis Construction
- Robert Champagne, Property Owner – 523 Norriego Road
- Keith Johnson – Environmental Scientist from Wetland Sciences

The City Attorney asked the mayor and council members if there have been ex-parte communications that have taken place that are related to this project.

Each mayor and council member responded “none.”

The Land Use Attorney requested that the staff report dated April 13, 2023, along with exhibits 1-8, be entered into the record.

With no objections from the applicant, the staff report dated April 13, 2023 was entered into the record.

The mayor opened a public hearing to receive comments for or against the proposed project. Having none, the mayor closed the public hearing portion and turned the matter over to the applicant.

Attorney Travis Morock, representing the applicant, noted this is a continuation of the hearing held on March 20, 2023, and that the application is now back before the city council with

additional information provided from both the applicant and FDEP. He then provided the following information:

- The applicant requests City Council approval for a single-family marine construction located at 523 Norriego Rd, located within Destin Harbor, a Class II Florida Waterbody. Although the site and structural plans did not match at the time of the March 20th hearing before the City Council, the applicant has provided revised plans and they now match. The site and structural plans provided by the applicant both now show the correct width dimensions of 54' wide. The application includes the proposed reconstruction of one (1) ±1,406 square foot dock and the new construction of one (1) 1,400 square foot upper deck, one (1) 120 square foot staircase, and 210 linear feet of handrails, comprising a total of ± 2, 926 square feet.
- The proposed marine construction project meets the following requirements of Section 11.05.00, City of Destin Land Development Code (LDC),
 - 11.05.01.A, 11.05.01.B – Construction of new dock
 - 11.05.01.F, 11.05.01.G, and 11.05.01.M – Length of the pier
 - 11.05.01.N – Slip density
 - 11.05.01.S – Notifying adjoining landowners when a dock is placed within 25-foot riparian setback.
- The proposed marine construction project is consistent with Comprehensive Plan Goal: 6-1: Coastal Management Element, Objective 6-1.5: Land Use Controls and Construction Standards for Protecting the Natural Shoreline and the Natural Shoreline and the Beach/Dune System, and Policy 6-1.5.5: Enforce Marina Siting Criteria and Construction Standards.
- FDEP COMMENT (4/13/2023):
Based on the information provided by FDEP, it appears the dock “repair and replacement” was within the same footprint as the existing dock. It is not considered new dock construction and has been determined to be in existence since the late 1980s. However, FDEP has no other form(s) of proof to make a confident determination whether the location & footprints are the same. As such, the “repair & replace” activity is considered a regulatory exemption (Rule 62-330.051(5)(D), F.A.C.). It also means attaining a letter of consent or approval from the adjacent property owner is not required.
- Due to the square footage exceeding 1,000 sq ft., it will require a sovereign submerged land lease. The applicant is actively working with FDEP and secured their approval on the issuance of a temporary use agreement until the submerged land lease is finalized.
- With regards to questions on the project valuation as to whether it consisted of the contract price or just the labor and material. They have confirmed with the city’s building official that the project valuation is only based on cost of construction, which is the labor and materials. Mr. Tim Shackley of William F. Davis is present tonight to testify that \$69,000, which is the amount listed on the application, is consistent with the cost for the labor and materials.

- Various aerial photos of the subject property, along with the adjacent properties, have been included in support of the project. The adjacent property owners previously testified that the proposed dock construction caused an obstruction of their view. These aerial maps and photos clearly show that both adjacent property owners have more extensive and intrusive dock construction that greatly exceed the proposed dock construction. The proposed dock construction is the exact same footprint as was previously existed.

Councilmember King moved to approve the single-family marine construction project located at 523 Norriego Road, subject to the following conditions:

- 1. The submittal of FDEP approval or exemption for the expansion of the dock.**
- 2. Payment of the Net Positive Environmental Benefit (NPEB)) per LDC Section 11.05.02.N, to the Community Development Department before the Stop Work order is released and approval to proceed with commencement of work.**
- 3. Resubmittal of both the site plans and structural plans to the permit, showing no discrepancy in square footage before the Stop Work order is released.**
- 4. A copy of the FDEP-approved Sovereign Submerged Land Lease shall be required to be provided prior to final approval and release of Stop Work order on the building permit.**
- 5. Non-residential use is prohibited and subject to code enforcement action.**

Councilmember Schmidt provided a second to the motion.

Motion passed 5-1 (Council members Schmidt, King, Hebert, Destin, and Geile voted “yes”; Councilmember Bagby voted “no”; Councilmember Sweetser was absent from the meeting).

B. First reading of Ordinance 23-04-CC - which amends the code of ordinances to establish a code compliance lien reduction application process and criteria for the reduction of code compliance liens; amending chapter 14 “offenses and miscellaneous provisions”, creating section 14-86, “application to the city council for reduction of existing code compliance lien”; creating section 14-87, “required criteria for the reduction of existing code compliance lien.”

The City Attorney read Ordinance 23-04-CC by title, and then presented it to the city council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AMENDMENTS TO THE CODE OF ORDINANCES TO ESTABLISH A CODE COMPLIANCE LIEN REDUCTION APPLICATION PROCESS AND CRITERIA FOR REDUCTION OF CODE COMPLIANCE LIENS; AMENDING CHAPTER 14 “OFFENSES AND MISCELLANEOUS PROVISIONS”, CREATING SECTION 14-86, “APPLICATION TO CITY COUNCIL FOR REDUCTION OF EXISTING CODE COMPLIANCE LIEN”; CREATING SECTION 14-87, “REQUIRED CRITERIA FOR REDUCTION OF EXISTING CODE COMPLIANCE LIEN”; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE CODE OF

ORDINANCES; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none the mayor closed the public hearing portion of this item and turned the matter over to the city council for their discussion and consideration.

Councilmember Hebert moved to approve Ordinance 23-04-CC on first reading and direct the City Clerk to advertise for second reading; seconded by Councilmember King. Motion passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

C. First reading of Ordinance 23-05-LC - which amends the Land Development Code; amending Section 11.05.01 “Marina Siting” to prohibit the granting of variances to the maximum dock lengths set forth therein.

The City Attorney read Ordinance 23-05-LC by title, and then presented it to the city council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AMENDMENTS TO THE LAND DEVELOPMENT CODE; AMENDING SECTION 11.05.01 “MARINA SITING” TO PROHIBIT THE GRANTING OF VARIANCES TO THE MAXIMUM DOCK LENGTHS SET FORTH THEREIN; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none the mayor closed the public hearing portion of this item and turned the matter over to the city council for their discussion and consideration.

Councilmember Hebert moved to approve proposed Ordinance 23-05-LC on first reading, forward it to the Local Planning Agency (LPA) for a formal recommendation, and then advertise the ordinance for second reading after the LPA meeting; seconded by Councilmember Bagby.

Councilmember Destin stated that most applicants that apply for variances for dock extension have property that fronts very shallow water. If they cannot extend the dock, they will be compelled to dredge in what could be sensitive areas on the shoreline. He continued that from the environmental point of view, dredging is not necessarily a better alternative to extending the dock.

According to the Land Use Attorney, they could either put an exception in the code, modify the rules to limit the issuance of a variance, or change the criteria for dock variances.

Councilmember King commented that Destin Harbor and Choctawhatchee Bay are two different waterways, and that there are different situations for navigation; adding that FDEP will do what it takes to protect the environment.

Councilmember Hebert offered an amended motion to modify the proposed ordinance to change the criteria for dock variances, send the ordinance to the Local Planning Agency for recommendation, and then back to council for first reading; seconded by Councilmember Bagby. Motion passed 6-0. (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

D. First reading of Ordinance 23-06-LC - which amends the Land Development Code; amending Section 2.23.00 “reserved” to provide that applications for variances are to be granted or denied by the City Council and establishing a process and criteria for City Council consideration of variance applications; renaming Section 2.23.00 “variances”; amending Section 2.25.00 “Board of Adjustment” to remove the authority to consider variance applications from the Board of Adjustment.

The City Attorney read Ordinance 23-06-LC by title, and then presented it to the city council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AMENDMENTS TO THE LAND DEVELOPMENT CODE; AMENDING SECTION 2.23.00 “RESERVED” TO PROVIDE THAT APPLICATIONS FOR VARIANCES ARE TO BE GRANTED OR DENIED BY THE CITY COUNCIL AND ESTABLISHING A PROCESS AND CRITERIA FOR CITY COUNCIL CONSIDERATION OF VARIANCE APPLICATIONS; RENAMING SECTION 2.23.00 “VARIANCES”; AMENDING SECTION 2.25.00 “BOARD OF ADJUSTMENT” TO REMOVE THE AUTHORITY TO CONSIDER VARIANCE APPLICATIONS FROM THE BOARD OF ADJUSTMENT; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none the mayor closed the public hearing portion of this item and turned the matter over to the city council for their discussion and consideration.

Councilmember Destin recommends they reconsider taking over this responsibility; noting that this was the case for several years following the city’s incorporation. Some hearings relating to variances could last for hours. If the council starts hearing variance applications, they could have meetings that would last through midnight. Also, hearing variance applications is a big part of the Board of Adjustment’s responsibility. There may not be any reason for the Board to exist if it is taken away.

Councilmember Schmidt stated that with the kind of staff and agenda process that they have, they can make sure they utilize the time wisely in bringing variance decisions to the council.

Councilmember Bagby noted that he served on the Board of Adjustment for a few months prior to going back to the council and the Board did not meet once. He stated that they could approve this now, and if things do not go the way they want to, they could always place this responsibility back to the Board of Adjustment.

Councilmember King wants to know if it is typical for the Board of Adjustment's decision to be final.

According to the Land Use Attorney, it is typical for the Board of Adjustment to have final authority on variances. The reason the LPA makes recommendations to the council is that state laws require it to be consistent with the comprehensive plan. The council could consider having an intermediate appeal process go before the city council rather than directly to the circuit court, however, they could end up hearing all of them anyways because applicants that are denied variances will usually want to appeal the decision made by the Board of Adjustment.

Councilmember Hebert moved to approve proposed Ordinance 23-06-LC on first reading, forward it to the Local Planning Agency for a formal recommendation, and then advertise the ordinance for second reading, failed 3-4 (Council members Schmidt, Bagby, and Geile voted "yes"; Council members Hebert, King, and Destin voted "no"; Councilmember Sweetser was absent from the meeting; Mayor Wagner cast the tiebreaking vote of "no"),

6. COMMENTS / PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Sweetser

B. Councilmember Geile

Councilmember Geile requests the Short-Term Rental Impact Committee to start meeting the week of May 13th.

The City Clerk announced that Capt Gary Jarvis, previously nominated by Councilmember Hebert and appointed by the council to the Short-Term Rental Impact Committee has recently decided to resign from the committee.

Motion by Councilmember Hebert, seconded by Councilmember Destin, to appoint Mr. Ken Wampler to the Short-Term Rental Impact Committee passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted "yes"; Councilmember Sweetser was absent from the meeting).

C. Councilmember Destin

Motion by Councilmember Destin to direct the Land Use Attorney and City Manager to work with the Trust for Public Land to try to facilitate some kind of opportunity to acquire the property that is located alongside the Marler Bridge; seconded by Councilmember Schmidt. Motion passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted "yes"; Councilmember Sweetser was absent from the meeting).

Councilmember Destin requests the City Manager contact the Destin Fire Control District and find out at what other places they could place the beach warning flags to enhance the public awareness program and facilitate the flow of information to visitors to the city and report back to council.

D. Councilmember Bagby

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to direct staff and the Public Works/Safety Committee to start the process on speed humps on Indian Trail passed 6-0 (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

E. Councilmember Hebert

Councilmember Hebert noted that council previously approved the placement of speed humps on Main Street. She asked when and where those speed humps will be installed.

Public Works Director Michael Burgess noted they have received a quote from the city’s continuing services contractor for the two speed humps, and they have already started the process for installing them. He and the City Engineer will discuss and decide on suitable spots for the speed humps.

F. Councilmember King

Councilmember King stated that they should consider limiting the placement of speed humps on road longer than a mile. They now seem to have speed humps all over town.

G. Councilmember Schmidt

Councilmember Schmidt inquired as to the status of the boardwalk planks the council asked staff to put together as one of the measures which they are trying to accomplish on the city’s boardwalk to provide safety information to the public.

According to the City Manager, all of the boards with safety messages have been put in place on the various trails to the beach.

Councilmember Schmidt asked for an update on the RFQ for the city center design.

The City Manager noted that the city received 11 bid submissions which are going before the city’s bid committee this week. They will select the top three to present to the council for their consideration. Representatives for each of the top 3 firms will make a presentation to the city council.

Councilmember Schmidt moved to direct the City Manager to work with the City Engineer in opening the gates to the crosstown connector property to convey a more welcoming sign that the property can be used as a public park and come back with the design for the council to review; seconded by Councilmember Hebert. Motion passed 6-0. (Council members Schmidt, King, Hebert, Bagby, Destin, and Geile voted “yes”; Councilmember Sweetser was absent from the meeting).

Councilmember Schmidt recommends that the Public Works/Safety Committee review the city’s speed humps approval process and bring back some ideas and thoughts to the city council.

H. Mayor Wagner

I. Land Use Attorney

J. City Attorney

7. PUBLIC COMMENTS

Ms. Becky Pritchard, a Destin resident, asked for council to also look at where people can exit to avoid the speed humps as they look at the speed hump situation.

Ms. Sandy Trammell, a Destin resident, asked the council to consider having law enforcement patrolling the residential neighborhoods a lot more often as they review the upcoming budget. She also recommends lowering the speed limit to 25 mph in residential areas.

Mr. Jim Wood, a Destin resident and Public Works/Safety Committee Chair, explained the proper terminology for speed humps, speed bumps, and speed tables. He stated that parking lots get the speed bumps and roads get speed humps and speed tables. Speed humps are rounded, speed tables are normally rounded and flat on top of the crosswalks. He also stated that the procedures for speed humps is quite confusing and inconsistent. Some people go before the Public Works/Safety Committee, and some go directly to the city council. His committee will review the city's speed humps approval process and try to determine proper locations for speed humps around the city.

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 9:20 PM.

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

**DRAFT
BOARD OF ADJUSTMENT
DESTIN CITY HALL BOARDROOM
WEDNESDAY, APRIL 5, 2023
5:30 P.M.**

1. CALL TO ORDER:

Chairman Weidenhamer called the Board of Adjustment Meeting to order at 5:30 p.m., on Wednesday, April 5, 2023, at Destin City Hall Boardroom.

2. ROLL CALL & PLEDGE OF ALLEGIANCE:

Present:

Tom Weidenhamer
Daniella Piper
David Emerson
Cyron Marler
James Moomaw
Robert Pinard

Staff Present:

Kim Montgomery Deputy City Clerk
Daniel Butler Senior Planner
Steven O'Connor, Principal Planner
Daniel Butler, Senior Planner
Kyle Bauman City Attorney
Kim Kopp, Land Use Attorney (LUA)

3. APPROVAL OF AGENDA:

With no changes to the agenda, the Chairman announced the agenda is approved.

4. APPROVAL OF MINUTES:

➤ **March 1, 2023**

Motion to approve the minutes of the March 1, 2023, meeting was made by Board member Marler, with Board member Emerson providing the second. The motion passed 6-0.

5. PUBLIC COMMENT:

None

6. NEW BUSINESS:

A. Variance Request - 735 Planet Drive - BOA-000991-2023

Staff explained the applicant is requesting relief from LDC Section 7.12.08, Table 7-3, which relates to the setbacks within the Bay Estates (BE) zoning district. There is an existing shed (accessory structure) that does not meet the required side setbacks; and the applicant is requesting to anchor the shed (accessory structure) at the current location (2' from property line)

DRAFT

a to the ground to increase the structural integrity.

The City Attorney swore in staff members and members of the public who will be testifying for the request. He then explained to the members that they are to base their decision on the evidence at this hearing and to not be biased by any outside prejudices. He then asked each individual Board members if they have had any ex parte discussions. Based on the information provided by the members he announced that it appears that all members are able to provide a fair and unbiased decision for the hearing at this meeting. The City Attorney then asked the applicant's and staff's Counsel if they had any objections to waiving the reading of the Notice into the record, with both Counsel's agreement. The Land Use Attorney then entered the city's Staff Report and Recommendation and all attachments thereto into the record. Counsel for the applicant, Mr. Jeff Burns, verified the letters from the neighbors and the site plan are a part of the record. The City's Land Use Attorney, Ms. Kim Kopp, (LUA) verified that they are.

Mr. Burns briefly explained that one of the witnesses for the defendant needs to get home and she would need to be cross examined first, so she could be released.

Mr. Burns then examined the following:

Ms. Mary Noser of 734 Planet Drive who has resided at her residence since 1992, stated that she knew the former owner of said property and stipulated for the record that Mr. Brunson, was somewhat of a packrat and the property was overgrown and he had accumulated a lot of things for fishing all over the property. Mr. Burns then asked her if there was a shed located on the property during the time that Mr. Brunson owned the property. According to Mrs. Noser, there was, it was an old shed that had fallen into disrepair and exclaimed that the one there now is a lot better looking than what was there.

The LUA's asked Mrs. Noser if she lived next door or across the street from Mr. Trammell. According to Ms. Noser, she lives across the street. The LUA then asked Mrs. Noser if the shed, where it is currently located, bothers her in any way. Ms. Noser stipulated that it did not and reiterated her previous statement, that it is much better looking than the original shed.

Board member Weidenhamer asked Mrs. Noser when she originally bought her property, was the shed located where the one is presently located. Mrs. Noser stated that yes, there was a shed in that spot.

Board member Piper asked if it is a different shed. According to Mrs. Noser, it has been completely overhauled to better match his house.

The following is the criteria that staff based their finding on per the requirements of the

DRAFT

Land Development Code:

FINDINGS: According to LDC Section 2.25.03(C), to authorize upon appeal such variance from the terms of any zoning ordinance as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions of such ordinance would result in unnecessary and undue hardship. In order to authorize any variance from the terms of the conditions, the Board of Adjustment must find:

A. That special conditions or circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

Applicant response: Two factors necessitate granting the variance request.

First, the only location on the property for the shed anchoring that will not create drainage issues, if the shed is improved by affixing it to the ground, is the proposed location within the setback. No other location in the backyard can hold the shed without either cutting down century-old oak trees or reducing the percolation holding capacity of the backyard.

Second, the original owner of the property, Mr. Brunson, who developed the property and built the home in 1978, placed the home much further to the western part of the lot. He also placed a shed in the location where the current shed sits and landscaped the property in a manner to prevent drainage issues while sitting the shed in its current location. Additionally, the lot is shaped in a manner that the lot lines intersect Planet Drive at a 45-degree angle.

When considering the lot shape, Mr. Brunson's off-center placement of the home, and Mr. Brunson's design of the yard to prevent drainage issues (with the shed in mind), then the only viable ingress/egress from the front yard to the back yard, is through the eastern side yard. Considering factor 1 (drainage concerns if shed is anchored somewhere else) then the only location for the shed is the eastern side yard within the setback. The current lawful non-conforming shed sitting is the only part of the eastern side yard that will not both block ingress/egress to the backyard and result in drainage problems along the eastern side yard.

Staff Findings: The Board needs to determine whether special conditions do exist in the fact that the original property owner sited the structure in its original location.

B. That special conditions and circumstances do not result from the actions of the Applicant.

Applicant response: The Owner is not responsible for any of the hardships noted above. The on-site drainage conditions are naturally occurring, Mr. Brunson's off-center placement of

DRAFT

the home was done before the City's existence in 1978, and the shed placement and drainage-minded landscaping by Mr. Brunson was done before the City was incorporated.

Staff Findings: The applicant states that the primary residence and the shed (accessory structure) were constructed prior to the incorporation of the city. Therefore, the Board needs to determine if these conditions do not result from the actions of the applicant.

C. That granting the requested variance will not confer on the Applicant any special privileges denied by any zoning ordinance to other lands, buildings or structures in the same zoning district.

Applicant Response: The granting of this variance will not provide any special privilege to the subject property, nor the owner of the subject property. The variance request is due to hardships unique to the subject property that are not the result of the Owner's actions.

Staff Findings: The Board needs to determine that granting of this variance would not confer the applicant any special privileges, as the applicant did not construct the structure. Relocating the shed (accessory structure) could negatively affect the surrounding landscape and stormwater retention.

D. That literal interpretation of the provisions of any zoning ordinance would deprive the Applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of any zoning ordinance and would result in unnecessary and undue hardship on the Applicant.

Applicant Response: Requiring the applicant to meet the relevant language of the setback requirement would create a situation where applicant must either:

(1) deprive the Applicant of normal ingress/egress to the backyard by moving the shed closer to applicant's home,

(2) undergo an unnecessary and undue hardship by creating a location in the backyard for the shed by cutting down irreplaceable century old Southern Live Oak trees and expending significant resources to rework the drainage conditions of the backyard to ensure stormwater is not discharged onto neighboring properties, or

(3) having no shed at all therefore depriving the Applicant of a right commonly enjoyed by all of his neighbors.

Staff Findings: The Applicant states that the literal interpretation of the code section would require some sort of action from the applicant to relocate the shed (accessory structure). Staff defers to the Board on whether this criteria has been met and whether the evidence and justification provided by the applicant satisfies this criteria.

DRAFT

E. That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

Applicant Response: Given the aforementioned site constraints, the requested variance is the minimum possible to create a safe, consistent development with regards to the subject property and the necessary ingress/egress locations, while preventing drainage problems for both the Owner and the Owner's neighbors.

Staff Findings: The Board needs to determine whether this request is the minimum variance that will make possible the continued reasonable use of the existing structure.

F. That the granting of the variance will be in harmony with the general intent and purpose of any zoning ordinance and that such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Applicant Response: No portion of the request is detrimental or injurious to the area or public welfare. The request is consistent with the overall pattern of development previously approved in the general location, while also maintaining the overall intent of the City's Land Development Code as it relates to the development and public safety.

Staff Findings: Granting this request would not alter the overall use of the property (single-family dwelling) and would not be injurious to the area involved or to the public's welfare.

Mr. Burns then asked the applicant, Mr. Matthew Trammell, a series of personal questions in relation to his upbringing and then his studies towards his professional career as an Engineer. He then asked Mr. Trammell for the timeline of what all took place from the time he purchased the property to how it currently is for the purpose of providing the Board with the reasonings why the shed is at its current location.

Mr. Trammell explained that when he purchased the property, was very overgrown and had various items throughout that were associated with the fishing industry. There were several small out structures including a shed, located where the one in question is now. He explained that he cleaned up and removed all the items throughout the property and used the old shed until it was damaged, from Hurricane Michael. Explaining that by that time, it had begun to deteriorate being that it was made of plywood. After demolition of the damaged, old shed, he did attempt to relocate it in the yard but quickly realized that because of the way lot is situated, and the topography of the land, that slopes northward towards the Choctawhatchee Bay, when it rains real hard, stormwater water sheets off his property towards the north and he realized it was better placed in its original location. He also stipulated the house was originally built to preserve several of the heritage oaks on the property that are at least a century old and contributes to the way the stormwater runs off. He explained further all of his utilities; the sewage, air conditioner

DRAFT

and its lines, and irrigation pump and lines as well as ingress and egress to the property are all on the opposite side of his home and the shed could not have been moved to that side of the property. Mr. Trammel then explained that he also sent letter to all his neighbors to his property, and they all signed statements saying they had no issues with the location of the shed except for his neighbor, Mayor Jarvis who personally told him that he had no issues with the shed and the other neighbor, who lives out of state and did not reply.

Chairman Weidenhamer opened the hearing to the public for comment.

Mr. Tim Krueger of 605 Harbor Lane spoke against the Variance Request stating how setbacks are put in place for a reason, how everyone knows they are in place, and have to be adhered to, and how if anyone should be aware of setback requirements, it should be an Engineer that works in the city. He then questioned the use of the shed since it has windows, window treatments, electricity and what appears to be to an air conditioning unit and feels that it may possibly be used as a short term rental, even though those are not allowed in the zoning district. He spoke of how affording this Variance request could potentially open up the ability for others to come and ask for variances for things that are not allowed, and finally, respectfully asked the Board to deny the request.

With no further public input, Chairman Weidenhamer closed the hearing to the public.

Chairman Weidenhamer asked why the permit was not obtained to construct the shed. He then spoke of an old shed that he had that fell apart and when he went to the Building Department to obtain the permit to construct a new one, the setbacks required him to build his new shed, off of the property line from where his old shed was located within the required setbacks.

Mr. Trammell explained that he did not seek a permit for this shed and pleaded ignorance for not being aware of the Land Development Code requirements for buildings. Additionally, this shed was a repair/replacement from a disaster declaration at the time and explained the way he understood it, for State and Federal permitting generally, the permitting requirements are waived as a result of structures being damaged. He explained that he did not expand or change the footprint of the shed and in hindsight, he realizes what he should have done, and it would have saved him a lot of trouble and money and is why he is before them now.

For clarification purposes, Mr. Burns asked Mr. Trammell to explain why permits were not required after a statewide declaration from the Governor and if he is referring to the Emergency Declaration from of Hurricane Michael. Mr. Trammell answered affirmatively, and briefly explained the shed was damaged from Hurricane Michael and he replaced it without a permit because at the time, permits are waived during disaster declarations.

DRAFT

Board member Piper asked Mr. Trammell if he had an air conditioner in the new shed. According to Mr. Trammell, he does have a mini split unit in the shed and the previous shed was also wired for electricity.

Chairman Weidenhamer asked staff what the regulations are for the percentage of damage that negates simple repair compared to new construction. According to Mr. O'Connor there is not a percentage, it is just based on what is necessary to get the structure repaired or replaced based on the Florida Building Code regulations.

Noel Bell, the city Building Official added that typically during a State of Emergency, if your structures or home on your property are damaged, you are allowed to immediately make the necessary repairs to not further the damage.

Board member Piper then asked how the city handles such issues when a shed that has been at its present location prior to incorporation of the city is then damaged from a hurricane.

Mr. O'Connor explained that any said structure that was built prior to the incorporation of the city, the structure is deemed a legal nonconforming structure and it what they consider grandfathered. Should the structure be damaged over 50%, the owner has one year to replace the structure to its original state, within the same footprint, or they lose the non-conforming status, and any new structure would have to be built to the current code requirements.

Board member Emerson asked if there was a geographic area for the disaster declaration of Hurricane Michael. In other words, was Okaloosa County included in the State of Emergency Declaration?

The LUA stated that staff would perform and search to find out. After a few minutes, she then asked Mr. O'Connor if he was able to find out the answer. According to Mr. O'Connor upon searching online, he was able to discern that Okaloosa County was indeed included in the Disaster Declaration from Hurricane Michael.

Board member Emerson asked Mr. Trammell if the shed could not be relocated to closer to the house and out of the setback area. According to Mr. Trammell the whole reason for replacing the shed to its original location was to control his stormwater, as it was originally designed, to stay on his property and not have it pushed to his neighbor's property. Also, to keep it within its original footprint to keep its grandfather status.

Board member Marler spoke of similar cases that had come before this board when he was previously serving and how those Variances were granted.

DRAFT

In closing, Mr. Burn spoke of the requirements that have to be met in order to grant the Variance and the special circumstances that existed as well as the extensive testimony that was given, based on the orientation of the property and how the home was built, the presence of the heritage oaks in the backyard, and how the stormwater would have been effected not only for Mr. Trammell's home, but also its impacts on the adjacent property owners as well. He then provided information on similar Variance Requests that have previously been brought before the Board of Adjustment and during those cases, the board has exercised good judgment on the cases and normally the ones that were denied did not provide adequate evidence for their requests.

Additionally, Mr. Trammell is willing to stipulate in asking for a variance to allow him to seek and obtain an after-the-fact permit to redo the foundations of the shed in accordance to city code within the setback and also as a condition, he will stipulate to no short term rentals or any uses other than storage of items in that shed, will be the only uses. He's also willing to pay any penalties associated with a retroactive permit.

Chairman Weidenhamer made the recommended motion for the Board of Adjustment approve the proposed request, BOA-000991-2022, to allow the applicant's shed (accessory structure) to remain in its original, existing location, with the condition that the applicant anchor the shed to the ground, as presented, and obtain any permitting needed from the city of Destin retroactively. Board member Emerson provided the second.

In discussion, Board member Piper amended the motion to add the stipulation to provide that no short term rentals or no occupancy use.

The Land Use Attorney stated that the stipulation can be added however, those are not allowed per code for that zoning district. **Board member Emerson provided the second for the amendment. On a roll call vote, the motion passed 6-0.**

5. OTHER BUSINESS:

The City Attorney explained to the members that in a recent past Board of Adjustment Hearing, they granted a Variance to Shirley Perman whose address is 155 Calhoun Avenue for the construction of a dock in the same location of an old dock and close to her neighbor, Tim Shores, for which Mr. Shores appealed the case before the 1st Judicial Circuit Court. With that occurrence, Mrs. Perman decided that she was no longer interested in her Variance and decided to seek a permit to build her dock in a location within its required setbacks. Therefore, that obviated the need for the Variance and staff is requesting that the Board rescind the request, which would be recorded.

DRAFT

Motion by Chairman Weidenhamer to rescind the settlement agreement for case #2022CA001640F, with Board member Piper providing the second.

Chairman Weidenhamer opened the hearing to the public, with no one coming forward to speak, he closed the public hearing and called for the vote. **The motion passed 6-0.**

6. ADJOURNMENT:

There being no further business the meeting was adjourned at 7:15 p.m.

Adopted and approved this _____ day of _____ 2022.

Tom Weidenhamer, Chairman

Kim Montgomery, Deputy City Clerk

DRAFT

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT
AGENCY ADVISORY COMMITTEE MEETING
APRIL 12, 2023 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Vice Chair Green called the meeting to order at 6:05 p.m. on Thursday, April 12, 2023, in the Destin City Hall Council Chambers.

2. ROLL CALL & PLEDGE OF ALLEGIANCE:

Present

Sandy Trammell
James Green
Casey Jones
Christian Myers
Mike Buckingham

Members Absent

Ian Blaise
Jan Best

Staff Present

Rey Bailey City Clerk
Steven O'Connor Principal Planner
Rachel Hoag, Planner
Krystal Strickland, Finance Director
Michael Burgess, PW Director

3. MINUTES: None

4. OLD BUSINESS:

➤ **None**

5. NEW BUSINESS:

➤ **Development Reports – March 2023**

Committee member Green asked for the update on the Royal Melvin Heritage Park. According to Committee member Buckingham, since the Council released the contractor, city staff has been installing the irrigation system and when that is finished, the sod can be installed. Committee member Buckingham also provided the members with the status of the stormwater for the project.

The City Attorney provided the members with the latest status for the acquisition of the last property for the Cross Town Connector.

Committee member Trammell asked for an update on the parking for Zerbe Street and if they would include LSV parking there. Mr. O'Connor provided the members with the current information.

Chairman Green asked about the status of the plan to take the boardwalk under the bridge.

According to Mr. O'Connor, because the Marler Bridge is now part of a FDOT 5-year

PD&E study, the State is not interested in any kind of project to go under it at this time if in the near future, it may have to be replaced.

Committee member Buckingham, spoke of how he is shocked that FDOT is now not interested in going underneath the bridge. Mr. O'Connor added that it may have something to do with the high powered gas line that runs under the bridge.

➤ **Financial Update – Long-term Planning – Krystal Strickland**

Ms. Strickland explained to the members the projections they have before them extend to the sunset of the committee in 2043. She then referred the members to the 110-Fund for their Fund Balance information. Additionally, she explained that part Florida Power & Light (FPL) Electrical Franchise Agreement, was to start the undergrounding project which is to begin this coming Fall and a Request for Proposal will be put out sometime in July. She explained she should have a binding cost estimate from FPL by the end of May to early June timeframe with the project starting sometime in October. She then informed the member of the upfront financing she will need for the project. Also, keep in mind that it's long-term for the next 20 years and staff will be working on the finances for the project, that will include grant opportunities.

Ms. Strickland also informed the members of the fee increases for parking and how staff is bringing before Council a nonresident parking fee sticker program that businesses can purchase for their staff to place on their vehicles to help their workers to help offset the increase on their employees that need to park off site of the businesses they work for.

Chairman Green asked why the city would want to increase the fees 400% for parking on properties that public funds were used to purchase.

Mr. O'Connor explained that how public parking is a huge drain on municipalities and spoke how they would never be able to recoup the costs to build and maintain them. He also spoke of how the fee of \$5.00 a day was probably the lowest public parking fee in the State, and compared it to toll roads, and the person has a choice to take a toll road or not and if they choose to take the toll road, they made the choice to pay the toll, he compared it to a user tax. Same goes with paying to park, there are other options for people to park or not bring a vehicle at all.

Ms. Strickland explained the increase would help offset the wear and tear on the infrastructure from the population increase to the city, that is not from residents who live here full time.

Mr. Burgess mentioned that this nonresident parking pass is for anyone that comes to the city often who could use the program to park while in town. Committee member Buckingham suggested having a parking pass program for anyone to use to park anywhere in the city and not just the Harbor District.

➤ **Holiday Decorations – Michael Burgess**

Mr. Burgess explained that there are limitations to where the decorations can be placed because FPL will not approve of anything to be mounted on their lighted fixtures that has to get power from a secondary source or if it has any gear on it they won't allow those to have anything mounted on them either. Additionally, with the upcoming undergrounding project, once the poles are removed, there will not be any for decorations. He also spoke of the availability of limited median space for any ground decorations and the lack of power available along them. He then spoke of the fixture that was always put up at the corner of Main Street and Hwy 98 quit working but spoke of how there are companies that will create custom fixtures similar to it, and with enough lead time there are companies to create them to any specifications.

Committee member Buckingham asked the following questions:

Is there an opportunity to have more power made available to the medians once the underground project starts and, is there be some kind of incentive to allow property owners to install matching poles at their property line, along the highway at the right-of-way. That way at different times of the year, things can be attached to them similar to how the Town Center does.

In the long term outlook of the Financials, Mr. O'Connor referred to the members to the bottom number, and how 10-years out, \$1.3M is what is projected for economic development and pointed out for them to keep in mind that if they continue in this direction for holiday decorations, every year, their earmarked funds is being dwindled from the very contentious debate they've had for parking structures.

There was a lengthy discussion regarding how to encourage businesses to decorate for the holidays and ways to decorate city owned property.

Motion by Trammell to leave the decorations as planned last year to have the red and white strings on the poles going down Royal Melvin and the tree on the deck and the blue lights around the rails, Committee member Jones provided the second, the motion passed 5-0.

6. COMMITTEE MEMBER COMMENTS:

- **Vice Chair Trammell – Nothing**
- **Committee member Jones – Nothing**
- **Committee member Myers – Nothing**
- **Committee member Buckingham – Nothing**
- **Committee member Trammell -** Questioned what the historical overlay is for the

harbor district that may not be included in the current zoning. Mr. O'Connor explained that the South Harbor Mixed Use District and the North Harbor Mixed Use District are two distinct districts, and how the planning areas that were identified are not the same as the zoning districts. Additionally, staff is working on recommendations for design standards and best practices to bring back to the CRA Advisory Committees for discussion to be implemented in the Design Manual for the Land Development Code.

➤ **Chairman Green – Made the following motions:**

Motion by Chairman Green, seconded by Committee member Jones to recommend to the City Council to request the city engage the TDC on funding opportunities to improve parking and roadways in the Harbor CRA District to address the parking deficit with bed tax money. The motion passed 5-0.

Motion to recommend the City Council to direct staff to research and reach out to the County to find a solution for used motor oil disposal for all businesses and residents of Destin. Committee member Buckingham provided the second. In discussion, Chairman Green spoke of how there is no longer a business in Destin that is willing to take in more than 5 gallons at a time and with the city's initiative for clean water in the harbor, he feels that the city should provide the service and spoke of grants that are available through the County from the State to help with building such a facility. Mr. Burgess mentioned that they do have a company scheduled that comes and picks up their used motor oil they store in metal drums.

Motion by Chairman Green, seconded by Committee member Jones to recommend that City Council to have a moratorium on all speed tables or speed bumps in the Harbor CRA along with the entire city. With Committee member Jones providing the second.

Committee member Jones stated the money being spent on speed table should be put towards parking.

Committee member Buckingham commented he's a fan of them and they work.

Chairman Green stated that the people that don't speed should not be the ones that have to deal with them and how now it's like a snowball effect where they're being requested all over the city now. He then stated that he agrees that it makes sense to have them near schools and parks but if there is a speeding problem, then that is an enforcement issue. Adding that he has them on the street he lives on and all they do is slow down emergency services time to getting to their destination, and people will slow down to go over one then speed up to the next one and mentioned they are counterintuitive to what it is they are supposed to do.

Committee member Trammell spoke out how Council can make the decision to have them installed without following the guidelines any other citizen would have to follow and amended the motion to add, **Council should not be able to circumvent the process. Committee member Jones provided the second. The motion passed 4-1 with Committee member Buckingham dissenting.**

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 7:30 PM.

Adopted and approved this ____ day of _____ 2022.

Sandy Trammell Chair Pro Tem

Kim Montgomery, Deputy City Clerk

**MINUTES
TOWN CENTER COMMUNITY
REDEVELOPMENT AGENCY
ADVISORY COMMITTEE JOINT WORKSHOP MEETING
APRIL 19, 2023 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wernet called the meeting to order at 5:30 PM on Wednesday, April 19, 2023, at the Destin City Hall Annex Council Chambers with the Pledge of Allegiance immediately following.

2. ROLL CALL:

TC Members Present

Lockwood Wernet
Michele Sandstead
Delores Morrell
Dorothy Robinson
Joshua Cowsert
Nikki Johnson

Member Absent

Staff Present

Kim Montgomery Deputy Clerk
Steven O'Connor
Ryan Scott City Engineer

3. MINUTES FOR APPROVAL: NONE

4. OLD BUSINESS:

There was a brief discussion regarding the Linear Park and the status of the members' comments. Mr. O'Connor explained to the members with an update and how it is scheduled to go before City Council for their consideration.

5. NEW BUSINESS:

➤ **Development Projects & City Projects**

Committee member Sandstead mentioned that for years they have been discussing the Linear Park at these committee meeting and there was never mentioned a roadway being installed and asked at what point did it become a priority to install a road instead of the park. vacant

According to Mr. O'Connor, to be clear, staff is not prioritizing or recommending a road over the park. Accordingly, he spoke of how he cannot speak to what past staff may have said, nor why the roadway was never mentioned, or the policies of the Comprehensive Plan, the Town Center CRA Master Plan, the Master Pathways Plan or the Land Development Code, that clearly states that a roadway should go through there. Additionally, the lack of connectivity through the immediate area is recognized as a blight. He emphasized that is in no way recommending the road over the park however, they cannot design one without the other and currently they are only

now at the design phase, and it only makes sense to have them both designed at the same time for cost saving reasons for the future.

Mr. Scott added that for grant purposes, FDOT has said time and again that a “shelf ready” project that is completely designed out, those will always be prioritized for grant funding.

There was a brief discussion regarding what utility would be installed for future use if any and how the transmission lines and distribution lines that run the length of FPL’s easement are critical for power and how most likely FPL will not allow anything else through the area.

Committee member Sandstead questioned the location of the Valiant Townhomes. Mr. O'Connor indicated they're located on the north side of Airport Road in a small section on the north side of Airport Road next to the Church on the property with the tall trees and it is within the boundaries of the Town Center District.

➤ **Financial Update for Long-Term Planning**

Ms. Strickland explained that FPL will be bringing their binding cost estimates to Council in the June timeframe and then afterwards staff will be putting out a Request for Proposals for the contractor.

The members discussed the two bids that are out for the Town Center Master Conceptual Planning and the Linear Park Design, and how the Master Plan mechanism comes into play with regard to redevelopment of areas within the district.

Chairman Wernet questioned the \$250k that is budgeted that seems very low in comparison to the numbers budgeted out for the following years.

➤ **Holiday Decorations – Michael Burgess**

Ms. Strickland informed the members that Mr. Burgess is unable to attend the meeting but provided the members with a brief detail of the funds set aside.

Mr. O'Connor asked the members to look over the information they were provided with in the meantime. Also, the city has 15 tall trees that they have used in the past couple of years and to decide areas of their district they'd like to have them installed and speak to Mr. Burgess of those locations.

Committee member Johnson spoke of how disappointing the quality of decorations was in the last few years on Main Street and there needs to be better preparation and planning of the installation going forward so it doesn't look like it was decorated at the last minute.

Committee member Cowser spoke of the need to get the word out to the public about the Christmas Decoration Contest to get more people engaged to decorate the district. Mr. O'Connor informed him that the city has a PIO and he will ask if she can attend their next meeting to help them understand how she will push the information out.

6. MEMBER COMMENTS:

- Committee member Morrell spoke of the illegal activities that are taking place in the district and questioned if anything would be done about it. Mr. O'Connor explained the department has a new director and he would be who she should direct her complaints to.

Chairman Wernet asked staff to invite him to their next meeting so they can express their concerns to him. Mr. O'Connor stated that he would place both the PIO and the Code Compliance Director under their prospective names on the agenda. He then informed the members that their meeting in May will shift to a different date because of scheduling for 3TP staff to fly in for their presentation.

7. PUBLIC COMMENT:

None

8. ADJOURNMENT:

Having no further discussions, the meeting was adjourned at 6:40 PM.

Adopted and approved _____ day of _____ 2022.

Lockwood Wernet Chairman

Kim Montgomery Deputy City Clerk

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023**TYPE OF AGENDA ITEM:** Action Item**AGENDA OUTLINE NUMBER:** 3.G.**TO:** City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney**DATE:** May 24, 2023**SUBJECT:** DO-21-19 Destin Cottages Final Plat Approval
(Destin Cottages (20-19-SP and 20-20-MS) were approved by City Council;
Development Order (DO-21-19) was issued on November 10, 2021.)

I. BACKGROUND: On November 10, 2021, the subject Development Order was issued for the platting and the construction of twelve (12) long-term residential dwelling units, along with the associated infrastructure. The associated Parcel IDs are 00-2S-22-0716-000H-0010 & 00-2S-22-0310-000D-1710.

II. DISCUSSION:

The applicant is requesting **Final Plat Approval** for the subject development, as approved by the City Council on September 7, 2021. The City Staff inspected the infrastructure on Friday, May 19, 2023, to ensure the construction and improvements were installed according to the approved Development Order plans and approved permit drawings and identified a few minor items that shall be addressed prior to the issuance of the first Certificate of Occupancy (CO) for the single-family dwellings within the subdivision. They are as follows:

- Right-of-way grading/swale installation/stabilization/landscaping/sodding needs to be finished once irrigation has been installed at both the entrance and exit to the development.
- The irrigation crossings under the roadway where undermining occurred needs to be addressed.
- Installation of filter fabric under each inlet grate within the roadway curbing to help reduce the amount of sediment that can get washed into the drainage system.* Also, maintain the filter fabric under each inlet grate until the site is fully stabilized.
- Relocate the project sign out of the Sibert Avenue right-of-way.

- The pedestrian amenities (benches and trash cans) need to be installed within the public rights-of-way.

**As of Tuesday, May 23, this item had been completed.*

The property owner/applicant met Staff on site and agreed to address all items prior to issuance of any Certificate of Occupancy (CO) (*email correspondence attached*).

Per **Section 2.19.03, City of Destin Land Development Code**, where proposed major development includes the subdivision or re-subdivision of land and the dedication of right-of-way, final approval of such subdivision or re-subdivision shall be made by the City Council in accordance with this Code and general law. Upon receiving the recommendation of the technical review committee, the City Council will consider the subdivision for approval.

COMPREHENSIVE PLAN CONSISTENCY: The proposed project is consistent with ***Comprehensive Plan Policy 1-2.2.2: Low Density Residential (LDR) Land Use Element, Policy 3-1.3.4: Provide for the Inclusion of Diverse Housing Types, & Policy 3-1.3.9: Provide for Available Diversity in Housing Type and Tenure.***

- A. **Link to Strategic Goals / Objectives:** 5) Economic Development and Revitalization
- B. **Effect on Budget (EOB):** There is no anticipated effect on the budget.
- C. **Level of Service (LOS):** The approved traffic analysis states that the project is estimated to generate 12 tentative PM trips. This would have a limited effect on the surrounding LOS.
- D. **Legislative Sponsor:**

III. CONCLUSION: On September 7, 2021, Destin Cottages (20-19-SP and 20-20-MS) was approved by City Council. Consequently, the Development Order (DO-21-19) was issued on November 10, 2021. To satisfy ***Section 2.19.03 of the City of Destin Land Development Code***, the applicant is now requesting Final Plat Approval from the City Council.

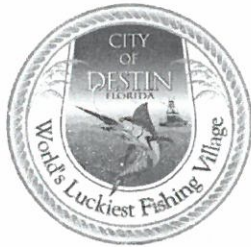
STAFF RECOMMENDATION: Staff recommends final plat approval for Destin Cottages (DO-21-19), with the conditions below:

- Right-of-way grading/swale installation/stabilization/landscaping/sodding needs to be finished once irrigation has been installed at both the entrance and exit to the development.
- The irrigation crossings under the roadway where undermining occurred needs to be addressed.
- Installation of filter fabric under each inlet grate within the roadway curbing to help reduce the amount of sediment that can get washed into the drainage system.* Also, maintain the filter fabric under each inlet grate until the site is fully stabilized.
- Relocate the project sign out of the Sibert Avenue right-of-way.
- The pedestrian amenities (benches and trash cans) need to be installed within the public rights-of-way. **As of Tuesday, May 23, this item had been completed.*

IV. RECOMMENDED MOTION: I move that the City Council approve final plat approval for Destin Cottages (DO-21-19) with the conditions provided by Staff.

Attachments:

1. A. Destin Cottages Release of Plat Application
2. B. Destin Cottages Approved Preliminary Plat
3. C. Destin Cottages Final Inspection Request
4. D. Destin Cottages Infrastructure As-Built
5. E. DO-21-19_Destin Cottages
6. F. Destin Cottages Conditions & Applicant Response



City of Destin

Community Development Department:

Planning Division

City Hall Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 654-1119

RELEASE OF PLAT APPLICATION

Applicant to fill in all black blank spaces, City Staff to fill in all red blank spaces

_____ - _____ - SP _____ - _____ - MS
(project number assigned by planning staff) (project number assigned by planning staff)

All applications must be emailed or shared with planning@cityofdestin.com.

SUBDIVISION / PUD NAME:

Destin Cottages

I. CONTACT INFORMATION:

A. Owner(s): Destin Cottages Development Co, LLC

Mailing Address: 9 Weekawachoe Circle, Destin

Business Phone: 850 259 4464 Cell: _____

Email: Fletcher brad 62@yahoo.com

B. Authorized Agent (if applicable): Brad Fletcher

Mailing Address: Same

Business Phone: _____ Cell: _____

Email: _____

1. The plat for the above project may be released for recording because **ONE** of the following has been met in according to Destin Land Development Code (LDC) **Article 7, Section 7.08.10:**

a. X The developer may secure any necessary permits and install all improvements as shown on the approved construction drawings and certified by the developer's engineer. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED ENGINEER'S CERTIFICATION)

b. _____ The developer may post a performance bond accountable to the City Council and in accordance with Article 2, Section 2.20.00 of the LDC *Guarantees and sureties* to cover the full

cost of improvements as estimated by the developer's engineer and approved by the city engineer. Such bond shall be released upon satisfactory installation of all improvements approved in the development plan and specifications. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED PERFORMANCE BOND)

c. _____ The developer may sell or lease lots on contract and construct buildings provided that he agrees that all monies received from sale, lease, or other transfer shall be placed in escrow or other satisfactory account until such time as improvements are completed and approved by the city engineer. No deeds shall be issued or recorded until such approval has been obtained. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED AGREEMENT)

d. _____ The developer may post a letter of credit acceptable to the City Council for an amount necessary to complete all improvements required in the approval plans and in accordance with Article 2, Section 2.20.00 of the LDC *Guarantees and sureties*. Such letter of credit shall be released on satisfactory installation of all improvements. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED LETTER OF CREDIT)

e. _____ The developer may post with the City Council proof that a development loan has been approved by a recognized and approved lending institution, such development loan to be sufficient to cover the cost of improvements required in the approved plans, and the lender is bound to advance the funds as the work is completed, thereby providing for correction if the developer defaults. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid.

(SEE ATTACHED DEVELOPMENT LOAN APPROVAL)

2. Based on all previous stated requirements being fulfilled, the City Clerk is authorized to release the three (3) Mylar copies of the plat on file in City Hall to the developer for recording:

City Staff Use Only	
_____	_____
Public Services Director	Community Development Director
_____	_____
Date	Date

City Manager	

Date	

INSTRUCTIONS AND REQUIREMENTS TO THE DEVELOPER/OWNER

The three (3) Mylar copies of the plat for the above project have been released to you for recording into the public records of Okaloosa County. Once recorded, you are required to return to the City of Destin, Community Development Department the following items:

1. One (1) copy of the recorded Property Owners' Association documents (if applicable)
2. One (1) full-size (24" x 36") Mylar copy of the recorded plat

This application must be filled out completely and must be signed by the owner or his designated agent. If the applicant is different than the owner of the subject property, then an agent affidavit is required from the owner of the property. The agent affidavit must be completely filled out and submitted with this application. If the property has multiple owners, then all owners or their designated agents must sign this application.

I HAVE READ THE INFORMATION IN THIS APPLICATION AND HAVE FILLED IN ALL ANSWERS CORRECTLY TO THE BEST OF MY ABILITY.

APPLICANT:

SIGNATURE:

B. A. Hetder
Bredford A. Hetder

DATE:

2/24/22

PRINTED NAME:

DESTIN COTTAGES

A PLANNED UNIT DEVELOPMENT

A REPLAT OF 412 KELLY STREET, LOT 170 & LOT 171, BLOCK D, SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO THE TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

LEGAL DESCRIPTION:

Parcel #1:

Lot 1, Block H, Eastwood 5th Addition, according to the map or plate thereof, as recorded in Plat Book 5, Page 8, of the Public Records of Okaloosa County, Florida.

Parcel #2:

Lot 171, Block D, Second Revision to Calhoun Subdivision of Addition to Town of Destin, according to the plat thereof, recorded in Plat Book 2, Page 43A, of the Public Records of Okaloosa County, Florida.

Parcel #3

Lot 170, Block D, Second Revision to Calhoun Subdivision of Addition to Town of Destin, according to the plat thereof, recorded in Plat Book 2, Page 43A, of the Public Records of Okaloosa County, Florida.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT LISA A. FLETCHER TRUST, UNDER LAWS OF THE STATE OF FLORIDA AND AS OWNER OF THE LAND PLATTED AS "DESTIN COTTAGES PUD, DOES DECLARE THAT IT HAS CAUSED THE SAME TO BE SUBDIVIDED AND DEDICATES TO DESTIN COTTAGES PUD HOMEOWNERS ASSOCIATION, INC., ALL COMMON AREAS, ROADWAYS, STORMWATER RETENTION AREAS AND UTILITY EASEMENTS AS PRESENTED ON THIS PLAT. SUBJECT TO AND ENCUMBERED BY ALL THE RESERVATIONS, CONDITIONS AND REQUIREMENTS AS SET FORTH BY OKALOOSA COUNTY, FLORIDA.

THE DEVELOPER HAS EXECUTED THIS DEDICATION THIS _____ DAY OF _____, 2021.

BRAD FLETCHER, DEVELOPER

ACKNOWLEDGMENT TO DEDICATION:

STATE OF FLORIDA, COUNTY OF OKALOOSA

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2021 BEFORE ME, BRAD SHOULTS, PERSONALLY APPEARED AND WHO IS PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED HEREIN AND WHO EXECUTED THE FOREGOING INSTRUMENT OF DEDICATION AND ACKNOWLEDGED TO AND BEFORE ME THAT SAID INSTRUMENT IS THE FREE ACT OF SAID DEVELOPER.

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES

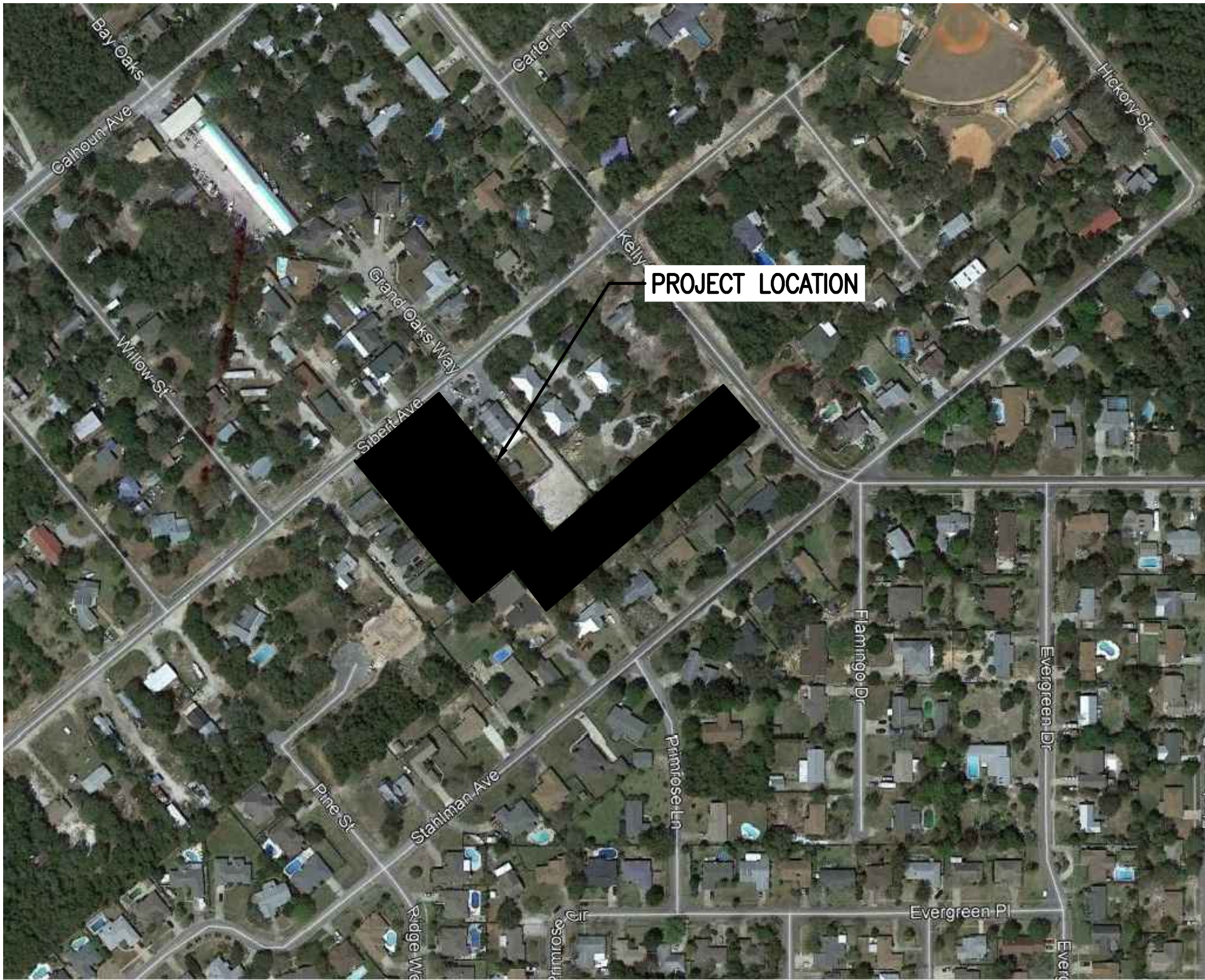
TITLE OPINION:

IT IS THE OPINION OF THE UNDERSIGNED, LICENSED IN THE STATE OF FLORIDA, THAT TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAME OF THE DEDICATORS AS SHOWN HERON, AND THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN.

THIS OPINION RENDERED ON THE 6th DAY OF FEBRUARY, 2021.

BY: LORI ELLEN WARD, Esq.

FLORIDA BAR NUMBER 117560



NOTICE:

PURSUANT TO CHAPTER 177.091(28) FLORIDA STATUTES, ALL PLATTED UTILITY EASEMENTS SHOWN HEREON SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

NOTICE:

FLORIDA STATUTE 177.091 (27)

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

OKALOOSA COUNTY TAX COLLECTOR CERTIFICATE

I, BEN ANDERSON, DO CERTIFY ALL TAXES HAVE BEEN PAID ON THE PROPERTIES DESCRIBED HEREON THROUGH TAX YEAR _____, TO THE BEST OF MY KNOWLEDGE AS OF THE _____ DAY OF _____, 2021

BEN ANDERSON, OKALOOSA COUNTY TAX COLLECTOR

COUNTY CLERK'S APPROVAL:

I, J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR THE RECORD ON THE _____ DAY OF _____, 2021, IN PLAT BOOK _____, PAGE ____.

J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA.

MAYOR APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____, 2021.

GARY JARVIS, MAYOR OF DESTIN

PUBLIC SERVICES DEPARTMENT APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PUBLIC SERVICES DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____, 2021.

MICHAEL BURGESS, PUBLIC SERVICES DIRECTOR

CITY SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN REVIEWED BY THE CITY SURVEYOR OF THE CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA AND MEETS THE REQUIREMENTS OF CHAPTER 177 PART I, OF THE FLORIDA STATUTES AND WAS APPROVED BY HIM ON THE _____ DAY OF _____, 2021.

ERIC B. STUART, CITY SURVEYOR
FLORIDA REGISTRATION NO. 6707

CITY OF DESTIN APPROVAL:

THE CITY OF DESTIN, HAVING EXAMINED THE WRITTEN PLAT ON THE _____ DAY OF _____, 2021, DOES HEREBY APPROVE THE PLAT FOR RECORDING.

LANCE JOHNSON, CITY MANAGER

REY BAILEY, CITY CLERK

SURVEYOR'S CERTIFICATE:

I, SHANNON D. CLATCHEY, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF LAND SURVEYED UNDER MY DIRECTION AND SUPERVISION, THE PERMANENT REFERENCE MONUMENTS HAVE BEEN SET AS INDICATED HEREON AND THAT IT COMPLIES WITH ALL THE PROVISIONS OF CHAPTER 177, FLORIDA STATUTES.

SHANNON D. CLATCHEY, PROFESSIONAL LAND SURVEYOR AND MAPPER No. 6178
RARE EARTH SURVEYING & MAPPING, INC. - LB#7350
NICEVILLE, FLORIDA 32578
PHONE 850-729-2722
FAX 850-729-2797

THIS PLAT PREPARED BY:

RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

DESTIN COTTAGES

PLAT BOOK _____, PAGE _____

SHEET 1 OF 2

DESTIN COTTAGES

A PLANNED UNIT DEVELOPMENT

A REPLAT OF 412 KELLY STREET, LOT 170 & LOT 171, BLOCK D, SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO THE TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

SHEET INDEX :

- 1.) DEDICATION AND CERTIFICATE SHEET
- 2.) PLAT BOUNDARY INFORMATION

ABBREVIATIONS:

R/W = RIGHT-OF-WAY
CM = CONCRETE MONUMENT
NO. OR # = NUMBER
TYP. = TYPICAL
(R) = RADIAL
(°) = DEGREES
(') = MINUTES OR FEET
(") = SECONDS
L.B. = LAND SURVEYING BUSINESS
P.B. = PLAT BOOK
O.R. = OFFICIAL RECORDS
LSB = LANDSCAPE BUFFER
PG. = PAGE
PRM = PERMANENT REFERENCE MONUMENT
P.C.P. = PERMANENT CONTROL POINT
BSL = BSL
N = NORTH
S = SOUTH
E = EAST
W = WEST
AC. = ACRES

LEGEND :

- = DENOTES PERMANENT CONTROL POINT
PLACED PK NAIL AND DISK (L.B. # 7350)
- = PERMANENT REFERENCE MONUMENT, SET (P.R.M.)
(4" X 4" CONCRETE MONUMENT, L.B. #7350)
- = FOUND 4" CONCRETE MONUMENT NO #
- = PLACED 1/2" IRON ROD WITH CAP LB #7350
- = 25' X 40' COMMUNITY PARK

NOTICE:

FLORIDA STATUTE 177.091 (27)
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

GENERAL NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHWESTERLY BOUNDARY LINE OF SUBJECT PARCEL HAVING A BEARING OF NORTH 44°13'50" WEST.
2. ALL LOT LINES DEPICTED HEREON ARE NON-RADIAL (N.R.) UNLESS OTHERWISE NOTED.
3. ALL INTERIOR LOT CORNERS WILL BE MONUMENTED IN ACCORDANCE WITH FLORIDA STATUTE 177.091 (9).
4. THIS PLAT HAS BEEN PREPARED FROM A PREVIOUS BOUNDARY SURVEY OF THE SUBJECT PROPERTY BY RARE EARTH, INC. (PROJECT NUMBER: 16-0326) AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYS AS DEFINED IN CHAPTER 5J-17 OF THE FLORIDA STATUTES.

THIS PLAT PREPARED BY:

RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

DESTIN COTTAGES

City of Destin
Community Development Department
4100 Indian Bayou Trail
Destin, Florida 32541
Phone: (850) 654-1119



Final Construction Inspection Certification and Final Inspection Request Form

Project Name: Destin Cottages Permit No.: 20-19-SP/20-20-MS

Street Address: 412 Kelly Street

Final Construction Site Inspection: The site design professional (Architect or Engineer) is required to ensure the site is built in accordance with the approved plans and is meeting all minimum code requirements as required (City, NFWMD, FDEP, ACOE, ADA, etc.). By submitting this form, the design professional is ensuring that the site is ready for City staff to perform a final site inspection, including stormwater facilities and right-of-way frontage.

This is not required if the project received a one-time stormwater exemption or at the discretion of the Community Development Director, or designee.

This is required 48 hours in advance for a Planning and Engineering inspection.

The following shall be completed by a licensed design professional and submitted to schedule a final site inspection. (NOTE: No changes shall be made to this section.)

I hereby certify the site or portion thereof has been built in accordance with the above referenced design certified plans (signed and sealed on 4/28/2021) has been designed in accordance with the City of Destin's Land Development Code.

I hereby certify that the site is ready for a final site inspection by City staff.

Firm Name: Core Engineering & Consulting, Inc.

Print Name: Edwin Stanford

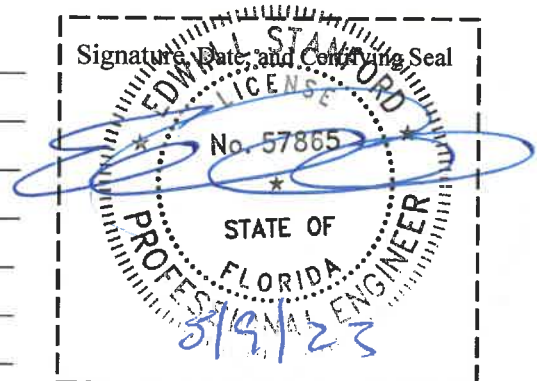
Title: Project Engineer

Registration No. 57865

Phone Number (850) 650-2646

Fax Number (850) 837-1576

EMAIL: ed@coreconsulting.com



Deviations to approved site plan which still meet code (add additional sheets as necessary):
Changes to lighting per FPL, removal of trash receptacles and benches and elimination of buffer between sidewalk and edge of pavement per PUD variance request attached.

Sirs,

I am requesting your approval of minor changes within the Destin Cottages Development located at 318 Sibert Avenue and 412 Kelly St. This development consists of a fenced and gated community of 12 lots for which single family housing is proposed.

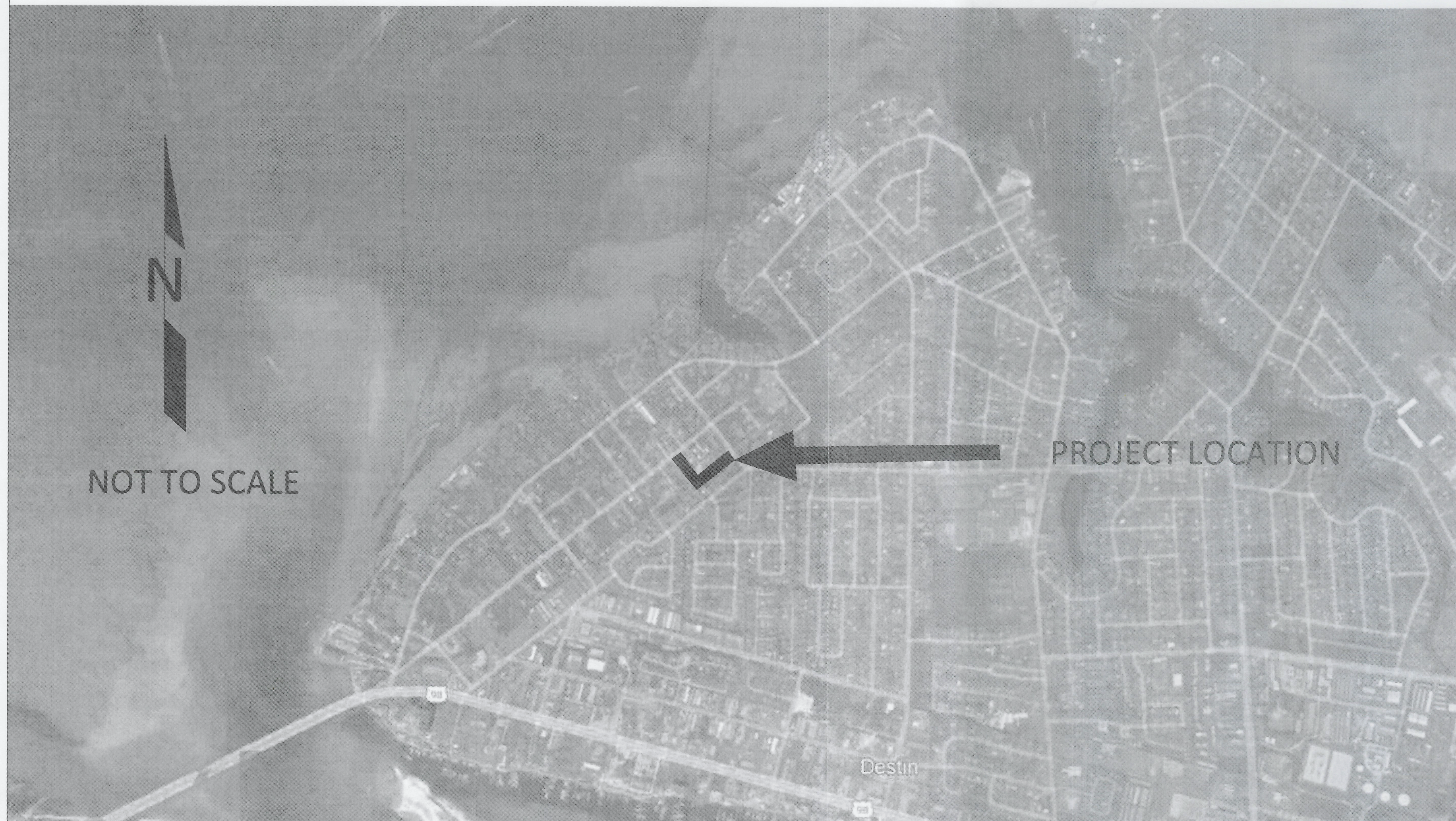
The Development Order granted by the City is in the form of a Planned Urban Development or PUD. As such, City Planning Staff has determined that minor changes must be ratified by the Board of Variance. Both the Common Areas of the PUD and the ROW of the PUD are deeded to the HOA. As such, they would normally not be subject to certain codes of the City but since these items are denoted in the PUD plans, they are subject to review.

Requested:

1. Florida Power and Light asked to modify the current lighting plan within the development. They are providing a proposed plan that aligns the lighting with the placement of the homes and their power pedestals.
2. Florida Power and Light no longer offer the type of lighting proposed in the PUD. Further, although we agree to use the new specifications of model in the City ROW, we desire to use our own model within the PUD to more conform to the ambiance of the project.
3. The PUD is both gated and fenced with controlled pedestrian and auto access. Currently, the plans call for benches and trash cans to be placed every 150' on the sidewalks. There will be five of these within the PUD and two outside of the PUD. We are requesting that the five benches and trashcans within the PUD be removed as there will be limited access within the PUD to the general public and the aesthetics of the trash and benches in the narrow ROWs.
4. The PUD calls for a three foot pedestrian buffer of grass between the sidewalks and the asphalt. We would like to remove the buffer and place the sidewalks against the asphalt. This will allow more contiguous green space for yards and landscaping.

AS-BUILT SURVEY OF : DESTIN COTTAGES DESTIN , FLORIDA

LOCATION MAP



SURVEYOR NOTES

1. THERE MAY BE EASEMENTS AND RESTRICTIONS OF RECORDS AND/OR PRIVATE AGREEMENTS NOT FURNISHED TO THIS SURVEYOR THAT MAY AFFECT PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE LAND SHOWN HEREON.
2. NO UNDERGROUND INSTALLATIONS, FOUNDATION FOOTINGS OR UTILITIES HAVE BEEN LOCATED EXCEPT AS SHOWN.
3. THE EXPECTED USE OF THIS AS-BUILT SURVEY IS FOR COMMERCIAL /INDUSTRIAL PURPOSES AND THE ACCURACIES FOR CLOSURE WERE EXCEEDED FOR A SUBURBAN SURVEY. THIS SURVEY IS TRUE AND CORRECT IN ACCORDANCE WITH 5J-17.051 AND 5J-7.052 FLORIDA ADMINISTRATIVE CODE. NO ADDITIONS OR DELETIONS FROM THIS SURVEY WITHOUT CONSENT FROM SIGNING PARTY.
4. ELEVATIONS SHOWN HEREON ARE BASED ON BENCHMARK ELEVATIONS AT NAVD 88 DATUM ASSUMED PER ENGINEERING CONSTRUCTION SITE PLAN.
5. ALL BOUNDARY MONUMENTATION AS SHOWN HEREON WAS IN REFERENCE TO AN EXISTING DRAWING BY CORE ENGINEERING AND CONSULTING DATED FEBRUARY 2020 AS REFERENCED IN ENGINEERING CONSTRUCTION SITE PLANS AND WAS NOT FIELD VERIFIED BY THIS SURVEYOR.

THE SURVEY SHOWN HEREON, PREPARED IN ACCORDANCE WITH SECTION 472.027 FLORIDA STATUTES
AND CHAPTER 5J-17.051 AND 5J-17.052, FLORIDA ADMINISTRATIVE CODE, MINIMUM TECHNICAL STANDARDS,
IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND IS NOT VALID WITHOUT THE SIGNATURE
AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

RUSSELL D. ALDRICH FLORIDA LICENSED SURVEYOR & MAPPER #4694

THE SURVEY DEPICTED HERE IS NOT COVERED
BY PROFESSIONAL LIABILITY INSURANCE

RUSSELL D. ALDRICH 384 GULFVIEW CIRCLE
SANTA ROSA BEACH, FLORIDA 32459

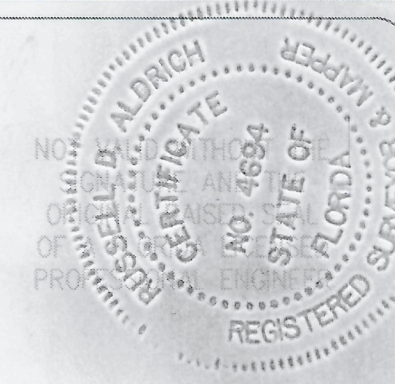
H AND T CONTRACTORS
FREEPORT, FLORIDA

DESTIN COTTAGES
DESTIN, FLORIDA

COVER

DI	DI
----	----

THE



RUSSELL D. ALDRCH
FLORIDA LICENSED
SURVEYOR AND MAPPER #4694

PROJECT:
AS-BUILT SURVEY OF :
DESTIN COTTAGES
DESTIN , FLORIDA

SCALE: 1"=30'	DRAWN BY: CRM
---------------	---------------

ORDER:	DESIGN BY:
--------	------------

DATE: 3/29/2023	CHECK BY: RDA
-----------------	---------------

SHEET

1 OF 4

VICINITY MAP

SH 003
SH 004

NOT TO SCALE

Gallop Ave
Wilder St
Primrose Ln
Kelt St
Stahman Ave
Hartman Dr
E. Green Dr

SHEET KEY	
SHEET 001	COVER SHEET
SHEET 002	KEY SHEET
SHEET 003	STORM
SHEET 004	WATER AND SEWER

1. HORIZONTAL AND VERTICAL CONTROL COORDINATE VALUES
REFERENCE DIRECTLY THE BASE COORDINATE SYSTEM OF THE
ENGINEER'S SITE CONSTRUCTION PLANS OF THE " DESTIN
COTTAGES " PREPARED BY CORE ENGINEERING AND
CONSULTING , INC , DATED : FEBRUARY 2020 . THESE VALUES
WERE USED TO BEST REFERENCE THE UTILITIES HEREIN.

3: LIGHTLY SHADED LINE WORK REPRESENT PROPOSED UTILITY POSITION DERIVED FROM THE ENGINEERING PLOT PLAN TO DEPICT NECESSARY DEVIATIONS.

ABBREVIATIONS:

TOP = TOP OF POND
BTM = BOTTOM OF POND
TOE = SLOPE BOTTOM GRADE BREAK
BRK = GRADE BREAK
T.O.P. = TOP OF PIPE
B.O.P. = BOTTOM OF PIPE
EC = EDGE OF CONCRETE
EG = EDGE OF GRAVEL
BOC = BACK OF CONCRETE CURB
AP = ASPHALT PAVEMENT
ROW = RIGHT OF WAY
INV. = INVERT OF PIPE
EL. = ELEVATION
LF = LINEAR FEET
FM = FORCE MAIN
WM = WATER MAIN
SM = SEWER MAIN
BFP = BACKFLOW PREVENTOR
RED = REDUCER (INCREASER)
HDPE = HIGH DENSITY POLYETHELENE
PVC = POLYVINYL CHLORIDE
D.I.P. = DUCTILE IRON PIPE
CPP = CORRUGATED PLASTIC PIPE
RCP = REINFORCED CONCRETE PIPE
ERCP = ELIPTICAL RCP
CMP = CORRUGATED METAL PIPE

	WYE
	SEWER CLEAN OUT
	SEWER MANHOLE
	BACK FLOW PREVENTOR
	11.25 deg BEND
	22.5 deg BEND
	45 deg BEND
	90 deg BEND
	TEE
	SADDLE TEE/WATER VALVE
	FIRE HYDRANT
	VALVE
	REDUCER
	WATER STUBOUT/METER
	TYPE 'C'/'E' CATCH BASIN
	STORM PIPE
	TYPE P MANHOLE
	TYPE V GUTTER INLET
	MITERED END SECTION
	LOT NUMBER

RUSSELL D. ALDRICH 384 GULFVIEW CIRCLE
SANTA ROSA BEACH, FLORIDA 32459

PREPARED FOR:
H AND T CONTRACTORS
FREEPORT, FLORIDA

ASBUILT SURVEY OF:
DESTIN COTTAGES
DESTIN, FLORIDA

KEY SHEET

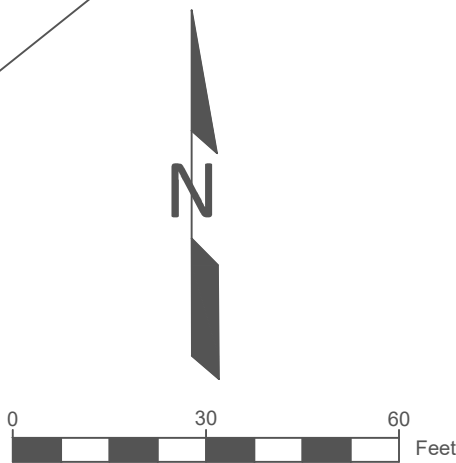
[illegible]

RUSSELL D. ALDRCH
FLORIDA LICENSED
SURVEYOR AND MAPPER #4694

PROJECT:
AS-BUILT SURVEY OF :
DESTIN COTTAGES
DESTIN , FLORIDA

SCALE: 1"=30'	DRAWN BY: CRM
ORDER:	DESIGN BY:
DATE: 3/29/2023	CHECK BY: BDA

SHEET



4 OF 4



Community Development Department

Office of the Director

4100 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-654-1119 | Email: planning@cityofdestin.com

November 10, 2021

Development Order No. 21-19

Final Development Order:

DESTIN COTTAGES PLANNED UNIT DEVELOPMENT & MAJOR SUBDIVISION (20-19-SP) & (20-20-MS)

Based upon the City's approval and issuance of this Development Order on November 10, 2021, this document will serve as your Final Development Order, and includes all of the provisions and conditions in the attached Technical Review Committee Report.

Edwin L. Stanford, on behalf of the Fletcher Lisa Trust, is requesting a Planned Unit Development and Major Subdivision preliminary plat approval. The project is located at 318 Sibert Ave & 412 Kelly St (Parcel IDs: 00-2S-22-0310-000D-1700, 00-2S-22-0310-000D-1710, and 00-2S-22-0716-000H-0010). The properties total approximately 2.52 acres and will consist of a private gated development with 12 single-family residences, along with the associated infrastructure and platting.

DETERMINATIONS:

1. This final development order is in accordance with the approved construction documents, which is inclusive of the site construction plans (Exhibit A) and the preliminary plat (Exhibit B), approved on September 7, 2021.
2. All the findings and requirements of the Technical Review Committee report are incorporated herein.

CONDITIONS OF APPROVAL:

1. Pursuant to the City of Destin Land Development Code:

Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on **September 7, 2021** (no later than **September 7, 2022**), and must be completed as shown on plans approved by the Technical Review Committee.

WARNING: If the applicant/owner has not obtained a building permit(s) for either the construction of infrastructure or construction of the entire project and that construction has not commenced within one (1) year of issuance of the final development order, the final development order will become null and void and the application for development order approval must be re-initiated (Article 2, Section 2.21.00).

NOTE: Construction of infrastructure shall be defined as site work, grading, or other construction activity (not including clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations (Article 2, Section 2.21.00).

NOTE: An applicant/owner who desires to extend the twelve (12) month (1 year) deadline for either the construction of infrastructure or construction of the entire project must submit a written request to the Community Development Department, no less than thirty (30) days prior to the expiration of the twelve (12) month deadline to obtain a building permit and commence construction of infrastructure or construction of the entire project. The applicant may receive only one extension, and such extension shall not exceed one year. The applicant /owner should review Article 2, Section 2.21.00, of the Destin Land Development Code for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1. above, the concurrency capacity allocation status for “Destin Cottages” will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**
 - A. **Construction permit(s) in association with construction of infrastructure or construction of the entire project are not obtained in accordance with Article 2, Section 2.10.00 of the Land Development Code to maintain concurrency, or**
 - B. **Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under Article 6 of the Destin Land Development Code.**
3. The applicant must obtain City of Destin permits for the following activities on and off site (these may require appropriate bonding):
 - A. Disturbance of the City's Right-Of-Way (Note: Applicant must obtain the proper ROW permit(s) from the Public Services Department prior to issuance of building permits, unless otherwise exempted by the Public Services Director).
 - B. Pavement cuts.
 - C. Construction of any kind.
 - D. Clearing, grubbing, or demolition.
 - E. Paving, grading, drainage, sidewalks.
 - F. Signage.
 - G. Installation of utilities.
 - H. Construction trailers.



4. The following items must be addressed in the appropriate order:

- A. **Prior to the issuance of any City Permit**, a sign must be posted on the subject property notifying the public of the emergency contact information of the person responsible for the project. Refer to section 7.01.02(B) of the Land Development Code for details on the size, location and contents of the sign. Additionally, a posting of emergency contact information sign affidavit must be submitted to the Planning Division prior to the issuance of any permits.
- B. **Prior to the Commencement of Construction**, a permit, with a copy of the demolition plan for the site indicating the location of the Construction Site Screening, must be submitted and approved by the City. Said screening must meet the requirements set forth in Destin Code of Ordinances, Section 6-51 *Screen Criteria*.
- C. **Prior to the issuance of any City Permit**, obtain a Florida Department of Transportation Right-of-Way Construction Permit and submit copy to the City Engineer (if applicable).
- D. **Prior to the issuance of any City Permit**, obtain a Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit and submit a copy to the City Engineer. Provide a copy of the Stormwater Pollution Prevention Plan (SWPPP) as required for the NPDES permit for all construction disturbance over 1 acre. If the site is less than 1 acre, provide an erosion control plan in accordance with LDC Article 11.
- E. **Prior to the issuance of any City Permit**, a copy of the Northwest Florida Water Management District (NFWFMD) storm water permit and a NPDES storm water construction generic Permit (if applicable) approval shall be provided.
- F. **Prior to the issuance of a Certificate of Occupancy**, the developer/owner, engineer of record and the contractor shall make themselves familiar with LDC Article 11.09.00., Illicit Discharge, and shall comply with the codes, or be subject to enforcement.
- G. **Prior to the issuance of a Certificate of Occupancy**, the developer/owner, engineer of record and the contractor shall make themselves familiar with LDC Article 8, Transportation, and shall comply with the codes, or be subject to enforcement.
- H. **Prior to the issuance of a Certificate of Occupancy**, all applicable Impact Fees and other outstanding costs associated with this project that are owed to the City must be paid in full.

Final impact fee amounts will be determined at the time of building permit submittal and reevaluated at the time a Certificate of Occupancy is requested
- I. **Prior to the issuance of a Certificate of Occupancy**, the site layout, landscaping, outdoor lighting and architectural design must be inspected and approved by the Community Development Department.
- J. **Prior to the issuance of a Certificate of Occupancy**, a Stormwater Operation/Maintenance Plan (SWOMP) approved by the City shall be acknowledged and signed by the Owner.

K. **Prior to the issuance of a Certificate of Occupancy**, assigned address number for the buildings shall be displayed and clearly visible and legible, preferably reflective, from the street or private way on which the building fronts with Arabic numerals not less than three inches in height and one-half inch in width. Numbers must be in a color contrasting to the building or other background. Assigned numbers for principal buildings which are not visible from the street or private way shall additionally be displayed at the intersection of the driveway and servicing street, and attached to a post, wall, fence or mailbox at a level to ensure visibility. *Ref. LDC Section 7.18.04.*

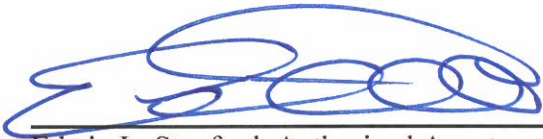
L. Per Land Development Code (LDC) Article 7.09.03.1.d, pitched roofs are required to cover not less than 60 percent of the roof surface on all buildings. A minimum pitch of 5:12 and a maximum pitch of 12:12 are required for the fully pitched roof above the cornice line.



Louis Zunguze, MURP
Community Development Director
City of Destin

11-10-2021

Date



Edwin L. Stanford, Authorized Agent
Core Engineering & Consulting, Inc.

11.3.21

Date

**TECHNICAL REVIEW COMMITTEE REPORT
DESTIN COTAGES
PLANNED UNIT DEVELOPMENT & MAJOR SUBDIVISION
(20-19-SP) & (20-20-MS)**

Applicant: Fletcher Lisa Trust
Agent: Edwin L. Stanford, Core Engineering & Consulting, Inc.
Location: 318 Sibert Ave & 412 Kelly St
Request: The proposed PUD will consist of a private gated development with 12 single-family residences, along with the associated infrastructure and platting
Parcel Size: 2.52 acres, 109,771 square feet
Future Land Use: LDR (Low Density Residential)
Zoning District: LDR-V (Low Density Residential – Village)
Density: 4.76 DU/AC Provided
Intensity: Not applicable
Application Date: June 4, 2020
Approved Site Plan Date: September 7, 2021

DISCUSSION/FINDINGS

Edwin L. Stanford, on behalf of the Fletcher Lisa Trust, is requesting a Planned Unit Development and Major Subdivision preliminary plat approval. The project is located at 318 Sibert Ave & 412 Kelly St (Parcel IDs: 00-2S-22-0310-000D-1700, 00-2S-22-0310-000D-1710, and 00-2S-22-0716-000H-0010). The properties total approximately 2.52 acres and will consist of a private gated development with 12 single-family residences, along with the associated infrastructure and platting.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE

The property has a Future Land Use Map Designation of Low Density Residential (LDR), and a zoning designation of Low Density Residential – Village (LDR-V). The proposed project is consistent with the Comprehensive Plan and Land Development Code (LDC).

LAND USE

Long-term, single-family detached dwelling is an appropriate use for the LDR future land use designation and is a permitted use in the Low Density Residential – Village (LDR-V) zoning district.

DENSITY

Maximum allowed: 5.81 dwelling units per acre
Provided: 4.76 dwelling units per acre

HEIGHT

Maximum allowed: 35²/3 stories
Provided: Not to exceed 35' or 3 stories

PITCHED ROOF

Minimum required: 60%
Provided: Will be addressed in Permitting phase

FLOOR AREA RATIO

Not applicable

SETBACKS

Front minimum required: 20 feet
Front provided: 20 feet

Side minimum required: 7.5 feet
Side provided: 7.5 feet

Rear minimum required: 10 feet
Rear provided: 10 feet

OPEN SPACE

Minimum required: 25%
Provided: 44.4%

PLATTING

The project is proposing a major subdivision to be processed simultaneously with a planned unit development. The applicant is requesting preliminary plat approval and has met all submittal requirements.

CONCURRENCY MANAGEMENT

Concurrency requirements have been met:

Traffic: Signed July 30, 2021

Stormwater Management: Signed July 30, 2021

Potable Water/Sanitary Sewer: Signed July 21, 2020

Solid Waste: Signed July 21, 2020

AIRPORT PROTECTION

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area.

NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

TRANSPORTATION ANALYSIS

The submitted traffic analysis dated October 19, 2020 indicates the proposed development is estimated to generate 12 tentative project trips during the PM peak hour. The analysis is consistent with the technical methodology outlined in LDC 6.05.05 and will be used to assist the City in determining the overall success of the MMTD as outlined in Comprehensive Plan Policy 12-4.1.8.

RIGHT-OF-WAY DEDICATION

The project does not include right-of-way dedication.

INGRESS/EGRESS

Vehicular access to the properties is provided by private ROW from accessways within the 100' Kelly Street and 100' Sibert Avenue public ROWs.

PEDESTRIAN NETWORK

The project will complete the 10' wide pedestrian sidewalk along Sibert Avenue, from the property line to Kelly Street. An 8' wide pedestrian network currently exists along Kelly Street.

PARKING:

Required minimum vehicle parking spaces: 24

Provided vehicle parking spaces: 24

Required minimum bicycle parking spaces: N/A

Provided bicycle parking spaces: N/A

UTILITIES:

All utilities are required to be underground.

STORMWATER:

The City Manager's Stormwater designee approved the stormwater plan in a memo dated July 30, 2020.

REFUSE COLLECTION:

All non-construction related dumpsters, trashcans, and recycling bins shall be placed in a solid waste collection area or inside a building.

WHITE SANDS ZONE

The proposed project is not located within any White Sands Zones.

LANDSCAPING

Front perimeter/common boundary: Exempt per LDC 12.04.04.B

Interior parking landscape: N/A

Buffer zone: Exempt per LDC 12.04.04.D

Street trees required: 9

Preservation and restoration:

Acres of development: 2.52 acres

Reforestation trees required after preservation credits: 0

Preserved/Protected trees removed: 9

Preservation and Reforestation trees required: 9

Total required trees: 18

Total trees provided: 97

SIGNS

All signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

IMPACT FEES:

Final impact fee amounts will be determined at the time of building permit submittal and reevaluated at the time a Certificate of Occupancy is requested. Architectural plans for the single-family units were not provided, so no impact estimates could be provided.

OTHER FEES: NONE**COMMENTS:**

Per Community Development Department:

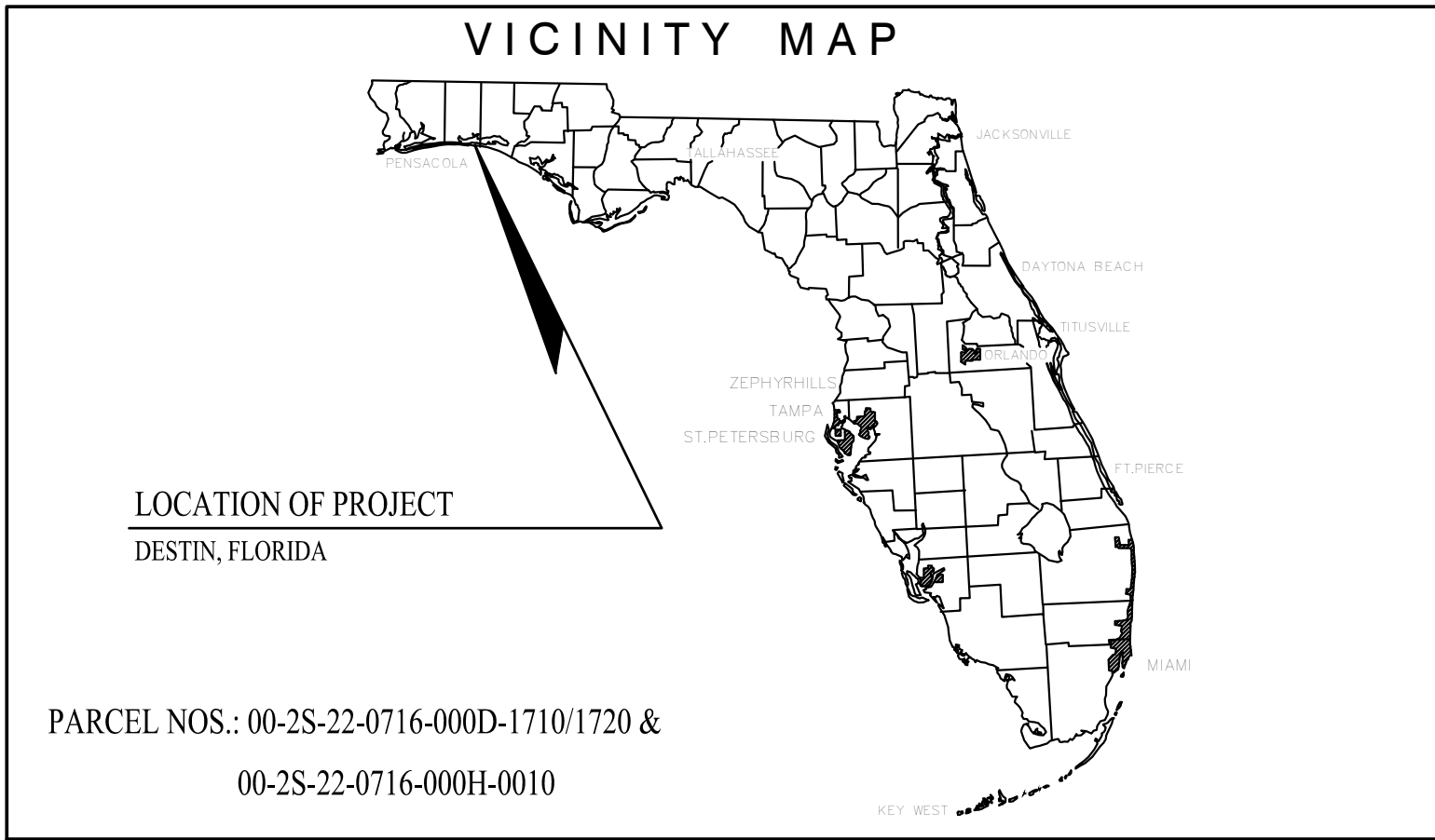
1. **Prior to the issuance of a Clearing Permit**, a clearing plan must be submitted and approved by the Community Development Department.
2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.

APPROVED

By Daniel Butler at 4:24 pm, Nov 10, 2021

DESTIN COTTAGES

DESTIN, FLORIDA

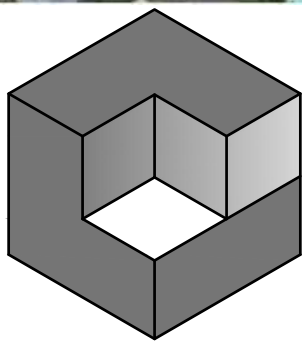
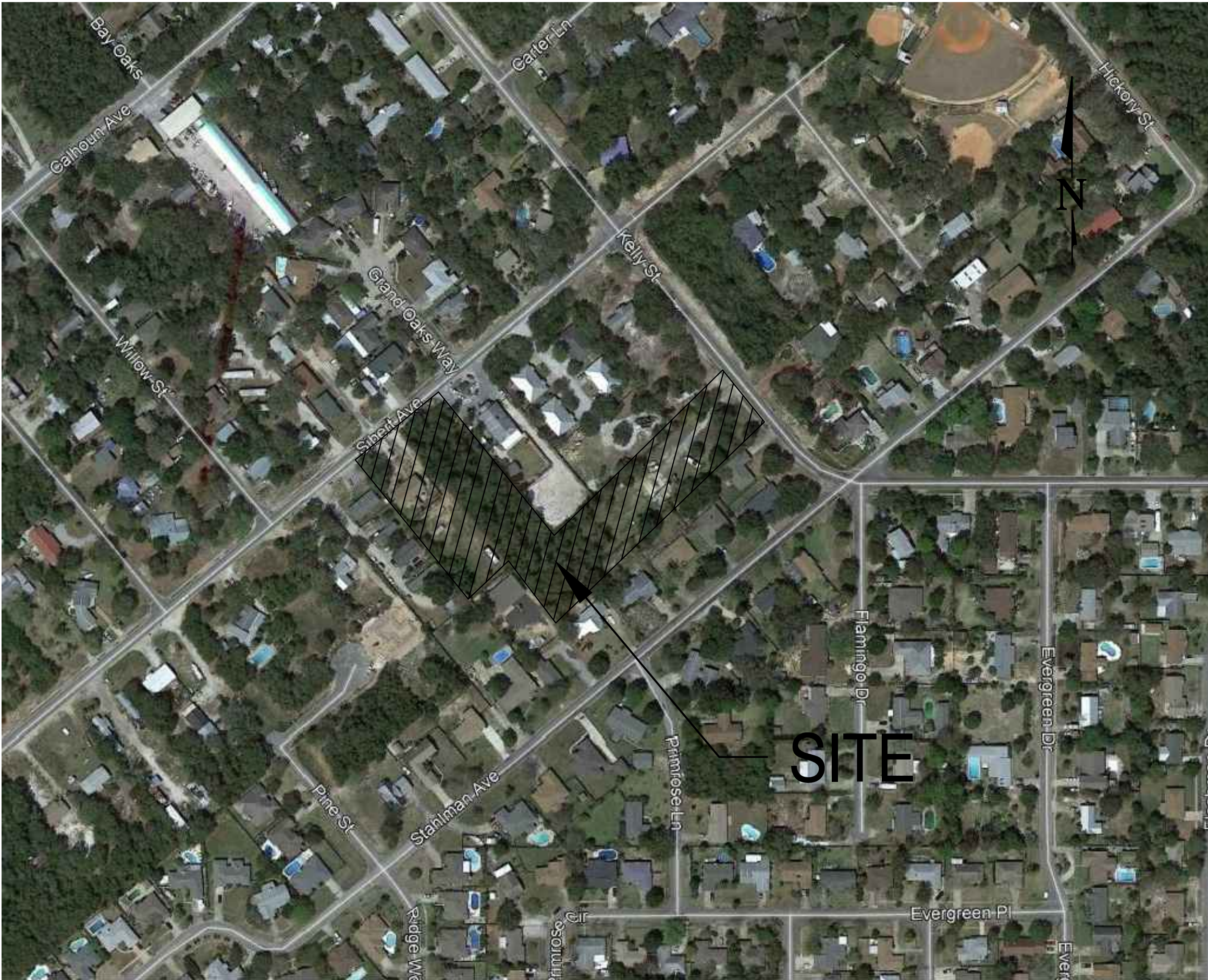


LEGAL DESCRIPTION

AS FURNISHED

PARCEL NO. 1
THE EAST 200 FEET OF THE FOLLOWING: BEGINNING AT A POINT ON THE NORTH RIGHT OF WAY LINE OF U.S. HIGHWAY 98 WHICH IS 150 FEET NORTHERLY AT RIGHT ANGLES TO RIGHT OF WAY FROM THE POINT ON THE SOUTH RIGHT OF WAY WHICH IS 4100 FEET DUE EAST OF THE EAST LINE OF REVISED SECOND EAST PASS ADDITION TO DESTIN, AS RECORDED IN PLAT BOOK 1, PAGE 19A, OKALOOSA COUNTY, FLORIDA, THENCE EASTERLY ALONG RIGHT OF WAY 320 FEET, THENCE NORTHERLY AT RIGHT ANGLES 263 FEET, THENCE WESTERLY AT RIGHT ANGLES 770 FEET, THENCE SOUTHERLY AT RIGHT ANGLES 263 FEET TO RIGHT OF WAY, THENCE EASTERLY AT RIGHT ANGLES 450 FEET TO POINT OF BEGINNING.

PARCEL NO. 2
COMMENCING AT A POINT ON THE NORTH R/W OF U.S. 98 WHICH IS 150 FEET NORTHERLY AT RIGHT ANGLES TO R/W FROM THE POINT ON THE SOUTH R/W WHICH IS 4100 FEET DUE EAST OF THE EAST LINE OF REVISED SECOND EAST PASS ADDITION TO DESTIN, PLAT BOOK 1, PAGE 19A, OKALOOSA COUNTY, FLORIDA, THENCE EASTERLY ALONG R/W 70 FEET TO POB THENCE CONTINUE EASTERLY ALONG R/W 50 FEET, THENCE NORTHERLY AT RIGHT ANGLES 263 FEET, THENCE WESTERLY AT RIGHT ANGLES 50 FEET, THENCE SOUTHERLY AT RIGHT ANGLES 263 FEET TO POB.



CORE ENGINEERING & CONSULTING, INC.

CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W. PHONE: (850) 650-2646
SUITE F FAX: (850) 837-1576
DESTIN, FLORIDA 32541 WEB: WWW.CORECONSULTING.COM
CERTIFICATE OF AUTHORIZATION NO. 28155

PREPARED FOR:
LISA A. FLETCHER TRUST
9 WEEKEWACHEE CIRCLE
DESTIN, FL 32541
Contact: Brad Fletcher

UTILITY CONTACT INFORMATION:

CONTRACTOR SHALL HAVE ALL EXISTING BURIED UTILITIES "LINE SPOTTED" BY CALLING 1-800-432-4770 "CALL SUNSHINE" OR BY CONTACTING LOCAL UTILITY COMPANIES.

WATER & SEWER:
DESTIN WATER USERS
218 MAIN STREET
DESTIN, FL 32541
PHONE: (850) 837-6146

ELECTRICAL:
GULF POWER
140 HOLLYWOOD BLVD SW
FT WALTON BEACH, FL 32548
PHONE: (850) 225-5797

GAS:
OKALOOSA GAS DISTRICT
367 VALPARAISO BLVD.
VALPARAISO, FL 32580
PHONE: (850) 729-4700

INDEX OF DRAWINGS

SHEET	TITLE	DESCRIPTION
GENERAL		
1	G1.01	COVER SHEET & INDEX OF DRAWINGS
SITE PLANS		
2	C1.01	EXISTING CONDITIONS/DEMOLITION PLAN
3	C1.02	SITE PLAN
4	C1.03	GRADING/DRAINAGE PLAN
5	C1.04	EROSION CONTROL/VEHICLE PARKING PLAN
6	C1.05	UTILITY PLAN
7	C1.06	PLAN & PROFILE 1 OF 2
8	C1.05	PLAN & PROFILE 2 OF 2
9	L1.01	LANDSCAPING PLAN
10	LP1.01	LIGHTING PLAN
DETAILS		
11	C2.01	DETAILS 1 OF 2
12	C2.02	DETAILS 2 OF 2
SPECIFICATIONS		
13	C3.01	SPECIFICATIONS 1 OF 2
14	C3.02	SPECIFICATIONS 2 OF 2

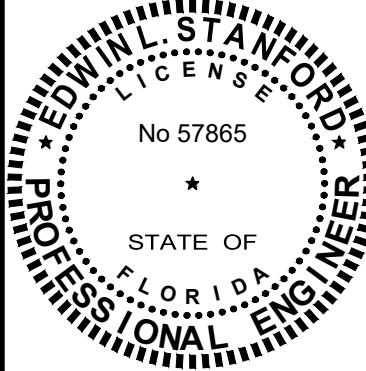
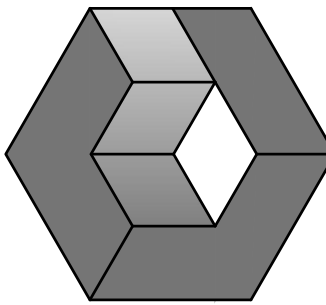
SITE DATA TABLE

PARCEL ID	00-2S-22-0310-000D-1700/1710 & 00-2S-22-0716-000H-0010	
PROPOSED USE	SINGLE-FAMILY RESIDENTIAL	
TOTAL SITE AREA	110,525.43 SF/ 2.537 AC	
OPEN SPACE (MIN)	27,631.36 S.F. (25%)	49,098 S.F. (44.4%)

REVISION LOG

DATE	REV	DESCRIPTION
6/3/2020	0	ISSUE FOR DEVELOPMENT ORDER
10/1/2020	1	TRT REVIEW AND RESPONSE
2/22/2021	2	TRT 2nd REVIEW AND RESPONSE

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH: 850.650.2646
FAX: 850.837.1576
CORECONSULTING.COM



REV	DATE	DESCRIPTION

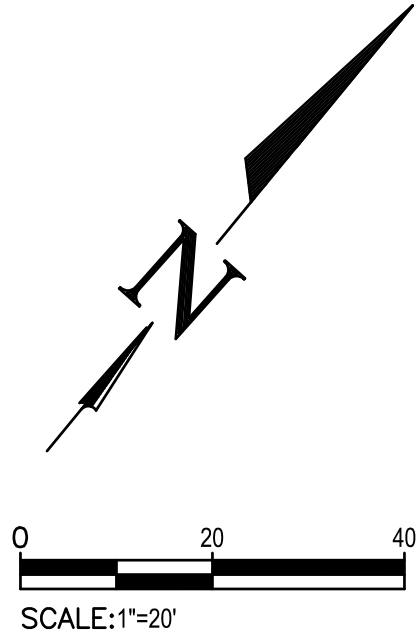
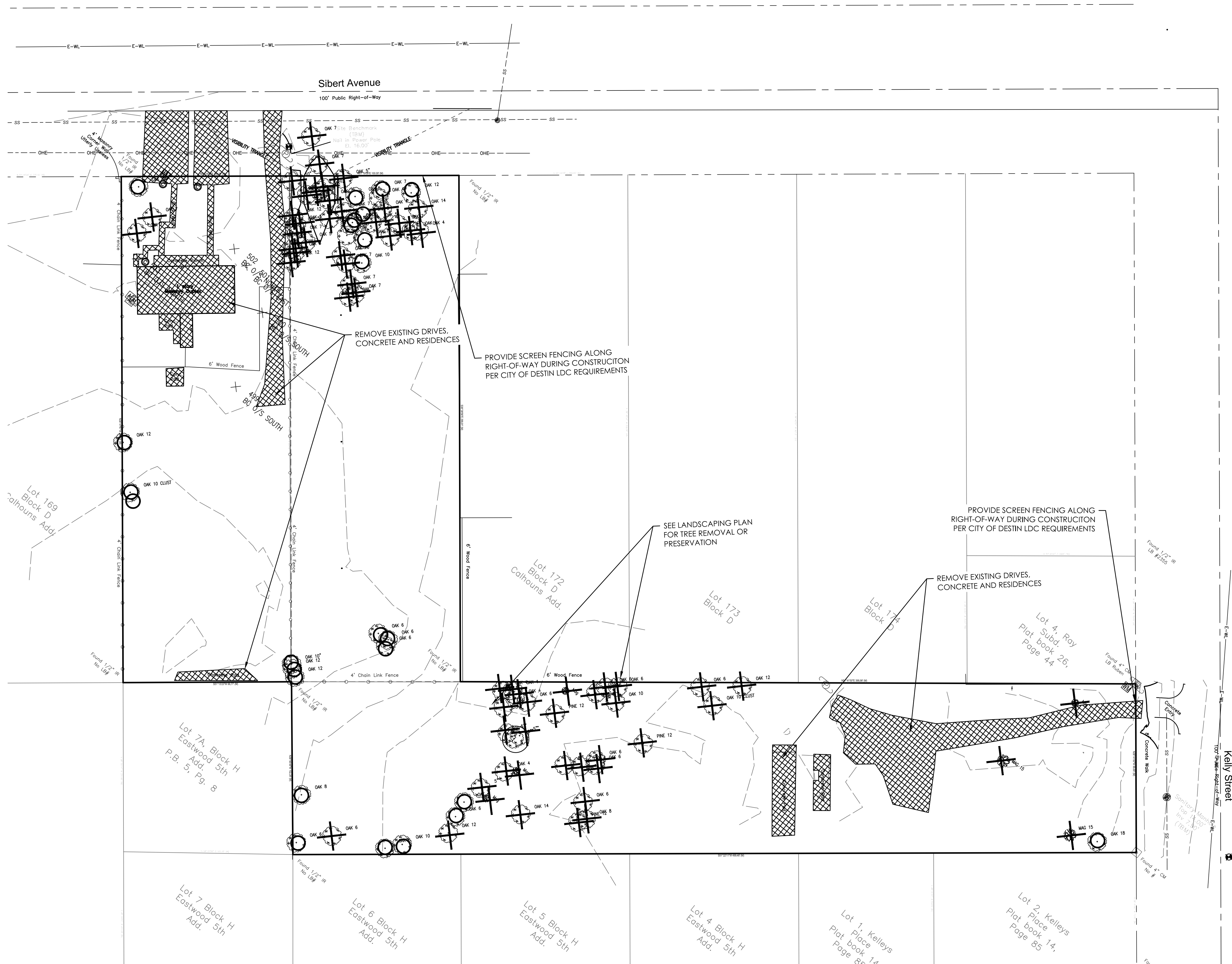
DESTIN COTTAGES PUD SUBDIVISION	DESTIN, FLORIDA 32541	COVER
Not valid unless bearing Engineer's seal & original signature		

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS

DRAWING NUMBER
G1.01

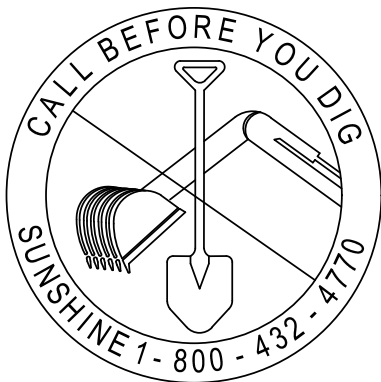
SHEET NUMBER
1 OF 14

S:\Civil\0600 - Fletcher\4.0 Production\Drawing CAD\CD-DC-FLETCHER-210427.dwg



- NOTES:
1. PRIOR TO THE COMMENCEMENT OF DEMOLITION/CONSTRUCTION, CONSTRUCTION SITE SCREENING, MEETING THE REQUIREMENTS OF THE DESTIN CODE OF ORDINANCES, SECTION 6-51 SCREEN CRITERIA, SHALL BE ERECTED AROUND THE ENTIRE PERIMETER OF THE SUBJECT PROPERTY.
 2. ANY EXISTING INFRASTRUCTURE THAT IS TO BE USED IN FINAL DEVELOPMENT IS TO BE STORED BY CONTRACTOR.
 3. ON-SITE CONTROL MEASURES SHALL BE IMPLEMENTED FOR THE STORAGE OF DEBRIS TO PREVENT WIND-DRIVEN/ WATER-DRIVEN SCATTERING OF MATERIALS.
 4. IT IS THE DUTY OF THE CONTRACTOR/ OWNER TO KEEP THE ADJACENT AND SURROUNDING AREA CLEAN OF LITTER AND DEBRIS.

- TREE TO BE PRESERVED
- ✕ TREE TO BE REMOVED



CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

REVISIONS:	
REV	DESCRIPTION

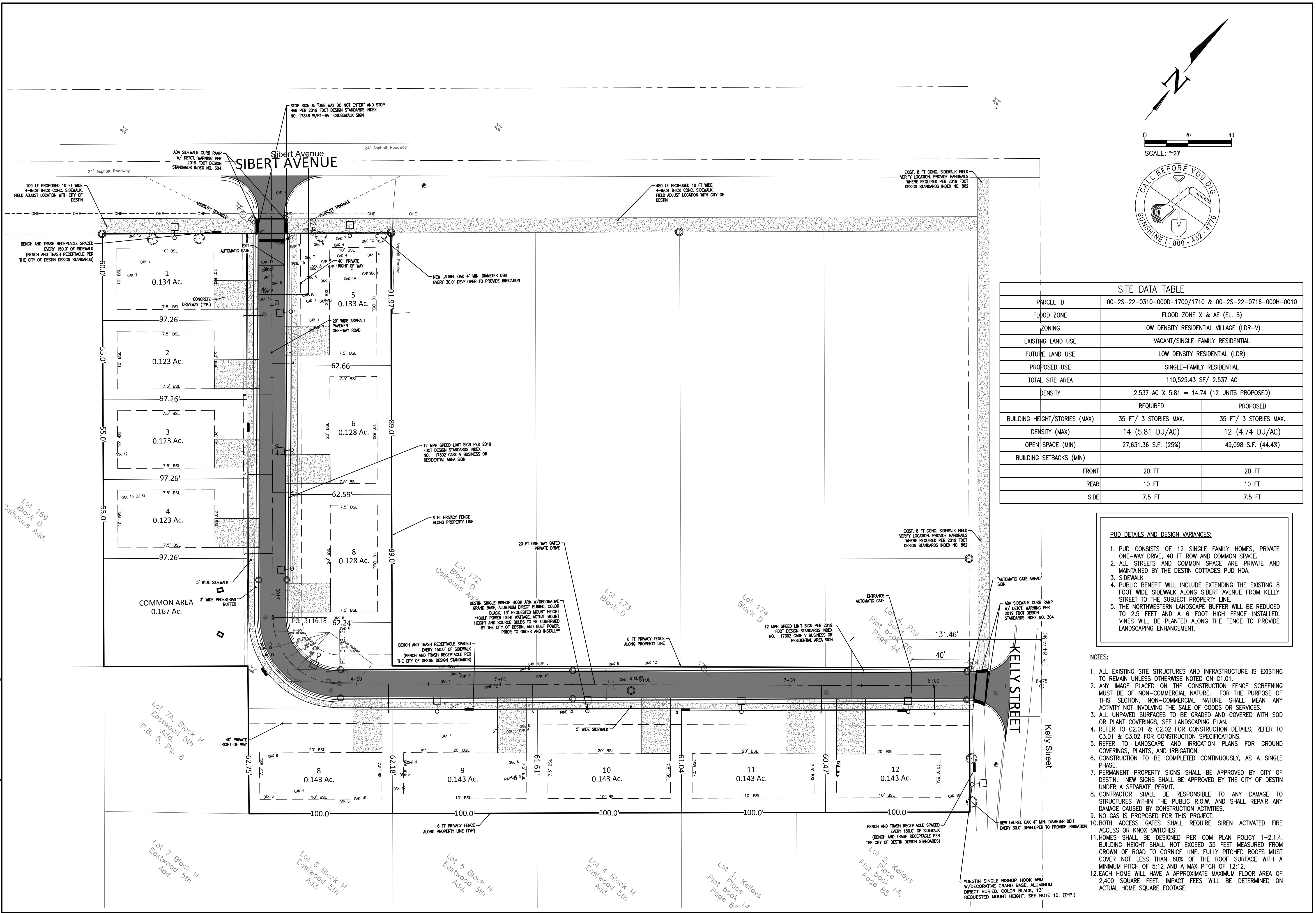
DESTIN COTTAGES PUD
SUBDIVISION

DESTIN, FLORIDA 32541
EXISTING CONDITIONS/DEMOLITION

Not valid unless bearing Engineer's seal & original signature
THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS
DRAWING NUMBER C1.01	
SHEET NUMBER 2 OF 14	

S:\Civ\0600 - Fletcher\4.0 Production\Drawing CAD\CD-DC-FLETCHER-210427.dwg



SITE DATA TABLE		
PARCEL ID	00-25-22-0310-000D-1700/1710 & 00-25-22-0716-000H-0010	
FLOOD ZONE	FLOOD ZONE X & AE (EL. 8)	
ZONING	LOW DENSITY RESIDENTIAL VILLAGE (LDR-V)	
EXISTING LAND USE	VACANT/SINGLE-FAMILY RESIDENTIAL	
FUTURE LAND USE	LOW DENSITY RESIDENTIAL (LDR)	
PROPOSED USE	SINGLE-FAMILY RESIDENTIAL	
TOTAL SITE AREA	110,525.43 SF/ 2.537 AC	
DENSITY	REQUIRED	PROPOSED
	2.537 AC X 5.81 = 14.74 (12 UNITS PROPOSED)	
BUILDING HEIGHT/STORIES (MAX)	35 FT/ 3 STORIES MAX.	35 FT/ 3 STORIES MAX.
DENSITY (MAX)	14 (5.81 DU/AC)	12 (4.74 DU/AC)
OPEN SPACE (MIN)	27,631.36 S.F. (25%)	49,098 S.F. (44.4%)
BUILDING SETBACKS (MIN)	FRONT	20 FT
	REAR	10 FT
	SIDE	7.5 FT

PUD DETAILS AND DESIGN VARIANCES:

- PUD CONSISTS OF 12 SINGLE FAMILY HOMES, PRIVATE ONE-WAY DRIVE, 40 FT ROW AND COMMON SPACE.
- ALL STREETS AND COMMON SPACE ARE PRIVATE AND MAINTAINED BY THE DESTIN COTTAGES PUD HOA.
- SIDEWALK
- PUBLIC BENEFIT WILL INCLUDE EXTENDING THE EXISTING 8 FOOT WIDE SIDEWALK ALONG SIBERT AVENUE FROM KELLY STREET TO THE SUBJECT PROPERTY LINE.
- THE NORTHWESTERN LANDSCAPE BUFFER WILL BE REDUCED TO 2.5 FEET AND A 6 FOOT HIGH FENCE INSTALLED. VINES WILL BE PLANTED ALONG THE FENCE TO PROVIDE LANDSCAPING ENHANCEMENT.

NOTES:

- ALL EXISTING SITE STRUCTURES AND INFRASTRUCTURE IS EXISTING TO REMAIN UNLESS OTHERWISE NOTED ON C1.01.
- ANY IMAGE PLACED ON THE CONSTRUCTION FENCE SCREENING MUST BE OF NON-COMMERCIAL NATURE. FOR THE PURPOSE OF THIS SECTION, NON-COMMERCIAL NATURE SHALL MEAN ANY ACTIVITY NOT INVOLVING THE SALE OF GOODS OR SERVICES.
- ALL UNPAVED SURFACES TO BE GRADED AND COVERED WITH SOD OR PLANT COVERINGS, SEE LANDSCAPING PLAN.
- REFER TO C2.01 & C2.02 FOR CONSTRUCTION DETAILS, REFER TO C3.01 & C3.02 FOR CONSTRUCTION SPECIFICATIONS.
- REFER TO LANDSCAPE AND IRRIGATION PLANS FOR GROUND COVERINGS, PLANTS, AND IRRIGATION.
- CONSTRUCTION TO BE COMPLETED CONTINUOUSLY, AS A SINGLE PHASE.
- PERMANENT PROPERTY SIGNS SHALL BE APPROVED BY CITY OF DESTIN. NEW SIGNS SHALL BE APPROVED BY THE CITY OF DESTIN UNDER A SEPARATE PERMIT.
- CONTRACTOR SHALL BE RESPONSIBLE TO ANY DAMAGE TO STRUCTURES WITHIN THE PUBLIC R.O.W. AND SHALL REPAIR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES.
- NO GAS IS PROPOSED FOR THIS PROJECT.
- BOTH ACCESS GATES SHALL REQUIRE SIREN ACTIVATED FIRE ACCESS OR KNOX SWITCHES.
- HOMES SHALL BE DESIGNED PER COM PLAN POLICY 1-2.1.4. BUILDING HEIGHT SHALL NOT EXCEED 35 FEET MEASURED FROM CROWN OF ROAD TO CORNICE LINE. FULLY PITCHED ROOFS MUST COVER NOT LESS THAN 60% OF THE ROOF SURFACE WITH A MINIMUM PITCH OF 5:12 AND A MAX PITCH OF 12:12.
- EACH HOME WILL HAVE A APPROXIMATE MAXIMUM FLOOR AREA OF 2,400 SQUARE FEET. IMPACT FEES WILL BE DETERMINED ON ACTUAL HOME SQUARE FOOTAGE.

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

FLORIDA PROFESSIONAL ENGINEER
No 57865
STATE OF FLORIDA

DESTIN COTTAGES PUD
SUBDIVISION

DESTIN, FLORIDA 32541
SITE PLAN

Job: 0600.19.001
Date: 02/07/20
Designed: ELS
Drawn By: ZDB
Checked: ELS

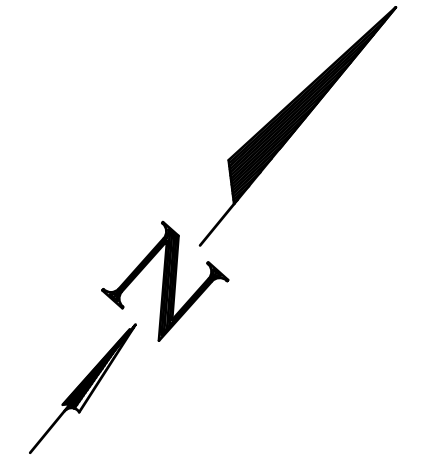
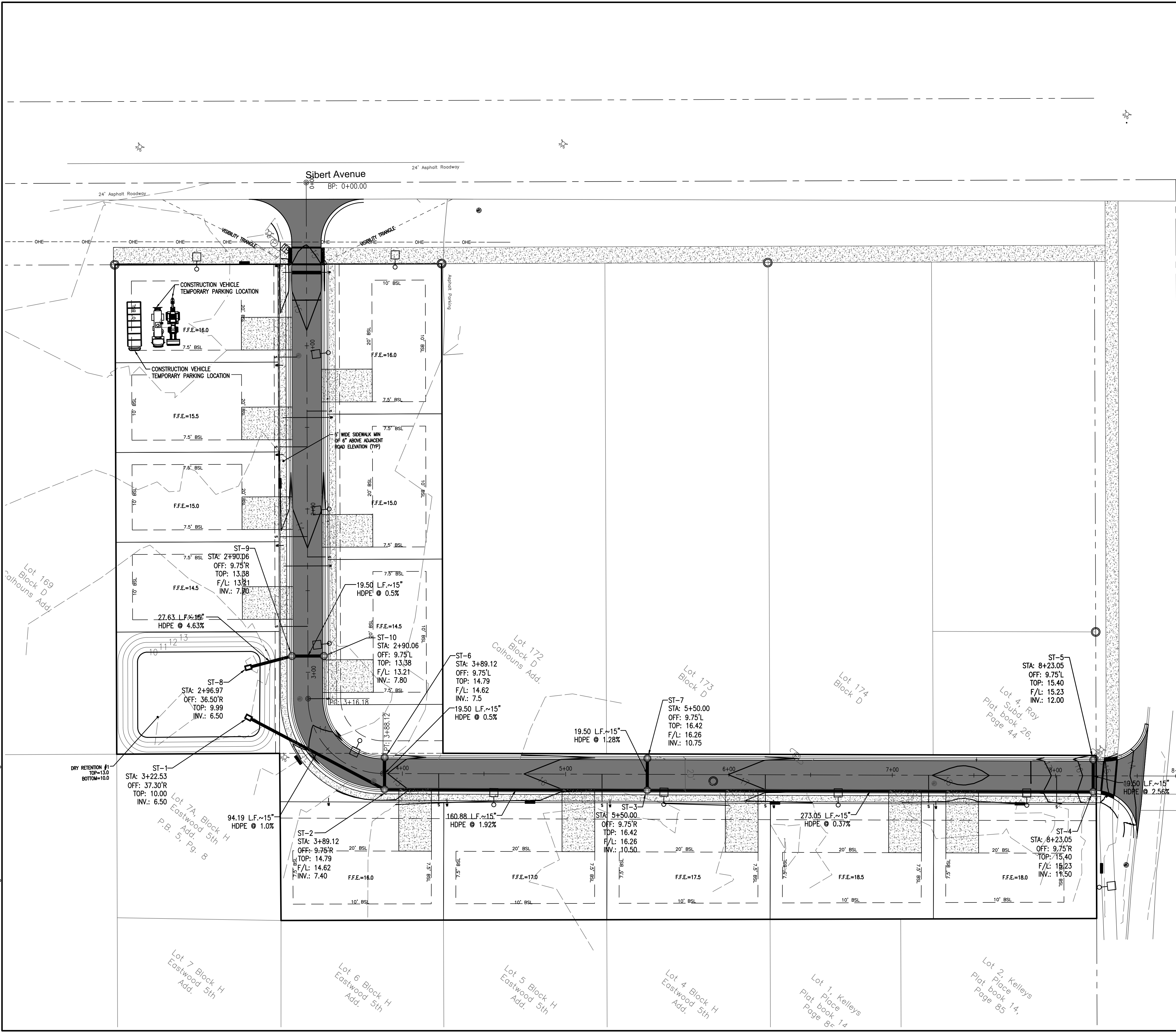
DRAWING NUMBER
C1.02

SHEET NUMBER
3 OF 14

Not valid unless bearing Engineer's seal & original signature

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

S:\Civil\0600 - Fletcher\4.0 Production\Drawing CAD\CD-DC-FLETCHER-210427.dwg

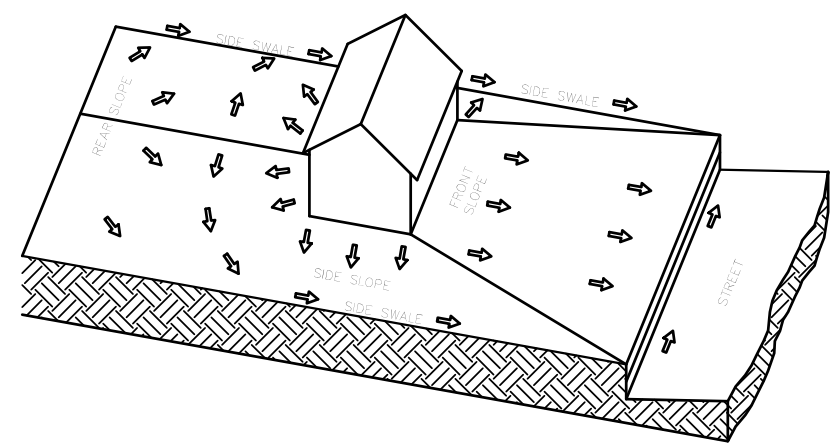


0 20 40
SCALE: 1"=20'



LOT IMPERVIOUS SURFACE SUMMARY:
SUMMARY BELOW INCLUDES BUILDING FOOTPRINT AND THAT
PORTION OF THE DRIVEWAY OUTSIDE OF SIDEWALK/ROAD.

LOT 1	3,130 S.F.
LOT 2	3,130 S.F.
LOT 3	3,130 S.F.
LOT 4	3,130 S.F.
LOT 5	3,230 S.F.
LOT 6	3,230 S.F.
LOT 7	3,230 S.F.
LOT 8	3,730 S.F.
LOT 9	3,730 S.F.
LOT 10	3,730 S.F.
LOT 11	3,730 S.F.
LOT 12	3,350 S.F.



TYPICAL LOT GRADING
NOT TO SCALE

GENERAL NOTES:

- DIRECT ALL ROOF DRAINS TO THE ROADWAY.
- ALL EXCAVATED MATERIAL NOT USED ON SITE WILL BE HAULED OFF SITE DURING CONSTRUCTION.
- LIMIT OFFSITE RUNOFF BY COVERING ALL TRUCKS IN ACCORDANCE WITH STATE REQUIREMENTS. SITE WILL BE MONITORED DAILY AND RIGHT-OF-WAY CLEARED OF ANY DEBRIS ON AN AS-NEEDED BASIS DURING CONSTRUCTION.
- MAINTAIN EROSION PROTECTION DURING SITE CONSTRUCTION.
- ALL GRADING OPERATIONS WILL BE SUSPENDED WHEN WINDS EXCEED 30 MILE PER HOUR.

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

EDWIN L. STANFORD
LICENSE
No 57865
STATE OF FLORIDA
PROFESSIONAL ENGINEER

REV	DATE	DESCRIPTION

DESTIN COTTAGES PUD
SUBDIVISION

DESTIN, FLORIDA 32541
GRADING PLAN

Job: 0600.19.001
Date: 02/07/20
Designed: ELS
Drawn By: ZDB
Checked: ELS

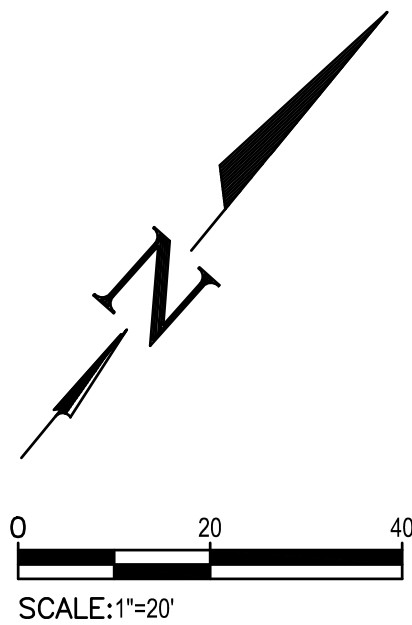
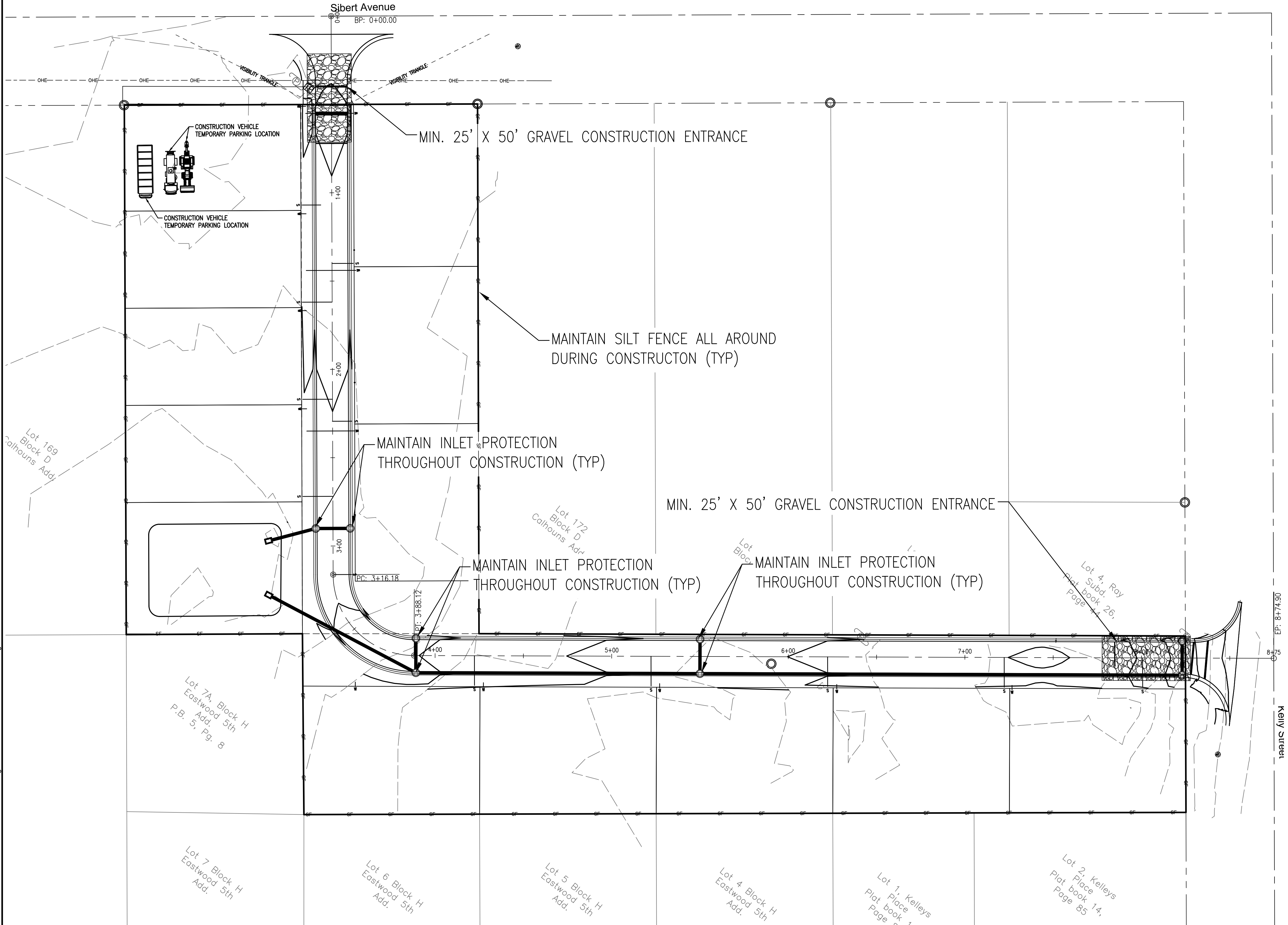
DRAWING NUMBER
C1.03

SHEET NUMBER
4 OF 14

Not valid unless bearing Engineer's seal & original signature

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

S:\Civil\0600 - Fletcher\4.0 Production\Drawing CAD\CD-DC-FLETCHER-210427.dwg



- CONSTRUCTION PARKING:**
1. CONSTRUCTION VEHICLES PARKED OVERNIGHT ON PROPERTY SHALL BE IN LOCATIONS AS SHOWN ON THIS PLAN.
 2. ALL MOTORIZED CONSTRUCTION VEHICLES SHALL BE LOCATED AS FAR AWAY FROM ADJOINING RESIDENTIAL DWELLINGS AS POSSIBLE.
 3. VEHICLES SHALL BE PARKED IN PARALLEL ROWS, WITH BOOMS AND BUCKET IN THE LOWERED POSITION.
 4. EQUIPMENT SHALL BE PARKED AS TO DETER TAMPERING WITH OR UNAUTHORIZED ACCESS.

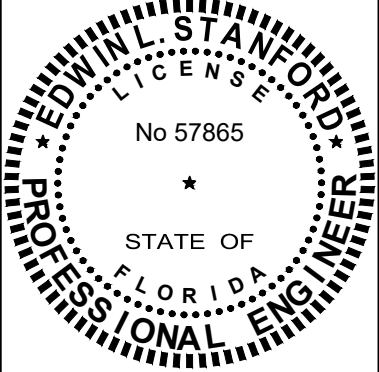
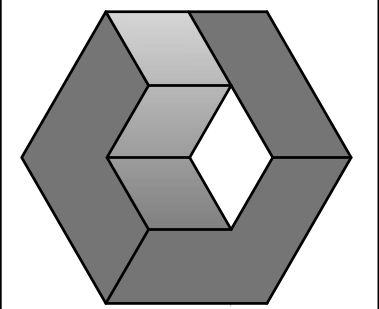
- CONSTRUCTION VIBRATION:**
1. VIBRATIONS FROM PILE DRIVING, EARTHWORK COMPACTION, CONCRETE AND ASPHALT BREAKING, AND OTHER CONSTRUCTION SHALL NOT TRANSMIT GREATER THAN 95 VdB.
 2. CONTRACTOR SHALL PROVIDE A WRITTEN DESCRIPTION FOR HOW TO MINIMIZE THE IMPACT ON SURROUNDING PROPERTIES FOR ANY ACTIVITY EXCEEDING THE APPROXIMATE FTA VIBRATION ANNOYANCE THRESHOLD OF 80VdB.

- CONSTRUCTION DUST MITIGATION:**
1. FOR THE DURATION OF DEMOLITION TO STRUCTURES, WATER SHALL BE APPLIED TO BUILDING EXTERIOR SURFACES, UNPAVED SURFACES WHERE EQUIPMENT WILL OPERATE, AND UNPAVED SURFACES WITHIN 100FT OF THE STRUCTURE
 2. THE SITE SHALL BE PRE-WATERED AND BE PHASED TO REDUCE THE AMOUNT OF DISTURBED SURFACE AREA AT ANY ONE TIME.
 3. WATER SHALL BE APPLIED TO DRY AREAS DURING LEVELING, GRADING, TRENCHING, AND EARTHMOVING ACTIVITIES.
 4. WATER OR DUST SUPPRESSANTS SHALL BE APPLIED ON DISTURBED SURFACES TO FORM A VISIBLE CRUST.
 5. WATER SHALL BE APPLIED TO UNPAVED ACCESS ROADS AND EQUIPMENT STORAGE AREAS.
 6. WATER APPLICATION EQUIPMENT WILL APPLY WATER TO CONTROL FUGITIVE DUST DURING WIND EVENTS, UNLESS UNSAFE TO DO SO. OUTDOOR CONSTRUCTION ACTIVITIES THAT DISTURB THE SOIL WILL CEASE WHENEVER VISIBLE DUST EMISSIONS CANNOT BE EFFECTIVELY CONTROLLED.
 7. EXISTING SPIGOTS AT EACH BUILDING SHALL SUPPLY WATER FOR SPRINKLERS WHERE APPLICABLE, IF EXISTING HYDRANTS ARE REQUIRED FOR SPRINKLERS, SEE LOCATION ON PLANS.
 8. SEE SITE SCREENING REQUIRED TO HELP MITIGATE DUST FORMING ON ADJACENT PROPERTIES.
 9. PRIOR TO CONCRETE APRON PLACEMENT, A THREE INCH LAYER OF AT LEAST ONE INCH OR LARGER IN DIAMETER GRAVEL SHALL BE PLACED AT ENTRANCE/ EXIT OF PROPERTY.
 10. WHERE DUST/ DIRT IS TRACKED INTO ROAD, CONTRACTOR SHALL MANUALLY SWEEP THE ROADWAY TO MAINTAIN CLEAN, SAFE PASSAGE.

- SITE SCREENING:**
1. THE SCREEN MATERIAL SHALL BE MADE OF AN OPAQUE MATERIAL CAPABLE OF ALLOWING AIR TO PASS BUT SEMI-PERVIOUS TO DUST AND DIRT. THE SCREENING SHALL BE OF A FINENESS SUCH THAT NO MATERIAL OVER ONE-EIGHTH (1/8) INCH IN SIZE SHALL PASS THROUGH THE MESH. SUCH SCREENING SHALL BE SECURELY AFFIXED TO THE CONSTRUCTION FENCE. FENCE SCREENING SHALL HAVE A MINIMUM HEIGHT OF FIVE (5) FEET AND A MAXIMUM HEIGHT OF EIGHT (8) FEET. THE SCREENING MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION AND TAUT THROUGHOUT THE ALLOTTED PERMIT TIME. THE SCREENING MUST BE KEPT SECURE FROM ANY WIND ACTION. IN CASES WHERE THE FINISHED GRADE OF THE DEVELOPMENT SITE IS HIGHER BY MORE THAN ONE (1) FOOT OR MORE THAN THE GRADE OF THE ADJOINING PROPERTIES, SAID FENCE SCREENING SHALL BE PLACED AT THE FINISHED GRADE AND NOT THE EXISTING GRADE.
 2. ANY IMAGE PLACED ON THE CONSTRUCTION FENCE SCREENING MUST BE OF A NON-COMMERCIAL NATURE. FOR THE PURPOSE OF THIS SECTION, NON-COMMERCIAL NATURE SHALL MEAN ANY ACTIVITY NOT INVOLVING THE SALE OF GOOD OR SERVICES.
 3. CONTRACTOR SHALL REMOVE SCREENING UPON ANY HURRICANE WARNING IN THE AREA.

- CLEAR VISIBILITY TRIANGLE:**
1. NOTHING SHALL BE ERECTED, PLACED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF TWO FEET AND EIGHT AND A HALF FEET ABOVE THE GRADE.

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

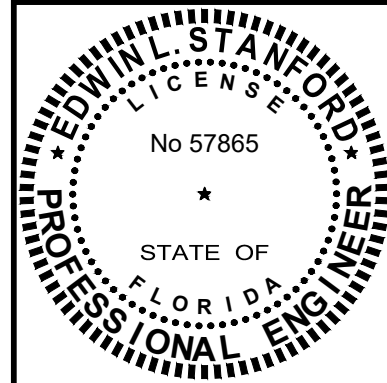
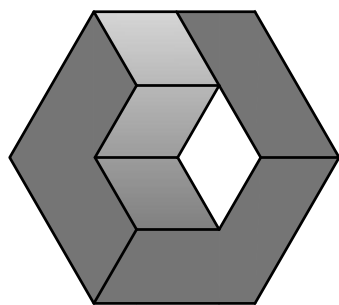
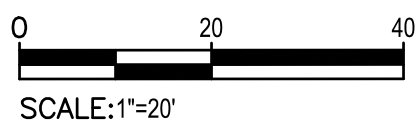
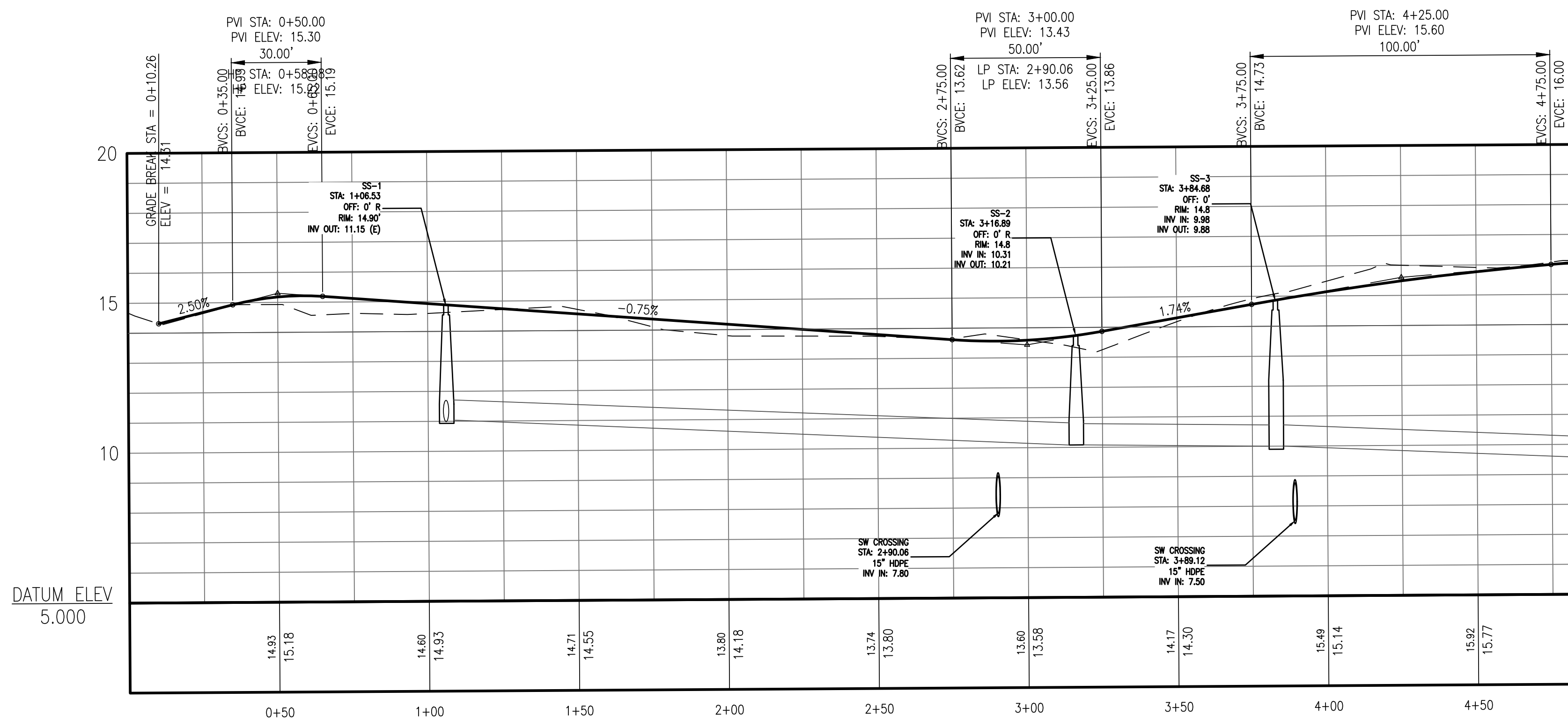
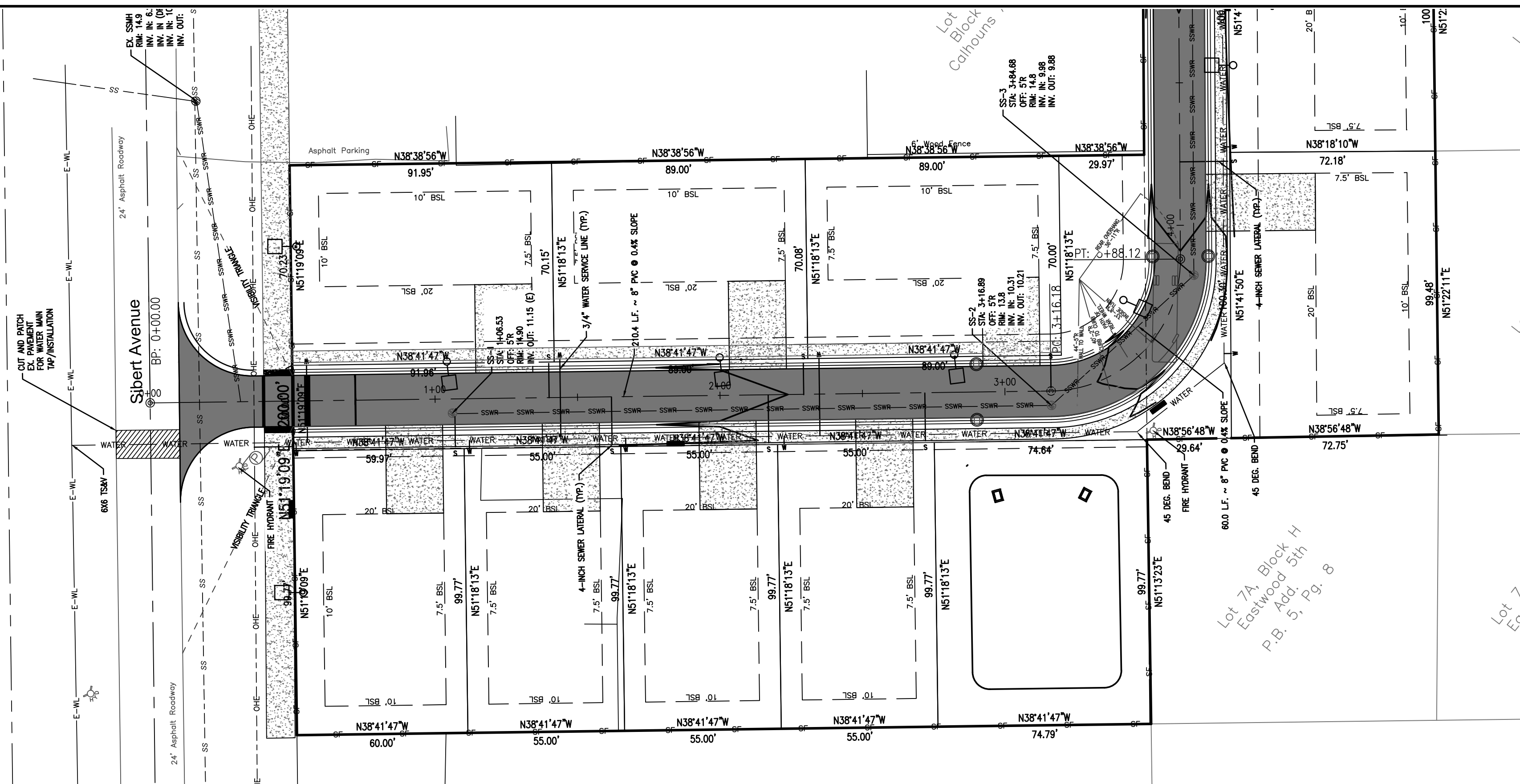


REV	DATE	DESCRIPTION

DESTIN COTTAGES PUD SUBDIVISION
DESTIN, FLORIDA 32541
EROSION CONTROL AND CONSTRUCTION VEHICLE PLAN
Not valid unless bearing Engineer's seal & original signature

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS
DRAWING NUMBER	
C1.04	
SHEET NUMBER	
5 OF 14	

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.



CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING PH. 850.650.2646
3997 COMMONS DRIVE W., SUITE F FAX. 850.837.1576
DESTIN, FLORIDA 32541 CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

[illegible]

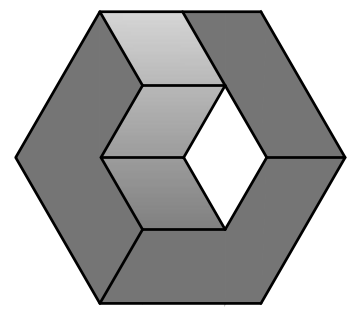
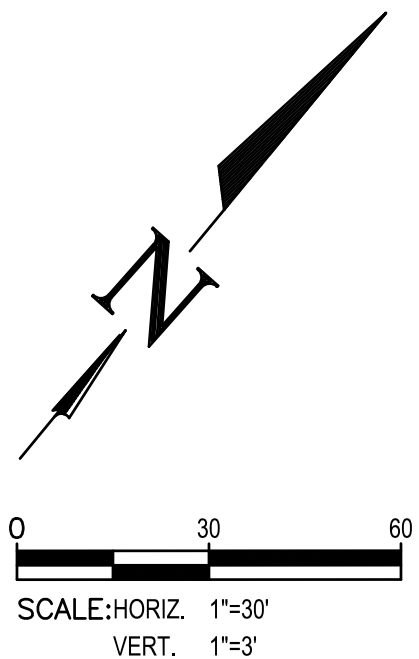
**DESTIN COTTAGES PUD
SUBDIVISION**

DESTIN, FLORIDA 32541

PLAN AND PROFILES 1 OF 2

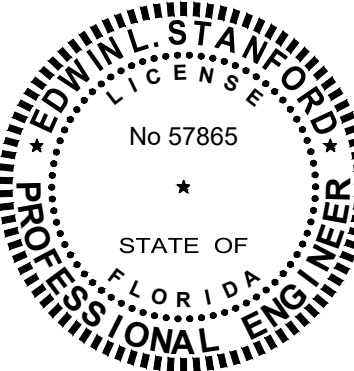
Not valid unless bearing Engineer's seal & original signature

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS
DRAWING NUMBER	
C1.06	
SHEET NUMBER	
7 OF 14	



CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

[illegible]

DESTIN COTTAGES PUD
SUBDIVISION

DESTIN, FLORIDA 32541

PLAN AND PROFILES 2 OF 2

Not valid unless bearing Engineer's seal & original signature

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS

DRAWING NUMBER

C1.07

SHEET NUMBER

8 OF 14

CREDITS FOR EXISTING TREES (2" TO 6" DIAMETER) ON SITE	(8 TREES X 2 CREDITS PER TREE):	16
CREDITS FOR EXISTING TREES (7" TO 12" DIAMETER) ON SITE	(9 TREES X 3 CREDITS PER TREE):	27
CREDITS FOR EXISTING TREES (13" TO 19" DIAMETER) ON SITE	(1 TREES X 4 CREDITS PER TREE):	4
CREDITS FOR EXISTING TREES (20" OR 24" DIAMETER) ON SITE	(0 TREES X 5 CREDITS PER TREE):	0
TOTAL REFORESTATION CREDITS FOR EXISTING, PROTECTED OR PRESERVED TREES:		47
TOTAL REFORESTATION CREDITS FOR EXISTING, PROTECTED OR PRESERVED TREES:		- 47
REFORESTATION TREES (.1 PER ACRE, 2.57 X 10 = 26) REQUIRED ON SITE:		+26
REPLACEMENT TREES (REMOVAL OF TREES OVER 12" D.B.H.) REQUIRED ON SITE:		+9
TOTAL REFORESTATION TREES (1 PER EVERY .10 per 1/10 ACRE + REPLACEMENT TREES - CREDITS) REQUIRED ON SITE:		0
PERIMETER TREES, (1 PER 25'), REQUIRED ON SITE:		81
PERIMETER TREES PROVIDED ON SITE:		158
TOTAL TREES REQUIRED:		81
TOTAL TREES PROVIDED:		180



SECTION 1 : GENERAL

CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE INSPECTION PRIOR TO LANDSCAPE CONSTRUCTION AND INSTALLATION IN ORDER TO ACQUAINT HIMSELF WITH EXISTING CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING CONSTRUCTION. PRIOR TO SUBMITTING A BID, VERIFY ANY DISCREPANCIES BETWEEN THE NOTES, SPECIFICATIONS, DRAWINGS, OR SITE CONDITIONS WITH THE LANDSCAPE ARCHITECT.

CONTRACTOR SHALL COMPLETE SOIL TEST IN ALL PLANTING AREAS TO DETERMINE NUTRIENT REQUIREMENTS AND SUBMIT TEST RESULTS TO LANDSCAPE ARCHITECT FOR APPROVAL. CONTRACTOR SHALL ADJUST PH AND FERTILITY BASED UPON THESE RESULTS. NO ADDITION TO OR REPLACEMENT OF SOILS TO BE DONE PRIOR TO INITIAL SOIL TEST REPORT RESULTS. ANY ADDITIONAL SOILS TO BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL. PLANTING SHALL BEGIN UNTIL RESULTS AND PROPER ADJUSTMENT HAVE BEEN

SOME TREES AND SPECIMEN PLANT MATERIAL MAY BE SUPPLIED BY OWNER.
VERIFY WITH OWNER.

CONTRACTOR SHALL LAYOUT TREES AND BED LINES FOR PLANTS FOR REVIEW BY LANDSCAPE ARCHITECT PRIOR TO PLANTING. A MINIMUM 24 HOURS NOTICE SHOULD BE GIVEN AND ANTICIPATED BY THE CONTRACTOR FOR THIS REVIEW.

DUE TO EXISTING VEGETATION AND OTHER SITE CONDITIONS,
 THE CONTRACTOR SHOULD ANTICIPATE FIELD ADJUSTMENTS BY
 THE LANDSCAPE ARCHITECT.

CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR ONE FULL YEAR (SOD 60 DAYS) FROM DATE OF FINAL ACCEPTANCE.

SECTION II : MATERIALS

PLANTS SHALL BE WELL FORMED, VIGOROUS, GROWING SPECIMENS WITH GROWTH TYPICAL OR VARIETIES SPECIFIED AND SHALL BE FREE FROM INJURY, INSECTS AND DISEASES. PLANTS SHALL EQUAL OR SURPASS #1 QUALITY AS DEFINED IN THE CURRENT ISSUE OF "AMERICAN STANDARDS FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICAN NURSERYMEN, INC.

ALL PLANT MATERIALS ARE SUBJECT TO APPROVAL OR REFUSAL BY THE LANDSCAPE ARCHITECT AT THE JOB SITE. ALL MATERIAL REJECTED SHALL BE REMOVED FROM THE PROJECT SITE AT NO ADDITIONAL COST TO THE

ALL PLANT MATERIAL IS TO BE CAREFULLY HANDLED BY THE
ROOT BALL, NOT THE TRUNK, BRANCHES, AND/OR FOLIAGE OF THE PLANT.
MISHANDLED PLANT MATERIAL MAY BE REJECTED.

ALL PLANT MATERIAL IS TO BE WELL ROOTED, NOT ROOT BOUND, SUCH THAT THE ROOT BALL REMAINS INTACT THROUGHOUT THE PLANTING PROCESS. REJECT ALL CRACKED ROOTBALLS.

SECTION III : EXECUTION

ALL TREES SHALL BE STAKED AND GUYED ON THREE SIDES. SEE DETAIL.

ALL SHRUB AND TREE PITS SHALL BE AMENDED WITH A SOIL MIXTURE
CONSISTING OF GRO-TONE BED MIX (1/4 LB. PER GALLON OF PLANT SIZE),
1/2 BLACK KOW COMPOSTED COW MANURE, (1 LB PER GALLON OF

ALL GROUND COVER AND COLOR BEDS SHALL HAVE THE ABOVE SOIL MIXTURE
TILLED INTO BED AREA TO A DEPTH OF 4".

BACK ROW OF SHRUBS SHALL BE PLANTED AT 36" FROM FACE OF BUILDING WALL, GROUND COVERS SHALL BE 12" OUT FROM BUILDING AS REQUIRED BY PLANT SPECIFICATIONS.

FRONT ROW OF SHRUBS SHALL BE PLANTED A MINIMUM OF 24" BEHIND (12" FOR GROUND COVER) BED LINE @ LAWNS OR WALKS AND MINIMUM 36" BACK FROM DRIVEWAY AND PARKING AREAS.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING 2% POSITIVE DRAINAGE IN ALL PLANT AREAS.

ALL PLANTING BEDS AND TREE PITS SHALL BE MULCHED WITH A 3" (AFTER SETTLEMENT) LAYER OF PINE STRAW.

EXCAVATE EDGE OF ALL PLANTING BEDS TO 2" DEPTH TO FORM A NEAT
CRISP DEFINITION. SEE DETAIL.

CONTRACTOR SHALL REMOVE ALL DEBRIS AND FINE GRADE ALL AREAS FOR APPROVAL BY LANDSCAPE ARCHITECT.

REMOVE ALL GUY WIRES AND STAKES AT END OF GUARANTEE PERIOD.

PLANT LIST PROVIDED AS A COURTESY, VERIFY ALL QUANTITIES.
PRICING TO INCLUDE ALL COMPONENTS NEEDED FOR A COMPLETE

ALL PLANTED AREAS ARE TO BE IRRIGATED BY AN AUTOMATIC SYSTEM THAT HAS 100% COVERAGE WITH A MINIMUM 55% OVERLAP.

SOD TO BE EMPIRE ZOYSIA

ALL TREES SHALL BE A MINIMUM OF 10 FEET IN HEIGHT AT TIME OF PLANTING.

ALL PLANTED AREAS ARE TO BE IRRIGATED BY AN AUTOMATIC SYSTEM THAT HAS 100% COVERAGE WITH A MINIMUM 55% OVERLAP.

ALL IRRIGATION HEADS TO BE OF SUCH VARIETY AND INSTALLED IN SUCH A MANNER AS TO BE GENERALLY OUT OF SIGHT.

ALL PUMPS, TIME CLOCKS, SWITCH GEAR, AND EQUIPMENT WILL BE APPROPRIATELY SCREENED FROM VIEW.

DIRECT IRRIGATION FROM SOA LAKES IS STRICTLY PROHIBITED.

RAIN SENSORS MUST BE INSTALLED PER FLORIDA STATUTES.

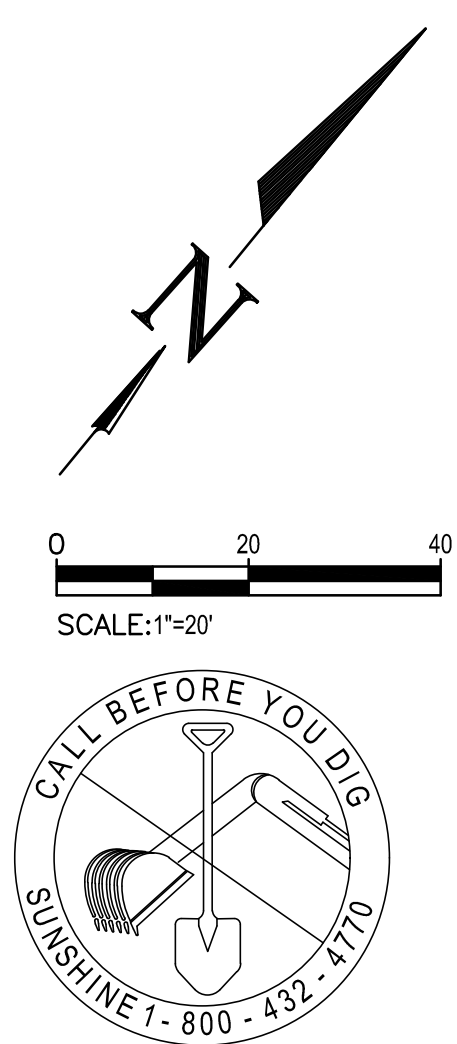
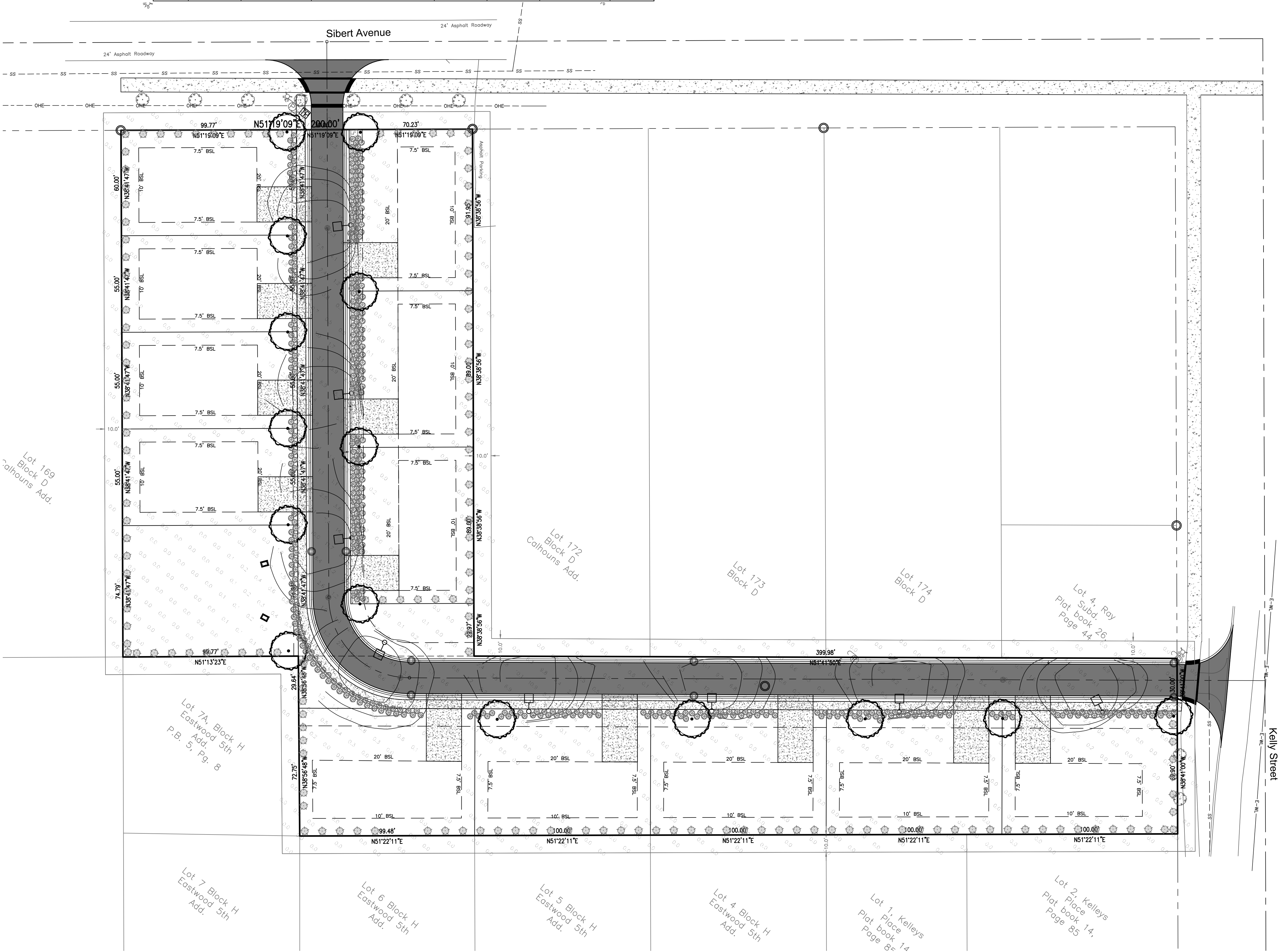
ALL PERVIOUS AREAS TO BE LANDSCAPED AND/OR SODDED.

284 oak avenue
point washington, fl 32459
telephone 850.974.0616
bradfordrdavis@gmail.com
www.brdla.com
fl 0001730
lc26000474

date	revision
10/2/20	update site plan responded to city comments

DESTIN COTTAGES PHOTOMETRIC SCHEDULE	
NOT FOR PRODUCTION USE	1.28
MAXIMUM FOOT-CANDLES	16.2
MINIMUM FOOT-CANDLES	0
MINIMUM TO MAXIMUM FC RATIO	0
MAXIMUM TO MINIMUM FC RATIO	16.2 / 0
AVERAGE TO MINIMUM FC RATIO	1.28 / 0

DESTIN COTTAGES LUMINAIRE SCHEDULE						
CALLOUT	SYMBOL	LAMP	DESCRIPTION	BALLAST	MOUNTING	MODEL
1		(1) ONE 400 WATT CLEAR E203 PULSE STAR™ METAL HALIDE IN PARABOLIC POSITION M-R400107/CD28PA	Specification Area Luminaire, 400W Metal Halide, R400 Sharp Cut-off Reflector, Full Cutoff Meets the LIGHTING RELEVANT CRITERIA	ELECTRONIC	CEILING	Triphos Lighting, KSF2 400W R40C
						120V 10' 2W



DESTIN COTTAGES PUD
SUBDIVISION
DESTIN, FLORIDA 32541
LIGHTING PLAN

Job: 0600.19.001
Date: 02/07/20
Designed: ELS
Drawn By: ZDB
Checked: ELS
DRAWING NUMBER
LP1.01
SHEET NUMBER
10 OF 14

REVISIONS:

REV	DATE	DESCRIPTION

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM

EDWIN L. STANFORD
LICENSE
No 57865
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

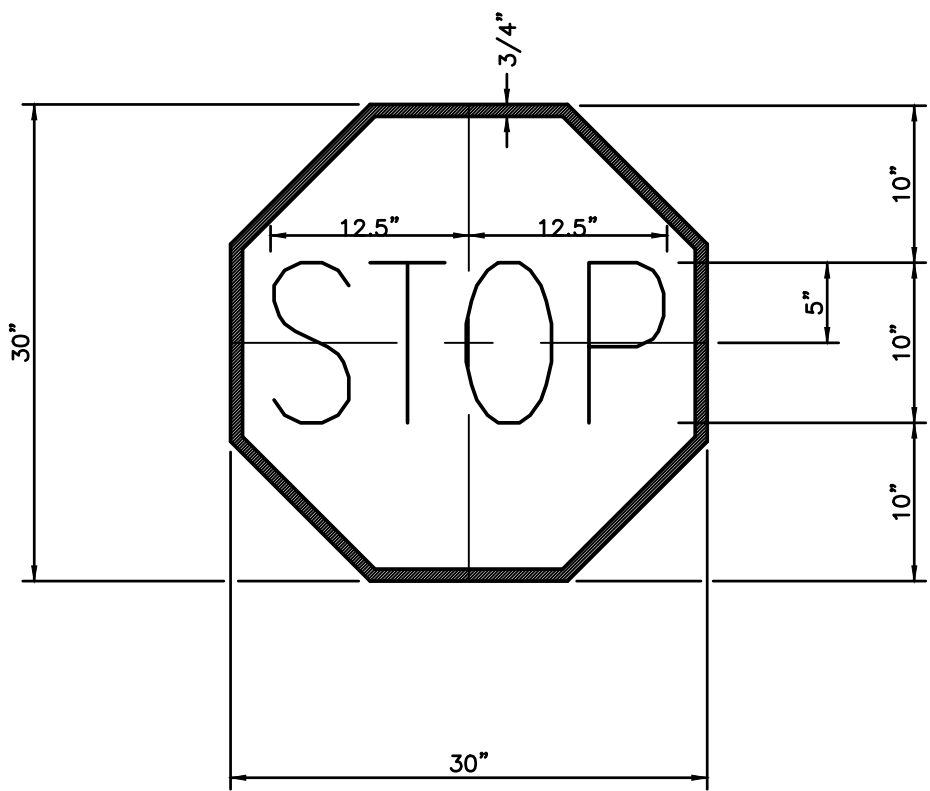
THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

Not valid unless bearing Engineer's seal & original signature

CERTIFICATE OF AUTHORIZATION NO. 28155

S:\Civil\0600 - Fletcher\4.0 Production\Drawing CAD\Lighting\CLP-210427.dwg

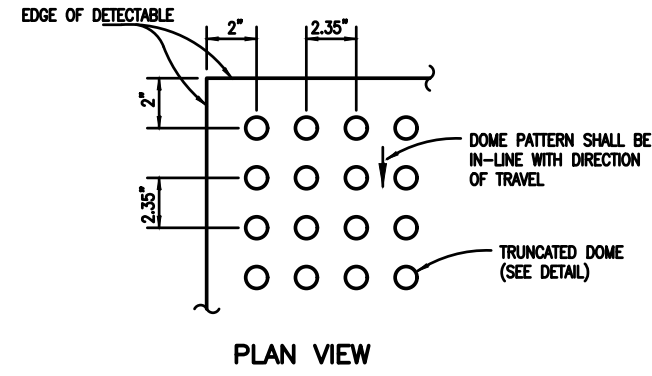
S:\Civil\0600 - Fletcher\4.0 Production\Drawing CAD\DC-DC-FLETCHER-210427.dwg



STOP SIGN DETAIL
N.T.S.

NOTE:
SIGN DESIGNATION: R1-1 (REFL.)
RELECTORIZATION: LEGEND, BORDER (REFL.)
BACKGROUND (REFL.)

SIGN COLORS: LEGEND, BORDER (WHITE)
BACKGROUND (RED)



TRUNCATED DOME
N.T.S.

BASE-TO-BASE SPACING SHALL BE 0.65" MIN. BETWEEN DOMES

TRUNCATED DOMES WILL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007 SECTION 527

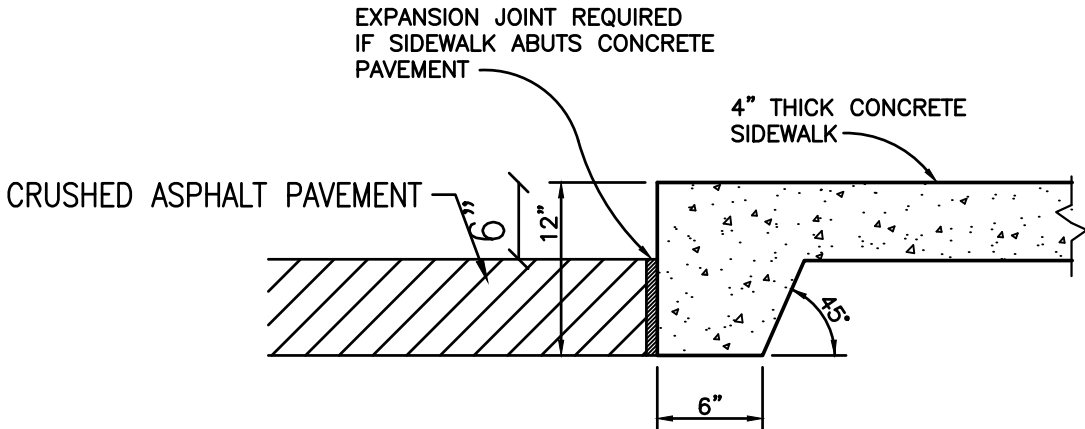
CURB RAMP DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH U.S. DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.09.2, (DETAIL SHOWN ABOVE).

TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNING.

REFERENCE FOOT QUALIFIED PRODUCTS LIST FOR TRUNCATED DOMES

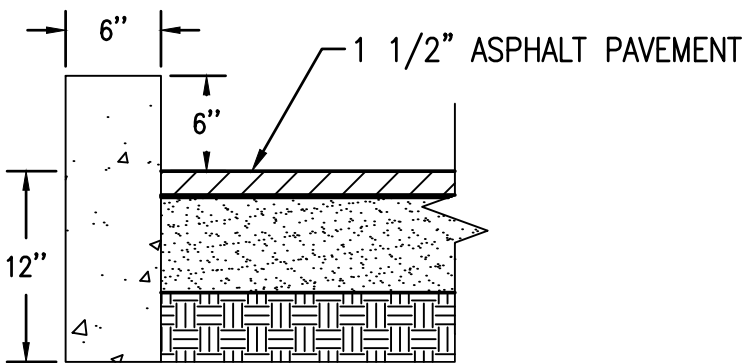
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007 SECTION 527

HANDICAP RAMP DETAIL
(F.D.O.T. INDEX No. 304)
N.T.S.

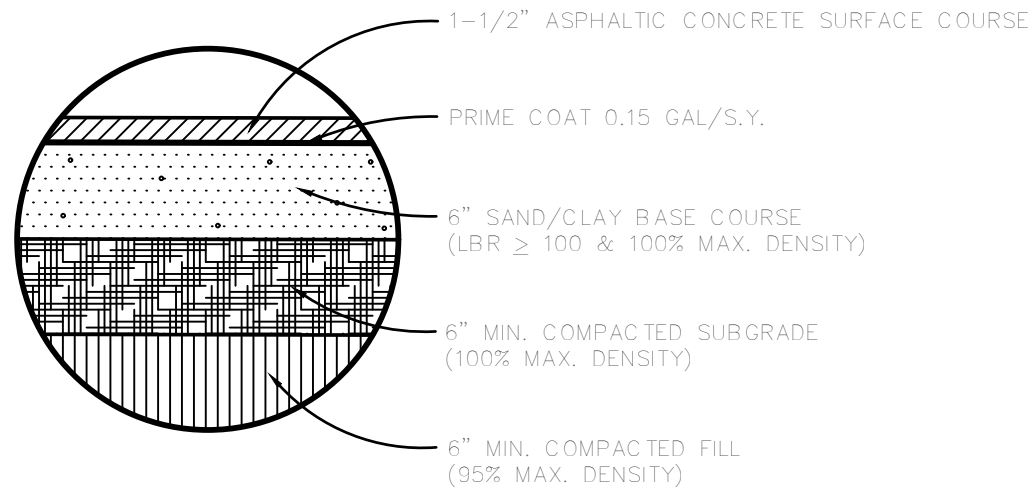


SIDEWALK THICKENED EDGE DETAIL
N.T.S.

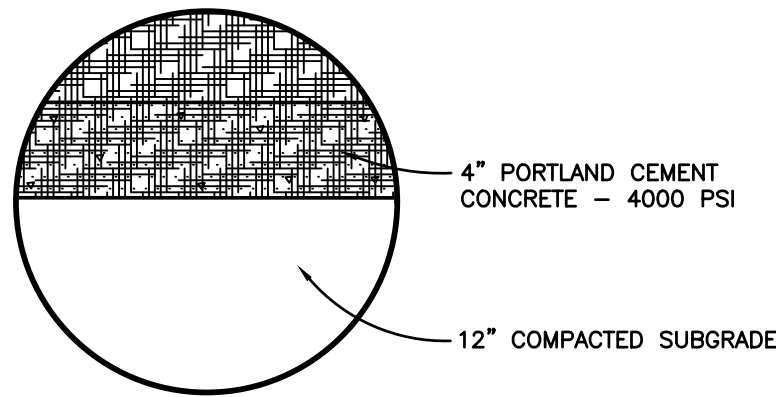
THICKENED EDGE SIDEWALK SHALL BE INSTALLED WHEN SIDEWALK ABUTS PAVED PARKING AREA OR STREETS.



CONCRETE RIBBON CURB DETAIL
N.T.S.

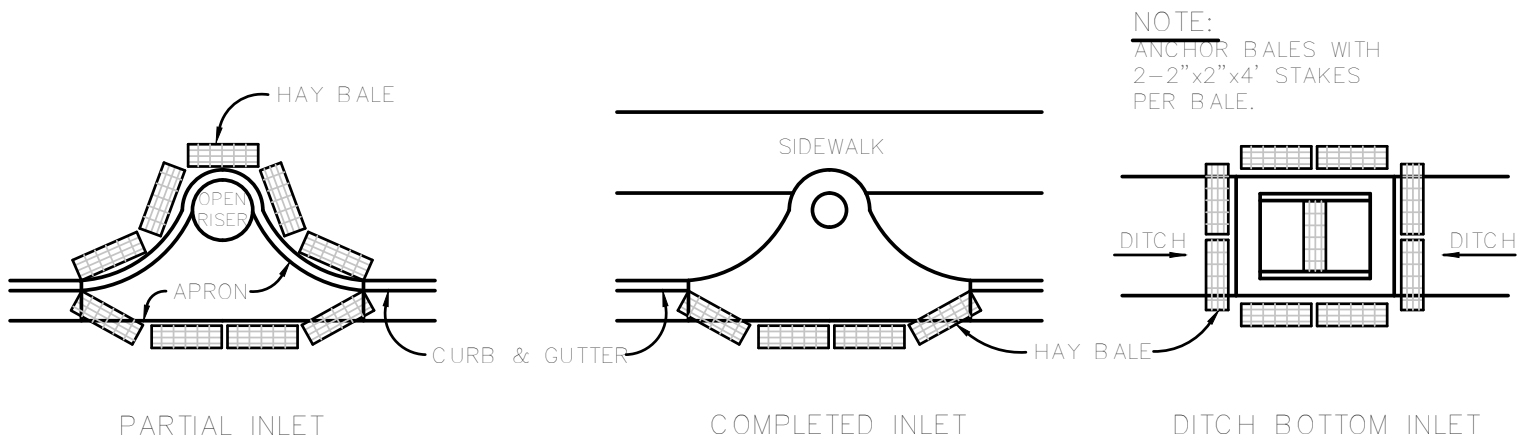


1-1/2" ASPHALT PAVEMENT DETAIL
N.T.S.

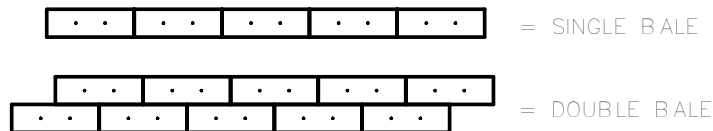


CONCRETE SIDEWALK DETAIL
N.T.S.

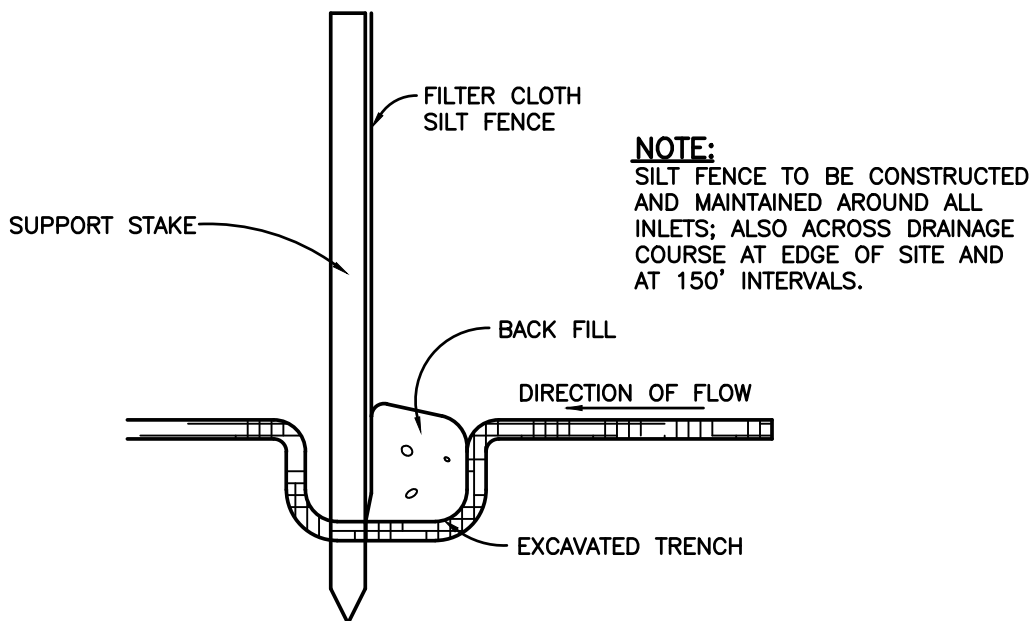
OVERFLOW FLUME DETAIL



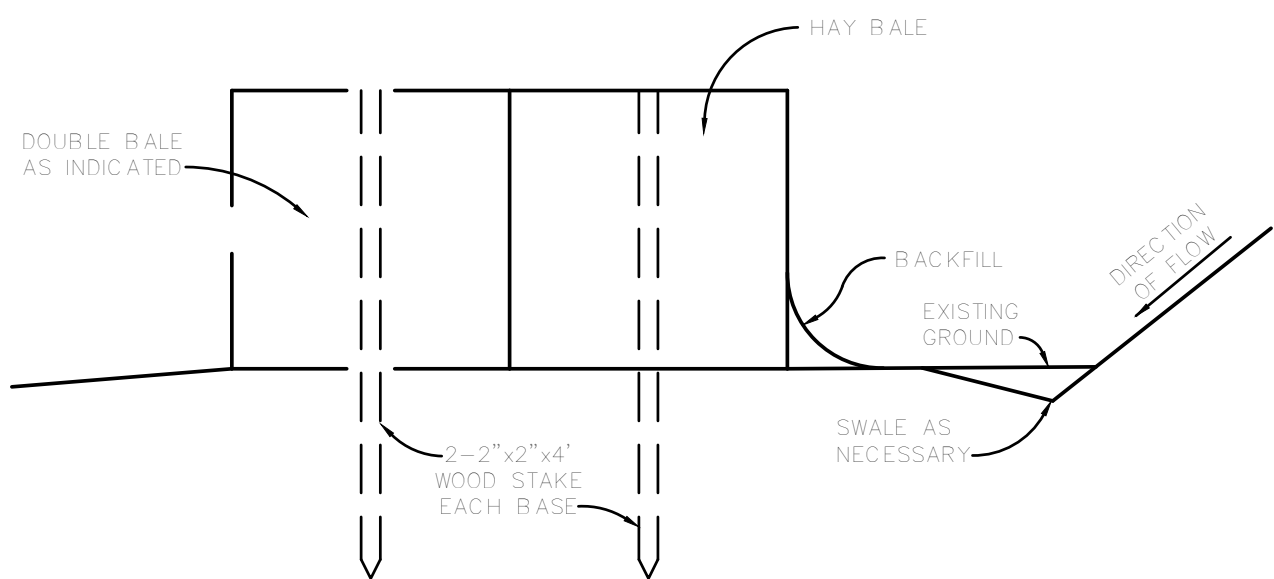
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES



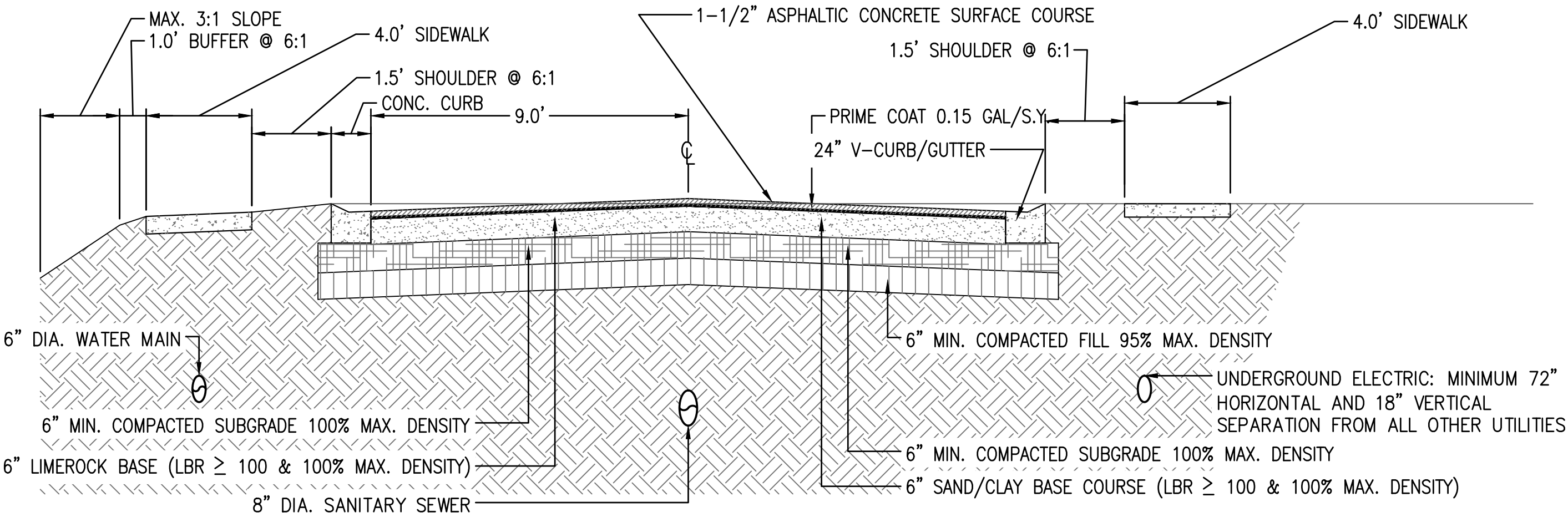
TYPICAL HAY BALE DIKE PLAN



SILT FENCE DETAIL
N.T.S.

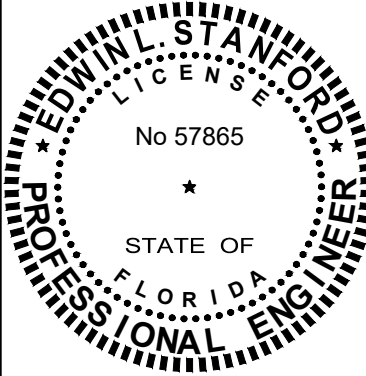
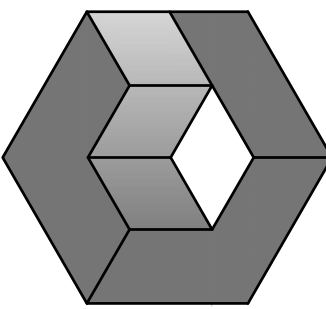


INLET PROTECTION DETAIL
N.T.S.



TYPICAL ROAD SECTION
N.T.S.

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM



REVISIONS:		DESCRIPTION	DATE
REV			

DESTIN COTTAGES PUD
SUBDIVISION

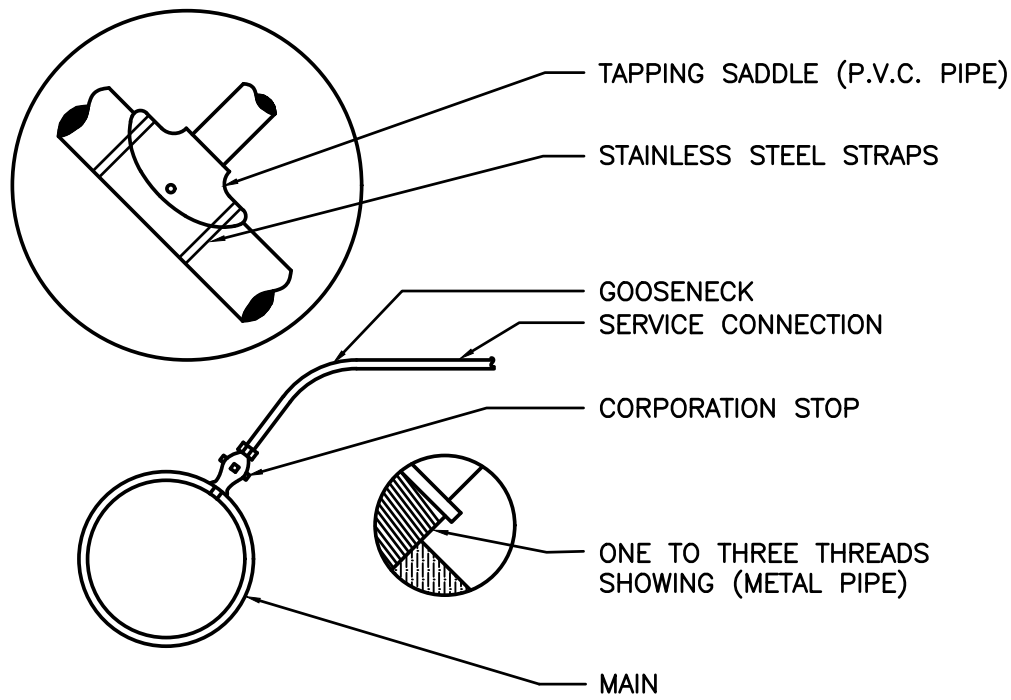
DESTIN, FLORIDA 32541

DETAILS 1 OF 2

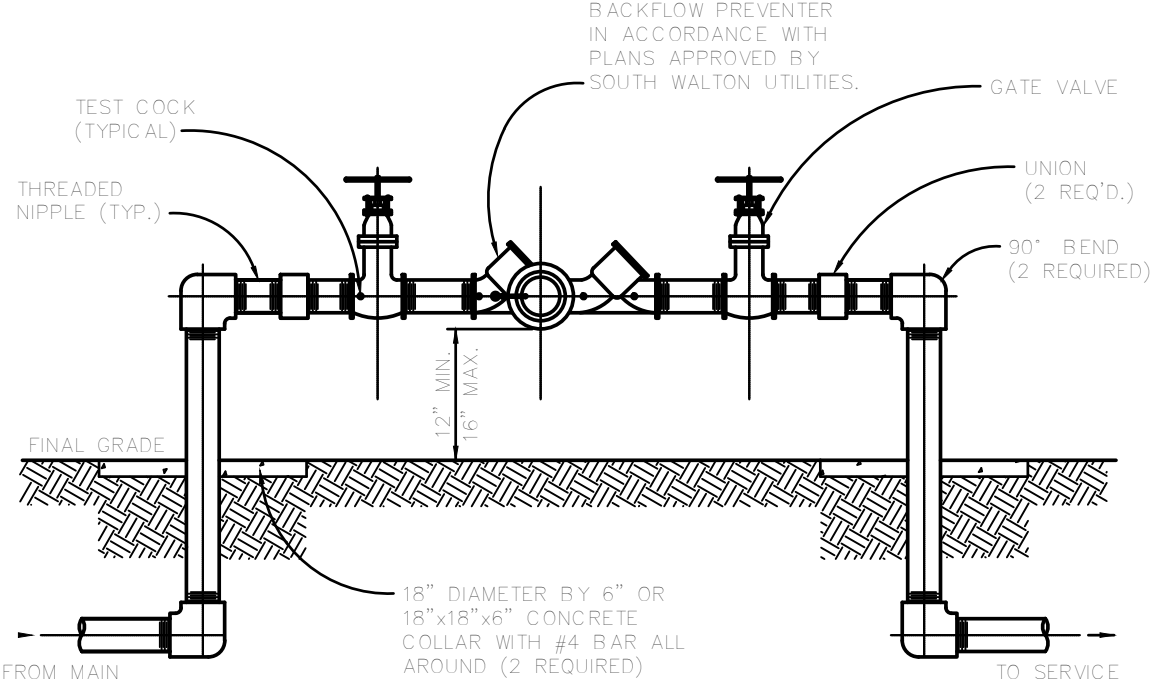
Not valid unless bearing Engineer's seal & original signature

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS
DRAWING NUMBER	C2.01
SHEET NUMBER	11 OF 14

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

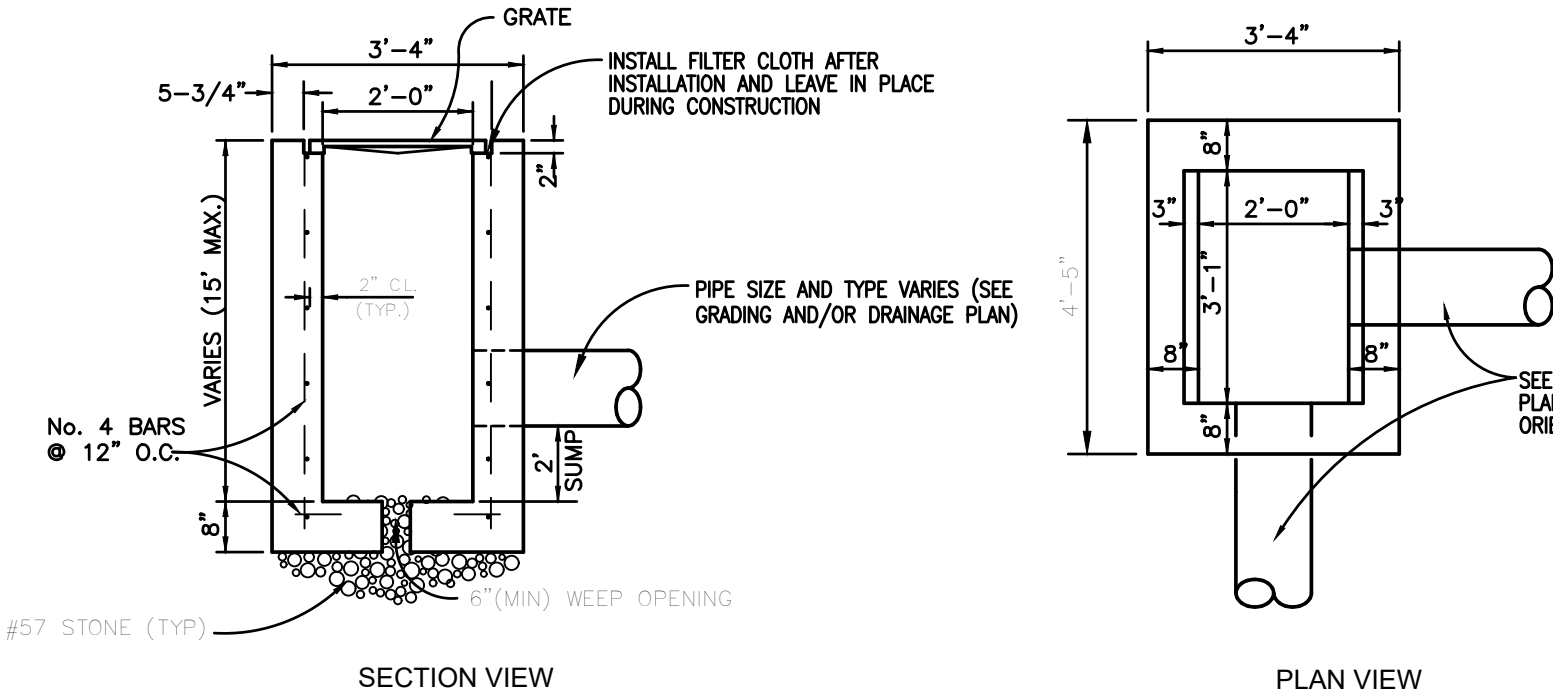


SERVICE CONNECTION DETAIL

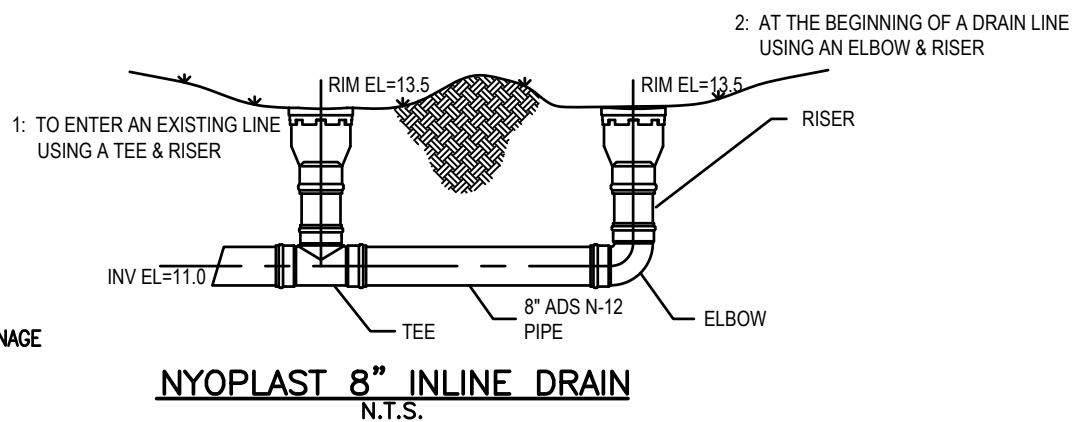


NOTE:
1. ALL PIPE AND FITTINGS 2" AND SMALLER SHALL BE
THREADED SCHEDULE 40 GALVANIZED STEEL OR BRASS.

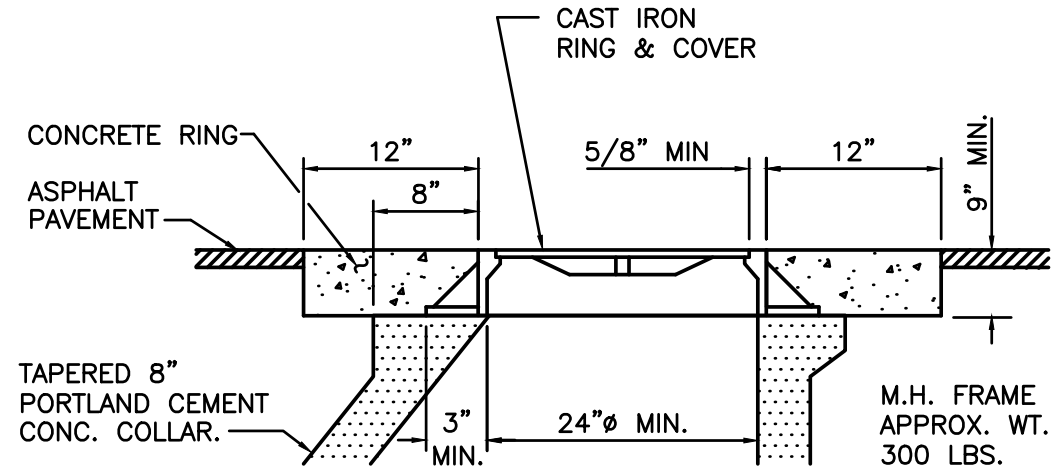
REDUCED PRESSURE BACKFLOW PREVENTER



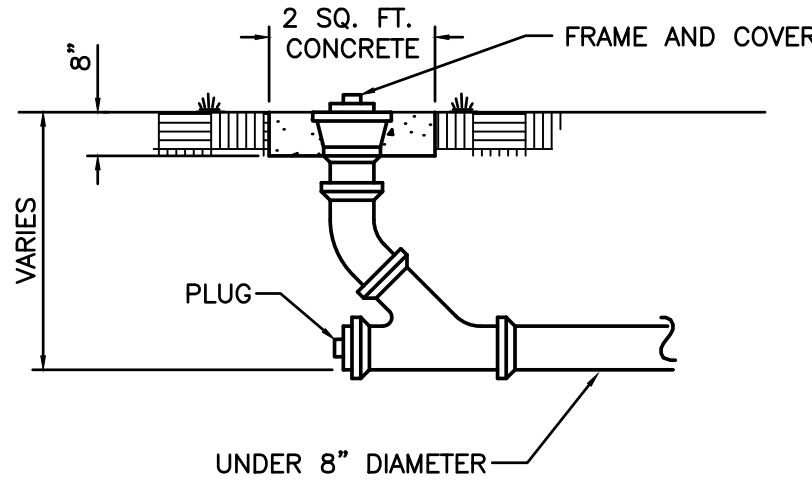
TYPE "C" CATCH BASIN DETAIL (INLET NO. 12)
(F.D.O.T. INDEX No. 232)
N.T.S.



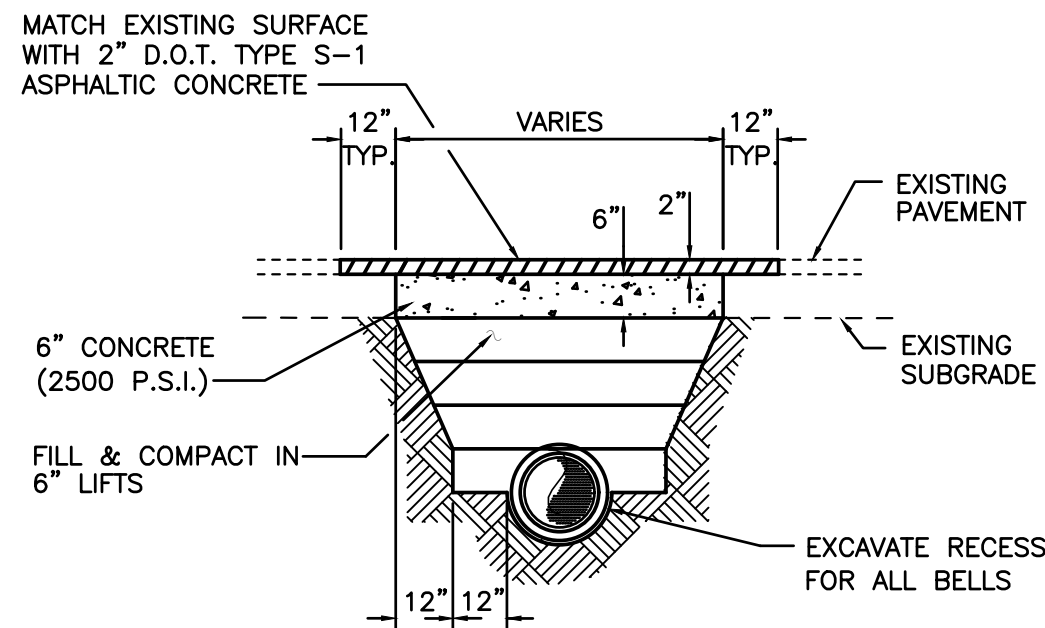
NYOPLAST 8" INLINE DRAIN
N.T.S.



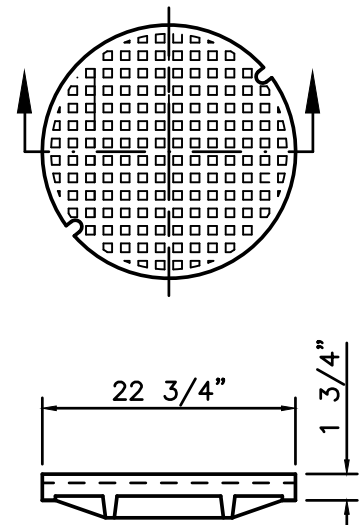
MANHOLE IN PAVED AREA



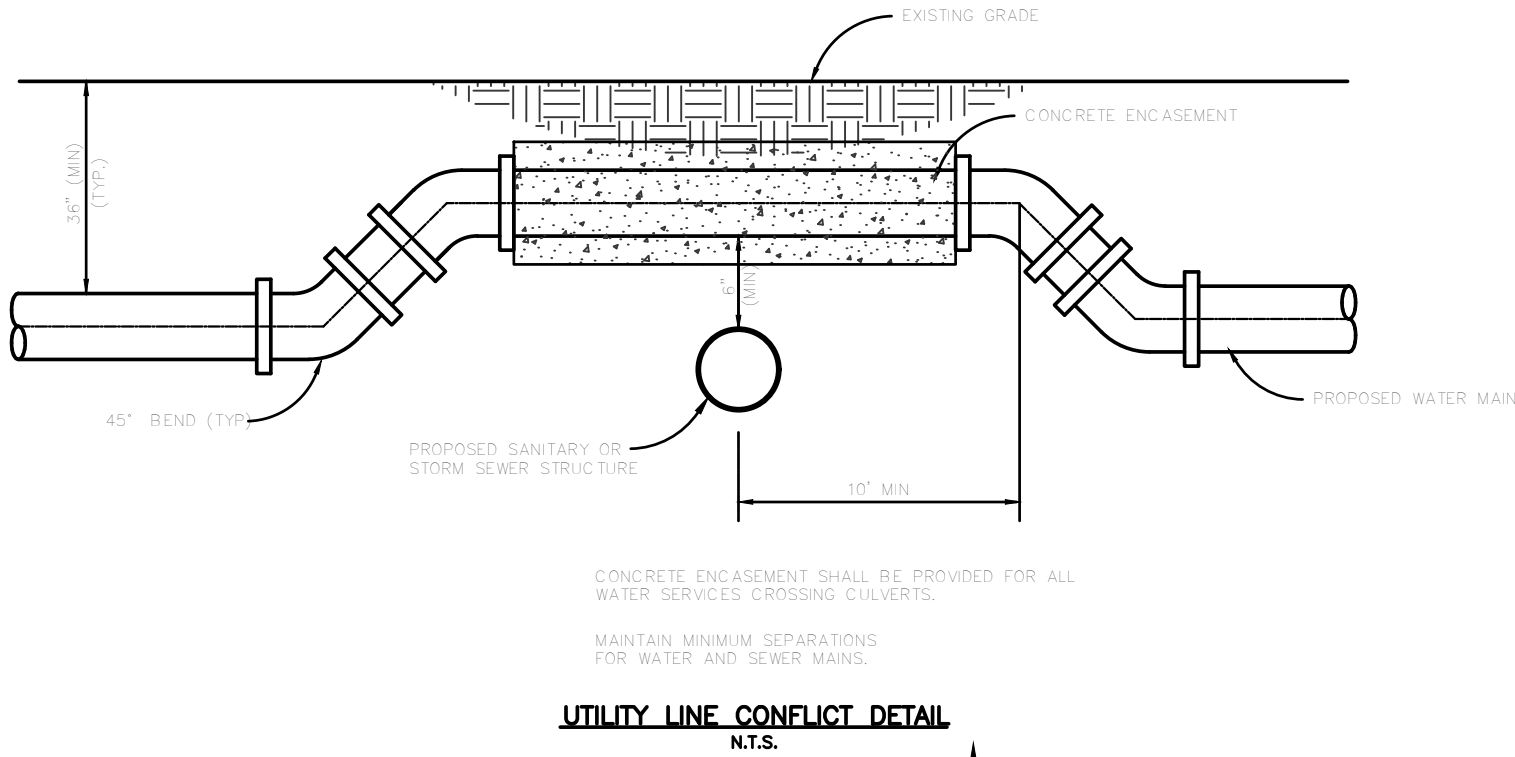
CLEAN OUT DETAIL



STREET PATCH DETAIL



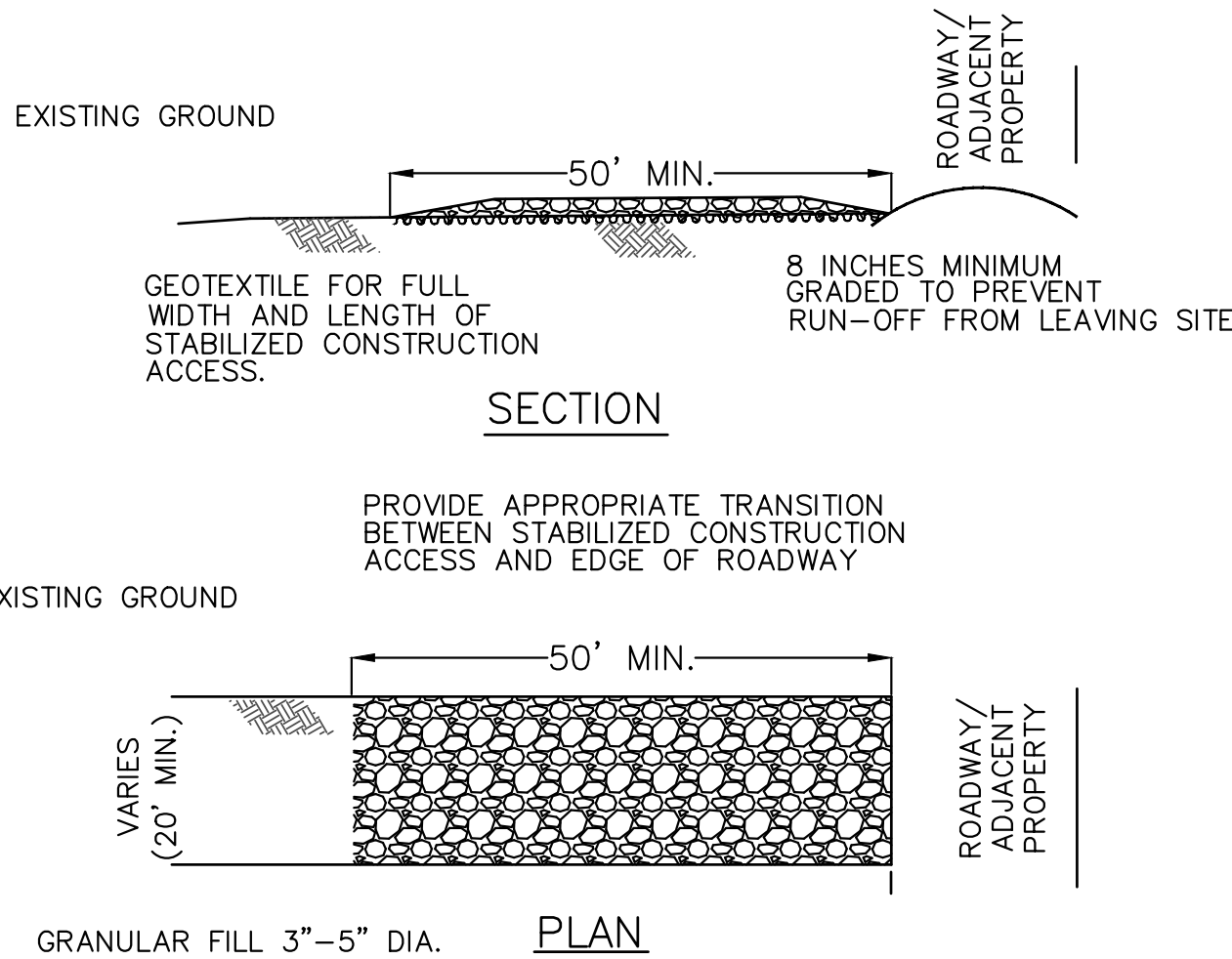
SOLID- INDENTED
APPROX. WEIGHT 150 LBS.
M.H. COVER



UTILITY LINE CONFLICT DETAIL
N.T.S.

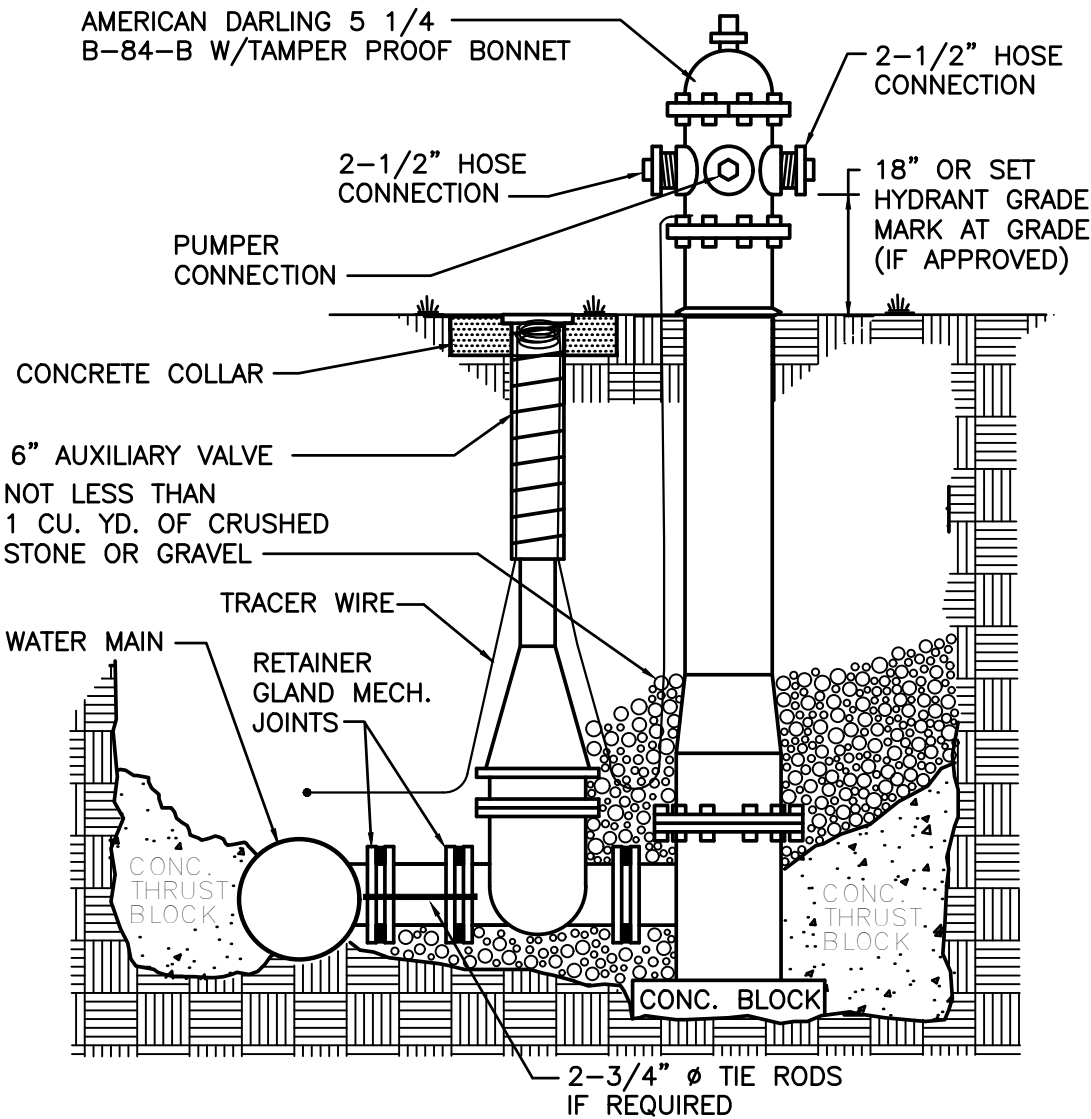
PLAN
NOTES:
M = 8" WHERE N = 8" OR 12"
M = 10" WHERE N = 15"
M = 12" WHERE N = 18"
S = 8" MIN. THICKNESS OF CONC.
ENCASEMENT ALL AROUND
DROP PIPE.
MIN. DIAM. OF DROP PIPE LINE TO
BE NOT SMALLER THAN THE
DIAM. OF THE ENTERING
SEWER BY MORE THAN TWO
NOMINAL DIAMS. PROVIDED
THE MIN. DIAM. SHALL NOT
BE LESS THAN 8".

COMPACTED
BACKFILL
VARIES
OF DROP PIPE
TO BE AT SAME
ELEVATION AS

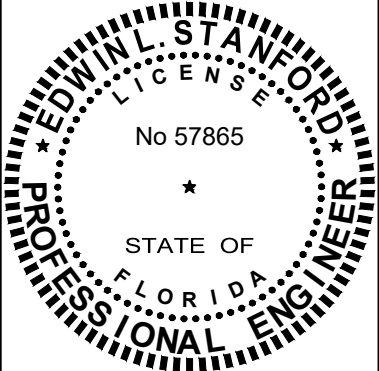
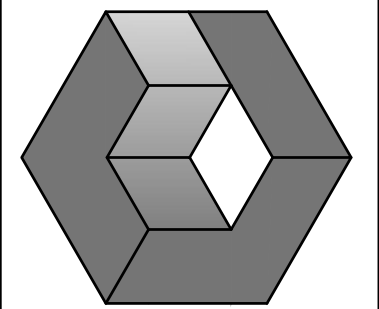


SECTION

PLAN



NOTES:



REV	DATE	DESCRIPTION

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS
DRAWING NUMBER	C2.02
SHEET NUMBER	12 OF 14

S:\Civil\0600 - Fletcher\4-0 Production\Drawing CAD\CD-C3-DC-FLETCHER-210427.dwg

SPECIFICATION: CLEARING AND GRUBBING

All site Clearing and Grubbing shall be in accordance with section 110 of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. This work shall be performed in the following areas:

A. All street rights-of-way.
B. All areas where excavation or embankment are to take place.
C. Detention areas.

In addition, certain other areas where underground utilities are to be installed are to be cleared and grubbed to the extent necessary to properly install the utilities. Such work shall be incidental to the contract unit price for the utility to be installed.

- SCOPE: Site clearing work includes, but is not limited to:
- A. Removal of trees and other vegetation.
B. Topsoil stripping.
C. Clearing and grubbing.
D. Removing above grade improvements.
E. Removing below grade improvements.

JOB CONDITIONS:

- Traffic:
Conduct site clearing operations to ensure minimum interference with roads, streets, walks, and other adjacent occupied or used facilities. Do not close or obstruct streets, walks, or other occupied or used facilities without permission from the Owners and or Local approving authority.
- Clearing and Protection in Construction Areas:
Preserve trees 6 inches or larger measured breast height (6"dbh) where possible within construction area.
- Protection of Existing Improvements:
Provide protection necessary to prevent damage to existing improvements indicated to remain in place.
- Protect improvements on adjoining properties and on project site.
- Restore damaged improvements to original condition as acceptable to the Owner.

LIMITATIONS:
Clearing will be limited to the extent necessary to allow for construction of the proposed improvements as a result of:

- Need for access to the project site for construction equipment.
Essential grade changes.
Surface water, drainage and utility installation.
Location of driveways, buildings, and required parking.

CLEARING AND GRUBBING:

- Remove trees, shrubs, grass, other vegetation, improvements, or obstructions interfering with the installation of new construction. Rental includes digging out stumps and roots. Do not remove items elsewhere on site or premises unless specifically indicated. Disposal of trees, limbs, stumps, and debris shall be the responsibility of the Contractor.
- Strip topsoil to whatever depths encountered to prevent intermingling with underlying subsoil or other objectionable material. Cut heavy growths of grass from areas before stripping.
- Stockpile topsoil in storage piles in areas shown or where directed by the Owner. Construct storage piles to freely drain surface water. Cover storage piles if required to prevent windblown dust.
- Dispose of unsuitable or excess topsoil same as specified for waste material.

FILLING:
Fill depressions caused by clearing and grubbing operations with satisfactory soil material, unless further excavation or earthwork is indicated.

- Place fill material in horizontal layers not exceeding 6" loose depth, and thoroughly compact to density equal to adjacent ground, unless otherwise shown on the plans.

REMOVAL OF IMPROVEMENTS:
Remove existing above and below grade improvements and abandoned underground piping or conduit necessary to permit construction and other work.

DISPOSAL OF WASTE MATERIALS:
No burning of any material, debris, or trash will be allowed.

Remove waste materials from project site on a daily basis and dispose of off-site in an approved area.

SPECIFICATION: EXCAVATION, EMBANKMENT AND SUBGRADE:

EXCAVATION, EMBANKMENT AND SUBGRADE: Shall be performed in accordance with Section 120 of the Florida D.O.T. Specifications. All subgrade fill material, and the top 12 inches in cut area, shall be compacted to 100 percent of maximum density as determined by AASHTO T-99. The Subgrade Compaction (Stabilization) shall conform to Section 160 of the Florida D.O.T. Specifications. In most cases this will consist of compacting existing cleaned soil. However, it is the contractor's responsibility to assure that the finished roadbed section meets bearing value requirements, regardless of the quantity of stabilizing materials to be added. One field density test shall be taken for each 5000 square feet or fraction thereof.

Where required subgrade density cannot be obtained, unsuitable material shall be removed so that the road base will be constructed on a minimum of 3 feet of suitable, properly compacted material. This work shall be included in the contract lump sum price for earth excavation.

SOIL CEMENT BASE: As a minimum the soil cement base course will conform generally to Section 270 of the Florida D.O.T. Specifications for Road and Bridge Construction. The detailed specifications of the soil cement base course are to be determined by an independent testing laboratory after testing of the material the contractor proposes to use. Moisture and cement content will be specified by the laboratory. However, as a guide for bid purposes, estimate 12% cement by weight and include a price reduction schedule if tests show less cement is required. The soil cement mix will be at optimum moisture content, i.e., neither mushy nor dry, but containing sufficient moisture to make a firm case when squeezed in the hand. Water should not appear on the hand when this requires 5 to 6 gallons per square yard but actual quantity of water to be added will depend on latent moisture in the base material. From a practical standpoint the highest moisture content should be maintained that permits packing and finishing without surface checking, shoving or rutting during compaction and finishing operations.

The freshly compacted and finished soil-cement mix must be adequately cured. An application of bituminous material such as RC-2, MC-3, RT-5 or asphaltic emulsion at the rate of 0.15 to 0.20 gal per square yard is preferred as the curing medium. Waterproof paper or moist hay is acceptable if properly maintained.

SAND-CLAY BASE COURSE: Shall comply with the requirements of Sections 240 and 912 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 912 shall be performed prior to placing the material on the roadbed. These tests include:

1. Composition and gradation.
2. Liquid Limit.
3. Plastic Index.
4. Limerock Bearing Ratio Value (LBR).

Percent of material passing the 10-mesh sieve
8 to 10
0 to 10
0 to 25
Not greater than 25
Not greater than 6

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the sand-clay base course shall be placed in accordance with Section 240. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. One density test shall be taken for each 5000 square feet or fraction thereof.

NOTE: Sand Clay base material shall not be used in areas where the seasonal high groundwater table is within two (2) feet of the bottom of the base material.

LIMEROCK BASE COURSE: Shall be constructed in accordance with Section 200 of the Florida D.O.T. Specifications for Road and Bridge Construction. The material shall meet the requirements of Section 911 of the Specifications. Tests necessary to determine compliance with Section 911 shall be performed prior to placing the material on the subgrade. These tests include:

1. Liquid Limit.
2. Plastic Index.
3. Gradation.
4. Limerock Bearing Ratio

Requirement
Less than 35
Non-Plastic
97% passing 3.5 inch sieve
Not less than 100

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the limerock base course shall be placed in accordance with Section 200. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. A minimum of three density tests shall be made on each days compaction operations. More frequent tests shall be made as deemed necessary by the Engineer. The base shall be installed to a compacted thickness as shown on the plans, plus or minus one half inch. Deviations from this specification shall be corrected as indicated in the State Specifications.

GRADED AGGREGATE BASE COURSE: Shall comply with the requirements of Section 204 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 204 shall be performed prior to placing the material. These tests include:

1. Soundness Loss, Sodium Sulfate: AASHTO T 104.
2. Percent Wear: AASHTO T 96 (Grading A).
3. Sieve Analysis.
4. Limerock Bearing Ratio Value.

The results of these tests shall be submitted to the engineer for approval. After the approval of the material, the graded aggregate base course shall be placed in accordance with Section 204. The base course shall be compacted to a density of not less than 100 percent of the maximum density as determined by AASHTO T 180. At least three density tests shall be made on each day's final compaction operation of each course, and the density determinations shall be made at more frequent intervals if deemed necessary by the Engineer.

ASPHALT BASE COURSE: Shall comply with the requirements of Sections 280, 330, 331 and 916 of the Florida D.O.T. Specifications. The design mix for Asphaltic Base Course Type 3 shall conform to the requirements in Tables 331-1 and 331-2. The Minimum Marshall stability shall be 1000 lbs./sq. in. as indicated in Table 331-2. Percent bitumen by weight of total mix: 5.0 (minimum). Two copies each of the actual design mix shall be submitted to the Engineer. Written approval of the Asphalt base course design mix must be obtained from the engineer prior to commencing base course construction. Once the design mix has been approved by the engineer, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance. After the approval of the mix design, the Asphalt base course shall be placed in accordance with Section 280 and compacted in accordance with Section 330-10.

NOTE: STORMWATER DRAINAGE SHALL BE CONTROLLED DURING ALL PHASES OF CONSTRUCTION.

SPECIFICATION: ASPHALT CONCRETE PAVING

SCOPE: This section includes materials and work required for installation of flexible asphaltic concrete pavement for parking and drive areas shown on the plans.

APPLICABLE PUBLICATIONS: The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All asphalt construction shall be in accordance with applicable sections of the Florida Department of Transportation Specifications for Road and Bridge Construction unless modified herein.

A. Florida Department of Transportation Specifications:

- Section 901 Course Aggregate
Section 902 Fine Aggregate
Section 916 Bituminous Materials
Section 917 Mineral Filler
Section 300 Bituminous Treatments, Surface Courses and Concrete Pavement
Section 331 Type S Asphalt Concrete

B. American Society for Testing and Materials (ASTM) Publications:

- D 1557 Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10 lb (4.54 kg) Rammer and 18-in. (457 mm) Drop.
D 1559 Marshall Stability Mix Design

SUBMITTALS:

- A. Asphalt Design Mix:
1. Before any asphalt surface is constructed, submit two copies of each of the actual design mix to the Engineer and Owner.
2. Written approval of the asphaltic concrete design mix must be obtained from the Engineer and Owner prior to commencing asphalt pavement construction.
- B. Material Certificates: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds specified requirements.
- C. Asphalt extraction tests.
- D. Aggregate gradation tests.
- E. Marshall stability tests.

JOB CONDITIONS:

- A. Weather limitations: Apply prime and tack coats when ambient temperature is above 40 degrees, and when temperature has not been below 35 degrees for 12 hours prior to application. Do not apply when base is wet or contains excess moisture.

MATERIALS:

- A. Mineral Filler: Rock dust, hydraulic cement, or other inert material complying with section 917 of the Florida DOT Specifications.
- B. Asphalt Cement: The bituminous material shall be AC-20, viscosity grade and comply with section 916 of the Florida DOT Specifications.
- C. Course Aggregate: Comply with section 901 of the Florida DOT Specifications.
- D. Fine Aggregate: Comply with section 902 of the Florida DOT Specifications.
- E. Prime Coat and Tack Coat: The bituminous material for the Prime Coat shall be MC-70. The bituminous material for the Tack Coat shall be AC-20, or Emulsified asphalt, grade RS-2 and comply with the requirements in Section 300 and 916 of the Florida DOT Specifications.
- F. Asphaltic Concrete Design Mixes:

1. Asphalt shall conform to the requirements for Type S Asphalt as indicated in Section 331 of the Florida DOT Specifications.
2. Mix shall be within sieve analysis and bitumen range given in Section 331 of the Florida DOT Specifications.
3. Minimum Marshall stability shall be in 1500 lbs./sq. in. as indicated in Table 331-2 of the Florida DOT Specifications.
4. Percent bitumen by weight of total weight mix: 5.0 - 8.5.
5. Once design mix has been accepted by Engineer and Owner, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis analysis values fall outside these tolerances, design mix must be resubmitted for acceptance.
6. Provide asphalt-aggregate mixture as recommended by local or state paving authorities to suit project conditions. Use locally available materials and gradations which meet Florida DOT Specifications and exhibit satisfactory record on previous installations.

BASE COURSE PREPARATION:

- A. Prior to construction of the base course, the top 12 inches of subgrade shall be compacted to a minimum soil density of 98% of the Modified Proctor Test Density (ASTM 1557). The subgrade shall be sterilized by a borate or chlorate sterilant containing not less than 25% sodium chlorate and shall be mixed thoroughly with water at the rate of 1-1/2 lbs. of sterilant per gallon of water. The sterilant shall be applied evenly at the rate of 0.2 gallons per square yard to subgrades that are less than 12" below original grades. If prepared base course will not be immediately covered with asphalt on the same day and wind-blown seeds will contaminate the base course surface, the sterilants shall be applied to the base course contaminate the base course.
- B. Remove loose material from compacted base material surface immediately before applying prime coat.
- C. Proof roll prepared base material surface to ensure unstable areas have been corrected and are ready to receive paving.

D. Prime Coat:

1. Apply bituminous prime coat to base material surfaces where asphaltic concrete paving will be constructed.
2. Apply bituminous prime coat in accordance with Section 300 of Florida DOT Specifications.
3. Apply at minimum rate of not less than 0.15 gal./sq. yd. over compacted base material. Apply material to penetrate and seal, but not flood, surface.
4. Cure and dry as long as necessary to attain penetration and evaporation of volatile.

E. Tack Coat:

1. Tack coat shall be applied in accordance with Section 300 of Florida DOT Specifications. Apply to contact surfaces of previously constructed asphalt or portland cement and concrete and surfaces abutting or projecting into asphalt concrete pavement.
2. Apply tack coat to full depth asphalt base course and sand asphalt base course. Apply emulsified asphalt tack coat between each lift or layer of full depth asphalt and sand asphalt bases and on surface of such bases where asphaltic concrete paving will be constructed.
3. Distribute at rate of 0.08 gal./sq. yd. of surface.
4. Allow to dry until at proper condition to receive paving.

PLACING ASPHALT MIX:

- A. Place asphalt concrete mixture on prepared surface, spread, and strike off. Spread mixture at the following minimum temperatures:

1. When ambient temperature is between 40 degrees F and 50 degrees F: 285 degrees F.
2. When ambient temperature is between 50 degrees F and 60 degrees F: 280 degrees F.
3. When ambient temperature is higher than 60 degrees F: 275 degrees F.
- B. Place inaccessible and small areas by hand. Place each course to required grade, cross-section, and compacted thickness.
- C. Paver Placing:
1. Place in strips not less than 10'-0" wide, unless otherwise acceptable to the Contracting Officer.
2. After first strip has been placed and rolled, place succeeding strips and extend rolling to overlap previous strips.

D. Joints:

1. Construct joints between old and new pavements as detailed in the plans.
2. Joints between successive days' work shall be constructed to ensure continuous bond between adjoining work.
3. Construct joints to have same texture, density, and smoothness as other sections of asphalt concrete course.
4. Clean contact surfaces and apply tack coat.

COMPACTION:

- A. Each lift of asphalt shall be compacted to a minimum of 98% of the Marshall test ASTM D1559).
- B. Begin rolling when mixture will bear roller weight without excessive displacement.
- C. Compact mixture with hot hand tampers or vibrating plate compactors in areas inaccessible to rollers.
- D. Breakdown Rolling:
1. Accomplish breakdown or initial rolling immediately following rolling of joints and outside edge.
2. Check surface after breakdown rolling, and repair displaced areas by loosening and filling, if required, with hot material.
- E. Second Rolling:
1. Follow breakdown rolling as soon as possible, while mixture is hot.
2. Continue second rolling until mixture has been thoroughly compacted.
- F. Finish Rolling:

1. Perform finish rolling while mixture is still warm enough for removal of roller marks.
2. Continue rolling until roller marks are eliminated and course has attained maximum density.

G. Patching:

1. Remove and replace paving areas mixed with foreign materials and defective areas.
2. Cut out such areas and fill with fresh, hot asphalt concrete.
3. Compact by rolling to maximum surface density and smoothness.

H. Protection:

1. After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.
2. Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.

FIELD QUALITY CONTROL:

- A. An Independent Testing Laboratory, selected and paid by the contractor shall be retained to perform construction testing of in-place asphalt courses for Asphalt Extraction, Aggregate gradation, Marshall Stability, thickness and surface smoothness.
- B. Thickness: In-place compacted thickness shall not be less than thickness specified on the drawings.
- C. Surface Smoothness: Testing shall be performed on the finished surface of each asphalt concrete course for smoothness, using 10'-0" straightedge applied parallel with, and at right angles to centerline of paved area. The variation of the surface from the edge of the straight edge between any two contact points shall not exceed 1/4". Check surface areas at intervals necessary to eliminate ponding areas. Repair or remove and replace unacceptable paving as directed by the Contracting Officer.
- D. Asphalt content, Aggregate gradation, and Marshall Stability shall be as specified in Section 331 of the Florida DOT Specifications.

SPECIFICATION: PORTLAND CEMENT CONCRETE PAVING

SCOPE: This section includes sidewalks, curbs, and miscellaneous concrete pavement.

APPLICABLE PUBLICATIONS: The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All concrete construction shall be in accordance with applicable sections of the Florida Department of Transportation Specifications for Road and Bridge Construction unless modified herein.

A. Florida Department of Transportation Specifications:

- Section 345 Portland Cement Concrete
Section 350 Cement Concrete Pavement
Section 520 Concrete Gutter, Curb Elements and Traffic Separator
Section 931 Metal Accessory Materials for Concrete Pavement and Concrete Structures

B. American Society for Testing and Materials (ASTM) Publications:

- A 615 Deformed and Plain Billet Steel Bars for Concrete Reinforcement
D 1557 Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-lb. (4.54 kg) Rammer and 18-in. (457 mm) Drop.
D 1751 Preformed Expansion Joint Filler for Concrete Paving and Structural Construction. (Nonextruding and Resilient Bituminous Types)

SUBMITTALS:

- A. Material Certifications: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

MATERIALS:

A. Forms:

1. Steel, wood, or other suitable material of size and strength to retain horizontal and vertical alignment until removal. Use straight forms, free of distortion and defects.
2. Use flexible spring steel forms or laminated boards to form radius bends as required.
B. Form Release Agent:
1. Coat forms with nonstaining type coating that will not discolor or deface surface of concrete.
C. Welded Wire Mesh:

1. Welded plain cold-drawn steel wire fabric. Furnish in flat sheets, not rolls, unless otherwise acceptable to Contracting Officer. Welded wire mesh shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Wire fabric shall comply with Sections 931 of the Florida DOT Specifications.
D. Reinforcing Bars:
1. Deformed steel bars, ASTM A 615, Grade 40. Reinforcing bars shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Deformed steel bars shall comply with Section 931 of the Florida DOT Specifications.

E. Concrete Materials:

1. Comply with requirements of Sections 345 and 350 of the Florida DOT Specifications for concrete materials, admixture, bonding materials, curing materials, and others as required.
F. Joint Fillers:
1. Resilient premolded bituminous impregnated fiberboard units complying with ASTM D1751. Joint fillers shall comply with Section 932 of the Florida DOT Specifications.

MIXING:

- A. Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water-reducing or high-range water reducing admixture (super-plasticizer), air-entraining admixture and water to produce following properties:
1. Compressive Strength: Minimum 3,000 psi for curb and walkways and 4,000 psi for pavement, at 28 days. In addition, concrete for pavement shall have a minimum modulus of rupture of 600 psi.
2. Slump Range: 3"-5".
3. Air Content: 3% to 6%.

PREPARATION:

A. Surface Preparation:

1. Remove loose material from compacted base material surface immediately before placing concrete.
B. Compact the top 12 inches of subgrade to a minimum soil density of 98% for the Modified Proctor Test (ASTM D1557) to result in a minimum modulus of subgrade reaction (k) of 150 psi/in. Proof-roll prepared base material surface to check for unstable areas. The paving work shall begin after the unsuitable areas have been corrected and are ready to receive paving. Compaction testing for the base material shall be completed prior to the placement of the paving.

CONCRETE INSTALLATION:

A. Form Construction:

1. Set forms to required grades and lines, rigidly braced and secured. Install sufficient quantity of forms to allow continuous progress of work and so that forms can remain in place at least 24 hours after concrete placement.
2. Check completed formwork for grade and alignment to following tolerances:
A. Top of forms not more than 1/8" in 10'-0".
B. Vertical face on longitudinal axis, not more than 1/4" in 10'-0".
3. Clean forms after each use, and coat with form release agent as often as required to ensure separation from concrete without damage.

B. Reinforcement:

1. Locate, place, and support reinforcement to ensure compliance with plans.

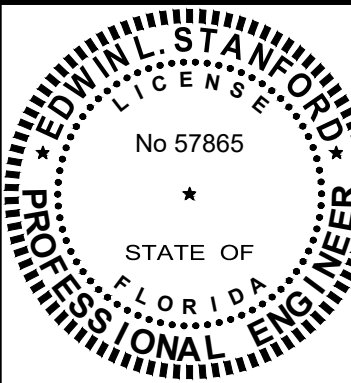
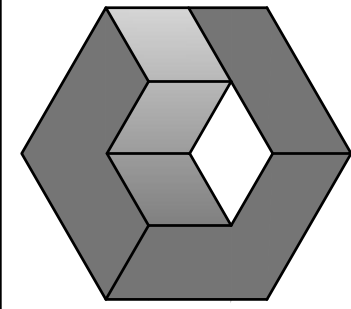
C. Concrete Placement:

1. Comply with requirements of Sections 345, 350, and 520 of Florida DOT Specifications for mixing and placing concrete.
2. Do not place concrete until base material and forms have been checked for line and grade. Moisten base material if required to provide uniform dampened condition at time concrete is placed. Concrete shall not be placed around manholes or other structures until they are at the required finish elevation and alignment.
3. Place concrete using methods, which prevent segregation of mix. Consolidate concrete along face of forms and adjacent to transverse joints with internal vibrator. Keep vibrator away from joint assemblies, reinforcement, or side forms. Consolidate with care to prevent dislocation of reinforcing, dowels, and joint devices.
4. Deposit and spread concrete in continuous operation between transverse joints, as far as possible. If interrupted for more than 1/2 hour place construction joint.

D. Curbs and Gutters:

1. Automatic machine may be used for curb and gutter placement at Contractor's option. Machine placement must produce curbs and gutters to required cross section, lines, grades, finish, and jointing as specified for formed concrete. If results are not acceptable, remove and replace with formed concrete as specified.

CORE ENGINEERING & CONSULTING, INC.
CIVIL & ENVIRONMENTAL ENGINEERING
3997 COMMONS DRIVE W., SUITE F
DESTIN, FLORIDA 32541
PH. 850.650.2646
FAX. 850.837.1576
CORECONSULTING.COM



REVISONS:	REV	DATE	DESCRIPTION						

DESTIN COTTAGES PUD
SUBDIVISION
DESTIN, FLORIDA 32541
SPECIFICATIONS 1 OF 2
Not valid unless bearing Engineer's seal & original signature

Job:	0600.19.001
Date:	02/07/20
Designed:	ELS
Drawn By:	ZDB
Checked:	ELS

DRAWING NUMBER
C3.01
SHEET NUMBER
13 OF 14

CONTINUED ON NEXT COLUMN

CONTINUED ON NEXT COLUMN

CONTINUED ON NEXT COLUMN

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

S:\Civ\0600 - Fletcher\40 Production\Drawing CAD\CD-C\JC-FLETCHER-210427.dwg

1.Precast Concrete Manholes:All manholes shall be of precast concrete construction and shall meet the requirements of ASTM C-4, except as modified herein. The concrete used shall be type II or approved equivalent with a 28-day strength of 4000 lbs. per sq. inch.

The vertical walls shall have a minimum thickness of five-inches and shall be reinforced a minimum of 0.12 sq. inch per linear foot. The flat tops on shorter manholes shall be reinforced with No. 6 bars on six-inch centers both ways or as shown on the drawings.

The inside diameter shall be 48 inches on the riser sections with an eccentric cone section that narrows to 24 inches inside diameter at the top. The cone section shall be used on manholes with a depth of 5 feet or more and flat top used on manholes less than 5 feet.

The bottom section shall be of monolithic design with a minimum bottom thickness of six-inches.

The joints between the sections shall be tongue and groove with the tongue up and the groove down and shall be sealed with round or other flexible type natural rubber joint rings. In addition to the rubber ring gaskets, the interior and exterior voids in the pipe joints shall be sealed with "RAM-NEK" flexible plastic gasket manufactured by K.T. Snyder Company. "RAM-NEK" shall be installed in strict accordance with the manufacturer's recommendations.

2.Manhole Accessories:Manhole steps shall be constructed of 1/2-inch steel road completely encased in a corrosion-resistant rubber capable of resisting chemicals and gasses encountered in manholes. Each step shall have a vertical load resistance of 400 lbs. and a pull out resistance of 500 lbs. per leg. Each step shall be a minimum of 12 inches wide and each leg shall extend 5 inches from the manhole face and have a 4-inch wall penetration. Steps shall have foot guide lugs and traction cleats and shall be installed on 16-inch centers. The manhole frames and covers shall be Vulcan Foundry No. VM-51, Neenah Foundry No. R-1600 series or equivalent. Solid covers shall be marked "SEWER". Frames for the covers shall be set to grade in a bed of cement mortar. Frames and covers shall be machined or ground at bearing surfaces to seat firmly and prevent rocking. Any set not matching perfectly shall be removed and replaced at no additional cost.

3.Water-Proofing:Both concrete and pre-cast sections below grade shall be pointed on the outside with either two coats of bitumastic point or a heavy layer of emulsified asphalt to water-proof completely. Manholes shall be inspected for water tightness prior to being placed in service. All incoming and outgoing sewer lines shall be plugged and the manhole filled with water to a level to create a minimum positive head of two feet or above the highest section joint. If the water level drop exceeds 1/8" per vertical foot of manhole depth in 5 minutes, the manhole shall have failed the test.

4.Manhole Invert Channels:The manhole invert channels shall be smooth and accurately shaped to a semicircular bottom conforming to the connecting sewer section. Invert channels and manhole bottoms shall be shaped and smoothed with one to two (1-2) cement-sand mortar of still consistency. Changes in size and grade shall be made gradually and evenly.

F. Submittals:The Contractor shall submit a minimum of four (4) copies of catalog data for approval by the Engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe
2. Fittings
3. Manholes
4. Manhole steps
5. Frames and covers
6. Coatings

PRESSURE PIPING:

This section includes furnishing and installing all pressure pipework and appurtenances for potable and non-potable water systems complete and fully operable in all respects.

A. Materials:All material shall be free from defects impairing strength and durability and be of the best commercial quality for the purpose specified. It shall have structural properties sufficient to safely sustain or withstand strains and stresses to which it is normally subjected and be true to detail.

Certified records of material tests made by the manufacturer or by a reliable commercial laboratory shall be submitted to the Engineer if requested.

All pipework will be inspected upon delivery and such as does not conform to the requirements of these specifications shall be rejected and must be immediately removed from the site by the Contractor. The Contractor shall furnish and provide all labor necessary to assist the Engineer in inspecting the material.

The basis of rejection shall be as specified in applicable ASTM Specifications.

B. Unplasticized Polyvinyl Chloride (PVC) Pressure Pipe:PVC pressure pipe shall have a bell-type joint designed for conveying potable water under pressure. Ring-type neoprene gasket shall be provided in recesses in the bells to make the joints watertight for all slip joint piping. Only where specifically called for on the construction plans shall solvent-weld or flanged connections be used. All fittings shall be of the same joint design as recommended by the manufacturer. PVC pipe shall meet or exceed the minimum requirements of Commercial Standard CS-256063 for type 1120 material made to SDR-21 dimensions. PVC compounds used shall be as specified in ASTM D-1784. Dimensions for PVC pipe shall be as specified in ASTM D-2241, Class Designation 12454-B. PVC joints shall meet ASTM D-3139, for Bell End Pipe. PVC pipe shall be as manufactured by the Johns-Manville Co., the Ethyl Corp., the Certain-Teed Products Corp, the Clow Corporation or approved equivalent.

All fittings for PVC pressure pipe shall be cast iron mechanical joint meeting ANSI Standard Specification A21.10, latest, Cast Iron Fittings, 2 inch through 48 inch for Water and Other Liquids unless indicated otherwise on the construction plans. Minimum pressure rating shall be equal to that of the pipe specified. Linings and coatings shall be as specified on the next page under "Linings and Coatings for Ductile Iron Pipe".

Unless otherwise indicated on the drawings all PVC pressure pipe shall be SDR-21 type. All pressure piping shall be supplied in the following colors:

1. Potable water – Blue
2. Non-potable water – Purple
3. Sewer force main – Green

Standard laying lengths shall be 20 feet and randoms shall not be less than 10 feet.

Pipe for potable water use must be certified as suitable by the National Sanitation Foundation (N.S.F.) and marked as follow: NSF-PW.

Each length of pipe shall be clearly marked with the following information at intervals of not more than five feet:

1. Nominal pipe size
2. Material designation code
3. Standard pipe dimension ratio and pressure class
4. ASTM Designation D-2241
5. Manufacturer's name (or trademark)
6. NSF approval seal, if applicable.

C. Ductile Iron Pipe:Ductile iron pipe shall meet the requirements of ANSI A21.51, including Addenda A21.51a. Pipe dimensions shall conform to Federal Specification WW-P-421, Class 150. Each pipe shall be conspicuously marked on the outside of the barrel to readily identify it from cast-iron. Metal thickness shall conform to ANSI A21.51, Table 51.1, 2-1/2 to 5 feet cover.

1.Mechanical Joints:ANSI Standard Specification A21.11, Rubber Gasket Joints for Cast-Iron Pressure Pipe and Fittings.

2.Push-on Joints:ANSI Standard Specification A21.11, Rubber Gasket Joints for Cast-Iron Pressure Pipe and Fittings, Single gasket push-on type.

3.Flanged Joints:ANSI Standard Specifications B16.1, Cast-Iron Pipe Flanges and Flanged Fittings, 125 pounds. Screwed on flanges, faced and drilled to ANSI Class 125 pound template. The flanged joints shall be assembled by threading plain end pipe and screwing on long hub flanges. The connection shall then be power tightened and refaced across both face of flange and end of pipe. Provide one-sixteenth-inch ring gaskets of red sheet rubber meeting the requirements of Grade I, Table 1 of ASTM Specification D-1330, Sheet Rubber Gaskets. Connections shall be made with machine bolts and hexagonal nuts.

4.Fittings:Fittings shall meet ANSI Standard Specification A-21.10, latest, Cast-Iron Fittings, 2 inch through 48 inch for Water and Other Liquids. Minimum pressure rating shall be equal to that of the pipe specified.

D. Linings and Coatings for Ductile Iron Pipe: pipe, valves and fittings for potable water shall be thin cement lined in compliance with ANSI Standard A21.4 (AWWA C104) Cement-Mortar Lining for Cast Iron Pipe and Fittings for Water. All ductile iron pipe and fittings for non-potable and sewer force mains to be installed underground shall be coated on the interior with hot-dip coal-tar. All ductile iron pipe and fittings to be installed underground shall be coated on the exterior of all above ground pipe with a minimum of two coats. The assembly has a coat of rust inhibitor prime compatible with the finish paint schedule. All bolts, nuts, studs and other uncoated parts of joints for underground installation shall be coated with asphalt or coal-tar prior to backfilling.

CONTINUED ON NEXT COLUMN

E. Copper Locator Wire:Contractor shall install number 10 insulated copper locator wire 18" directly above the top of the pipe. The wire shall be connected to a continuous circuit connection. DO NOT WRAP 10" above the ground line. Wire shall be connected for a continuous circuit connection. DO NOT WRAP wire around pipe.

The Contractor shall submit a minimum of four (4) copies of catalog data for

F. Submittals:approval by the engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe
2. Fittings
3. Interior coating
4. Exterior coating

VALVES, HYDRANTS AND MISCELLANEOUS APPURTENANCES:

This section includes furnishing and installing complete all equipment and materials necessary for a complete and fully operable system.

A. Materials:All materials shall be free from defects impairing strength and durability and be of the best commercial quality for the purpose specified. It shall have structural properties sufficient to safely sustain or withstand strains and stresses to which it is normally subjected and be true to detail.

All pipework will be inspected upon delivery and such as does not conform to the requirements of these specifications shall be rejected and must be immediately removed from the site by the Contractor. The Contractor shall furnish and provide all labor necessary to assist the Engineer in inspecting the material.

The basis of rejection shall be as specified in applicable ASTM Specifications.

B. Valves:

1.Gate Valves:All gate valves shall conform to AWWA Specifications for a working pressure of 200 psi. All valves shall open counterclockwise. Valves installed below ground shall be fitted with hub-type hand operators and shall have a cast-iron valve box installed concentrically over the valve. The top of the valve box shall be set flush with the ground and shall have a cast-iron cover. Valves installed above ground shall be fitted with wheel-type hand operators. Valves used for ties to existing pressure system shall be mechanical joint.

a. Valves Three Inches and Over: Valves shall be manufactured in accordance with AWWA Specification C-509. They shall be iron body, resilient-seated gate valves with nonrising stems with wide flanged, mechanical joint or spigot ends depending on installation. Flanged gate valves shall be provided with 125 lb. American Standard flanges.

b. Valves Under Four Inches: Gate Valves under four inches shall be iron or bronze body, resilient wedge valves equipped with nonrising stem and 2" operating nuts.

2.Check Valves:Provide check valves meeting the following requirements:

a. Over Three-Inches: The check valves over three-inches (3") shall be iron-body, bronze-mounted, horizontal-swing check with flanged ends. All working parts shall be spring-loaded to prevent slamming. The check valves shall be M&H Fig. 250F, American Darling 50 Line or approved equivalent.

b. Under Three-Inches: Check valves under three-inches (3") shall be screwed-end, bronze-body, silent check valves as manufactured by Crane Co., No 34 or approved equivalent.

3.Air Release and Vacuum Valves:The combination air release and vacuum valve shall be furnished with both a large and small orifice. The valve shall automatically function to release to atmosphere both large and small amounts of air that accumulate in the pipeline. Once the air has been exhausted both the large and small valves shall seat tightly to prevent water leakage. The valve shall also function to admit air into the line, tank or chamber under emergency conditions, or when it is being drained. The valve body and cover shall be of semi-steel; floats of stainless steel; levers of bronze and resilient seats. The air and vacuum valve shall be manufactured by G-A Industries, Inc. Type 1-AV or approved equivalent.

4.Butterfly Valves:Provide valves conforming to AWWA C-504 (latest) with lug wafer type body suitable for use between ANSI 125 or 150 lb. flanges. Disc shall be 316 stainless steel or have a welded nickel edge. Valve shaft shall be supported on three permanently lubricated bronze or on TFE coated stainless steel bearings. The valve seat shall be of Hycar or equivalent. Disc-to-shaft connections shall be 316 stainless steel and securely locked in position. Valves 8-inches and larger shall have a thrust collar of stainless steel. Three shaft seals shall be provided from internal and external corrosion. Inlet position levers shall provide manual throttling and locking in any position from open to closed. Butterfly valves and actuators shall be Figure 632 as manufactured by DeZurick or approved equivalent.

5.Hose Bibs:Hose bibs shall be Crane No. 58 or approved equivalent.

C. Hydrants:

1.Spacing:Spacing shall be as approved by the Engineer.

2.Fire Hydrants:All fire hydrants shall be 5-1/4 inch hydrants with two 2-1/2 inch connections and one pumper connection designed for 150 psi working pressure, and shall conform to the requirements of AWWA C-502. Hydrants shall have mechanical joint inlets, shall be for a 3-foot bury, and shall be breakaway or traffic model, dry barrel type.

The hydrants shall be Mueller Co., Centurion A-423, M&H Type No. 129, or approved equivalent.

The hydrants shall be painted safety red and nozzle caps to be color coded base on the hydrant's flow rating in accordance with National Fire Code NFPA-291 "Fire Flow Testing and Marking of Hydrants". After installation, South Walton Fire District will flow test the hydrant and color code the nozzles as required.

D. Water Services:

1.Water Meters shall be furnished and installed by the City of Freeport.

2.Tapping Saddles shall be Rockwell Model 311 or approved equivalent.

3.Corporation Stops shall be Ford Model No. F-1000; Hays Model 5200, or approved equivalent. Inlets shall have iron pipe threads and outlets shall have compression connections.

4.Curb Stops shall be Ford Model No. B-43-232-W with locking wing or approved equivalent. Inlets shall have compression connections and outlet shall have iron pipe threads. Valves shall be equipped with padlock eyes or approved equivalent.

5.Service Tubing shall meet the requirements of ASTM D-2666, SDR-9 and shall be listed as having the approval of the National Sanitation Foundation for Water Distribution; and shall have the NSF approval designation stamped on the tubing. Service tubing material shall be polybutylene. It shall be delivered in rolls and cut to required lengths.

6.Wye Branches for double services are to be pack joint wye branches, Ford Model No. Y44-243 or approved equivalent.

E. Valve Boxes:Cast-iron valve boxed shall be provided for all underground valve installations. They shall consist of a base covering the operating nut and head of the valve, a vertical shaft, at least 5-1/4 inch diameter, and a top section, extending to point even with the finished ground surface. Provide a cast iron cover marked "WATER" or "SEWER" as required and placed concentrically over the operating nut. The valve boxes shall be Clow F-2452 screw type valve box, or an approved equivalent.

F. Steel Casing:All casing used for boring and bridge crossing shall be wrought steel Schedule 40 with a minimum yield strength of 35,000 psi.

Bore casing shall have an exterior protective coating of coal-tar enamel in accordance with AWWA C-204. The casing shall be installed by either jacking or boring at the option of the Contractor. Ends shall be free from splits or other rough edges which might damage the carrier pipes.

Bridge crossing casing exterior shall be painted with two (2) coats of rust inhibitor paint, light gray.

G. Backflow Preventer:Backflow preventers shall be one of the following types as indicated on the drawings:

1. Double check valve assembly shall be a complete assembly including two positive seating check valves, tight closing shut-off valves located upstream and downstream of the check valves, and four suitably placed ball-type test cocks. The entire assembly shall be protected by a strainer. The device shall be bronze construction. The first and second check valves shall be of modular design and interchangeable.

2. Reduced pressure principle backflow preventer assembly shall contain a minimum of two independently acting, approved check valves, together with an automatically operated pressure differential relief valve located between the two check valves. The assembly shall include tightly closing, shutoff valves located at each end of the assembly, and each assembly shall be fitted with properly located test cocks.

CONTINUED ON NEXT COLUMN

The backflow preventers shall be in full conformance with the American Society of Sanitary Engineering Standard for Double Check Valve Assemblies, ASSE Standard 1015 and with the requirements of the U.S.C. Foundation for Cross-Connection Control.

H. Submittals:The Contractor shall submit a minimum of four (4) copies of catalog data for approval by the Engineer for materials to be used. This submittal shall include but not be limited to the following:

1. Pipe and fittings
2. Tubing
3. Valves
4. Hydrants
5. All service materials
6. Casing
7. Backflow preventer

INSTALLATION:This section covers installation of gravity and pressure pipework. Excavation and backfilling shall be in accordance with the preceding, applicable sections of these specifications.

A. General:

1. All pipe, fittings and valves shall be carefully handled at all times to prevent damage to the pipe or other installations on the job site.

2. At times when pipe installation is not in progress, the open ends of the pipe shall be closed by approved means and shall remain closed until construction on that particular section is resumed, eliminating the possibility of any flow obstructions getting into the pipe.

3. All joints shall be wiped free of all dirt, sand and foreign material and the pipe shall be carefully examined for defects before installation.

4. Cutting of pipe for inserting valves, fittings or closure pieces shall be done in a neat and workmanlike manner without damage to the pipe.

5. Deviations from the piping location, line and grade indicated on the construction plans shall not be made without the prior approval of the Engineer.

B. Pipe Laying Procedures:

1.Gravity Flow Piping:Gravity flow piping shall be installed to the line and grade indicated on the construction drawings. Before lowering the pipe into the ditch, the bottom of the ditch shall be graded so that when the pipe rests on the ditch bottom, it will have a uniform bearing for its entire length. Bell holes shall be dug for bell placement. The pipe shall be carefully examined for defects and the inside cleaned. After placing the pipe in the ditch, the ends shall be wiped free from all dirt, sand and foreign material. The joints shall then be made in accordance with the recommendations of the pipe manufacturer.

Installation of pipe shall proceed in a upstream direction with bells facing in the direction of laying. All pipe reaches will be inspected for straightness. No bows or dips, either horizontally or vertically, will be accepted. A full circle of light must be readily seen when looking from one end of a pipe through to the other end.

2.Pressure Piping:Pressure piping shall be installed in strict accordance with the manufacturer's printed instructions. Before lowering the pipe into the trench the bottom of the trench shall be graded so that when the pipe rests on the trench bottom it will have a uniform bearing for its entire length. The pipe shall be carefully examined for defects and the inside cleaned. After placing the pipe in the trench, the ends shall be wiped free from all dirt, sand and foreign material. The joints shall be made in accordance with the recommendations of the pipe manufacturer.

Suitable concrete reaction or thrust blocks shall be applied on all lines (except those having screwed or flanged joints), at all tees, plugs, caps and bends deflecting 22-1/2 degrees or more, or movement shall be prevented by attaching metal rods or straps approved by the Engineer. Unless otherwise directed, the pipe shall be laid with bell ends facing in the direction of laying. Whenever it is necessary to deflect the pipe from a straight line, either in the vertical or horizontal plane, to avoid obstruction, to plumb stems, or where long radius curves are permitted, the degree of deflection shall be as recommended by the manufacturer of the pipe.

The minimum cover for pipe will be 30-inches unless otherwise indicated on the plans. The depth of cover shall be measured from the established street grades or the surface of the permanent improvement to the top of the barrel of the pipe. At street intersections or where the new pipe lines cross existing underground lines at the approximate same depth as the new line, the cover shall be increased and the new line laid in existing lines or structures. Where the existing lines or structures are of sufficient depth that the new lines when laid will have 6-inches of separating earth between them and other pipe or structure and 30-inches cover, the new lines may be laid above the existing lines.

3.Sub-Surface Explorations:Whenever necessary to determine the location of existing pipes, valves or other underground structures, the Contractor shall examine all available records and shall make all explorations and excavations for such purpose. Where the locations of existing structures are furnished by the Owner, they should be considered approximate only. The Contractor is responsible for locating and protecting all existing utilities whether shown on the drawings or not shown.

4.Protecting Underground and Surface Structures:Temporary support, adequate protection and maintenance of all underground and surface utility structures, drains, sewers and other obstructions encountered in the progress of the work shall be furnished by the Contractor at his own expense under the direction of the Engineer.

5.Construction Equipment:Mechanical equipment may be used for trenching and excavating. However, in places where the operation of same will cause damage to trees, shrubbery, pavements or existing structures, above or below ground, hand methods shall be employed.

Where a main is installed along paved streets, only rubber-tired equipment will be allowed for excavation and backfilling; the use of bulldozers or equipment with tracks will not be permitted. The Contractor will be responsible for any damage done to paved streets or lawns. Either air hammers or concrete saws should be used for cutting concrete pavement.

6.Unsuitable Conditions:No pipe shall be laid or manholes placed in water or unsuitable soils or conditions. Unsuitable soil, as determined by the Engineer, shall be removed or replaced with an approved material.

7.Trench Water:At times when pipe laying is not in progress, the open ends of pipe shall be closed by approved means, and no trench water shall be permitted to enter the pipe.

8.Setting Valves and Boxes:

a**Valves and Fittings:**Gate valves and pipe fittings shall be set and jointed to new pipe in the manner heretofore specified for cleaning, laying and jointing pipe.

b**Valve Boxes:**Cast-iron valve boxes shall be firmly supported and maintained, centered and plumb, over the wrench nut of the gate valve and box cover flush with the surface of the finished pavement or at such other level as may be directed.

9.Cutting Pipe:Cutting of pipe for inserting fittings or closure pieces shall be done in a neat and workmanlike manner without damage to the pipe.

10.Dewatering:The Contractor shall provide all necessary pumps to dewater the site properly, shall provide all labor and materials required to keep any open excavation dewatered during construction; and shall provide all necessary sheeting, bulkheads, drains, etc., so that construction operations may be performed under dry conditions. Discharge from pumps must be led to natural drainage channels, to drains, or to sewer.

11.Service Pipe:Service pipe shall have a minimum depth of 30 inches at all highway crossings and 18 inches elsewhere. The requirements for trenching and backfilling shall apply. Removal of pavement or sidewalk will not be permitted for water service lines. They may be installed by jacking, boring or pushing under sidewalks.

12.Casing:Steel casing shall be installed by either jacking or boring at the option of the Contractor. Any section damaged by the installation shall be removed from the casing leaving both ends free from splits or other rough edges which might damage the carrier pipe. All state highway crossings shall require steel casing.

13.Plugging Dead Ends:Standard plugs shall be inserted into the bells of all dead ends of pipes, tees or crosses, and spigot ends shall be capped. Plugs or caps shall be jointed to the pipe or fittings in the appropriate manner.

14.Concrete Encasement and Specials:Provide concrete pipe encasements or special pipe supports as shown on the drawings or directed by the Engineer. Various pipe supports shall be worked out in the field to suit local conditions and emergencies. Where, in the opinion of the Engineer, pipe covering is inadequate, concrete encasement for protection shall be provided in accordance with the details on the drawings. Concrete encasements shall be made using concrete with a 28-day strength of 2000 psi and shall be to the dimensions indicated on the construction plans and as required by the applicable Department of Transportation or Public Health regulations. All other concrete needed to build and protect the pipe work shall be used at the direction of the Engineer.

15.Backfilling:Backfill material shall be free from shells, rocks or boulders, or any other objectionable material and shall be placed in the trench and compacted simultaneously on both sides of the pipe. The depth of the trench, or to an elevation level with ground on either side to the densities indicated in Section 2 of these specifications.

CONTINUED ON NEXT COLUMN

16.Repairing:Pavement removal where required in the construction of this project shall be done by the Contractor in accordance with the specifications. The Contractor shall be responsible for the removal of the pavement in a straight line so the patch will be neat.

Asphalt paving shall be replaced as described in the applicable sections of these specifications. Concrete paving and pavement shall be replaced using concrete with high early strength so that traffic may be resumed quickly. Concrete must be finished to conform with existing pavement.

17.Clean-Up:Before final inspection and acceptance, the Contractor shall clean ditches, shape shoulders, and restore all disturbed areas, including street crossing, grass plots, to as good a condition as existed before work started. All trenches shall be leveled, and loose material removed from pavement gutters and sidewalks, employing hand labor, if necessary.

C. Anchorage of Bends, Tees and Plugs:

1.Thrust Backing Placement:Reaction or thrust backing shall be placed on all pipe lines two-inches in diameter or larger at all tees, plugs, caps and at bends deflecting 22-1/2 degrees or more, or movement shall be prevented by attaching metal rods or straps as approved by the Engineer.

2.Materials for Thrust Backing:Reaction, or thrust backing shall be of concrete that has a 28-day compressive strength of not less than 2000 psi. Reaction backing will be placed in accordance with the details on the construction plans.

Backing shall be places between solid ground and the fitting to be anchored. The backing shall, unless otherwise directed, be so placed that the pipe and fitting joints will be accessible for repairs. No extra payment will be made for this material but shall be included in the unit price bid for the various sizes of pipe.

In some cases, the Engineer may direct the Contractor to provide backing using cables and deadman anchors where the soil conditions will not support the normal concrete type as described above.

TESTING AND INSPECTION:

A. General:During construction and at the completion of the work, the Contractor shall make such tests as required in these specifications or as may be directed by the Engineer. The Engineer will observe the tests, but the Contractor shall furnish all apparatus required and shall pay all costs connected therewith unless otherwise stated in these specifications.

Defective work shall be repaired immediately at the Contractor's expense.

In general, tests shall conform to usually accepted testing practices for the specific type and class of test. All data, observations and results will be carefully recorded, and the Engineer will be furnished two signed copies of all data and reports. Project acceptance may be held contingent on receipt of satisfactory test reports.

B. Hydrostatic Tests of Pressure Pipework:

1.Pressure During Test:After the pipe has been laid and backfilled as specified, each valved section of newly laid pipe shall, unless otherwise specified, be subjected to a hydrostatic pressure equal to the pressure rating of the pipe being tested. The Contractor shall record the testing by the use of a pressure recording gauge and after all testing is complete, the recordings shall be turned over to the Engineer for his files.

2.Duration of Pressure Test:The duration of each pressure test shall be at least 6 hours.

3.Procedure:Each section of pipe shall be slowly filled with water and the specified test pressure, measured at the lowest point of elevation, shall be applied by means of a pump connected to the pipe in a satisfactory manner. The pump, pipe connection, gauges, meter and all necessary apparatus shall be furnished by the Contractor.

The test shall be applied to each valved section in order to check the leakage through all valves.

4.Expelling Air Before Test:Before applying the specified test pressure, all air shall be expelled from the pipe. To accomplish this, taps shall be made, if necessary, at points of highest elevation, and afterwards tightly plugged.

5.Definition of Leakage:Leakage is defined as the quantity of water to be supplied into the newly laid pipe, or any valved section of it, necessary to maintain the specified leakage test pressure after the pipe has been filled with water and the air expelled.

6.Permissible Leakage:Suitable means shall be provided by the Contractor for determining the quantity of water lost by leakage under normal operating pressure. No pipe installation will be accepted until the quantity of water lost (evaluated at specific pressure) is less than the figures stated below:

Pipe Size	gal's/1000'/24 hrs.	gal's/1000'/1 hr.
2"	3.8 gal.	0.16 gal.
3"	5.7 gal.	0.24 gal.
4"	7.6 gal.	0.32 gal.
6"	11.4 gal.	0.48 gal.
8"	15.2 gal.	0.63 gal.
10"	18.9 gal.	0.79 gal.
12"	22.7 gal.	0.95 gal.

7.Variation From Permissible Leakage:should any test of combined sections of pipe laid disclose leakage greater than the specified limit, the Contractor shall, at his own expense, locate and repair the defective joints until the leakage is within the specified allowance.

8.Water for Testing:Water for testing shall be provided by the Contractor and at his own expense. The Owner shall provide and install a metered connection at no charge.

9.Time for Making Test:Pipe may be subjected to hydrostatic pressure, inspected, and tested for leakage at any convenient time after partial completion of backfill. The Contractor may test the system with joints exposed or will backfilling complete at his option. The Engineer and the Utility Company shall be notified at least 24 hours before beginning testing.

C. Tests of Gravity Pipework:

1.Inspection:It is imperative that all sewers and manholes be built practically watertight and that the Contractor must adhere rigidly to the specifications for material and workmanship. After completion, the sewers, or sections thereof, will be tested and gauged, and if infiltration is above allowable limits specified, the sewer will be rejected.

On completion of each section of sewer, or such other time as the Engineer may direct, the section of sewer is to be cleaned, tested and inspected. All repairs shown necessary by the tests are to be made, broken or cracked pipe replaced, all deposits removed and the sewers left true to line and grade as herein specified, or shown on the plans, entirely clean and ready for use. Each section of the sewer between manholes is to be shown from either end on examination, a full circle of light. Each manhole or other appurtenance to the system shall be the specified size and form, be watertight, and neatly and substantially constructed, with the top set permanently to exact position and grade.

2.Limits of Infiltration and Methods of Testing:The allowable limit of groundwater infiltration for the entire system shall be in accordance with ASTM C-425 and shall not exceed a limit of infiltration equal to 0.2 gal./mch diameter/hour/100 linear feet of pipe.

The test will be made by measuring the infiltration flow of water over a measuring weir set up in the invert of known distance from a temporary bulkhead or other limiting point of infiltration. After the sewer or sewers have been pumped out, and normal infiltration conditions prevail, tests shall be started.

Tests shall be run continuously for a period of not less than three (3) hours, with weir readings taken at 20 minute intervals. The test shall be made by the Contractor. The Engineer shall be notified 24 hours in advance. Where infiltration occurs in excess of the specified amount, the defective pipe or joints shall be located and repaired at the expense of the Contractor. If the defective portions cannot be so located, the Contractor, at his own expense, shall remove and reconstruct as much of the original work as necessary to obtain a sewer within the allowable infiltration limits upon such retesting as necessary.

D. Chlorination of Water Distribution Facilities:

1.Disinfection:After the water distribution system has been hydrostatically tested to the satisfaction of the Engineer and the Utility Company, it shall be disinfected in accordance with AWWA Specification C-601 which provides for contact with a 50 ppm solution of chlorine remaining for 24 hours, with chlorine residual of at least 10 ppm.

2.Chlorinating Valves and Flushing Hydrants:the process of chlorinating water pipe, all valves or other appurtenances shall be operated while the pipe line is filled with the chlorinating agent.

3.Final Flushing and Test:Following chlorination, all treated water shall be thoroughly flushed from the newly laid pipe line at its extremities until the replacement water throughout its length shall, upon test, both chemically and bacteriologically, be approved by the Florida Department of Environmental Regulation. The Contractor shall be responsible for arranging for the Test Samples.

4.Repetition of Procedure:Should the initial treatment, in the opinion of the Engineer, prove ineffective, the chlorination procedure shall be repeated until confirmed tests show that the water sampled conforms to the requirements stated above.

DESTIN COTTAGES PUD

SUBDIVISION

DESTIN, FLORIDA 32541

SPECIFICATIONS 2 OF 2

Job:

0600.19.001

Date:

02/07/20

Designed:

ELS

Drawn By:

ZDB

Checked:

ELS

DRAWING NUMBER

C3.02

SHEET NUMBER

14 OF 14

REVISIONS:

REV	DATE	DESCRIPTION

DESTIN COTTAGES PUD

SUBDIVISION

DESTIN, FLORIDA 32541

SPECIFICATIONS 2 OF 2

Not valid unless bearing Engineer's seal & original signature

THIS DRAWING IS THE PROPERTY OF CORE ENGINEERING & CONSULTING, INC. & IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT.

CORE ENGINEERING & CONSULTING, INC.

CIVIL & ENVIRONMENTAL ENGINEERING

3997 COMMONS DRIVE W., SUITE F

DESTIN, FLORIDA 32541

PH. 850.650.2646

FAX. 850.837.1576

CORECONSULTING.COM

CERTIFICATE OF AUTHORIZATION NO. 28155

FLORIDA

PROFESSIONAL ENGINEER

NO 57865

EDMUND L. STANFORD

LICENSE

DESTIN COTTAGES

A PLANNED UNIT DEVELOPMENT

A REPLAT OF 412 KELLY STREET, LOT 170 & LOT 171, BLOCK D, SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO THE TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

LEGAL DESCRIPTION:

Parcel #1:

Lot 1, Block H, Eastwood 5th Addition, according to the map or plate thereof, as recorded in Plat Book 5, Page 8, of the Public Records of Okaloosa County, Florida.

Parcel #2:

Lot 171, Block D, Second Revision to Calhoun Subdivision of Addition to Town of Destin, according to the plat thereof, recorded in Plat Book 2, Page 43A, of the Public Records of Okaloosa County, Florida.

Parcel #3

Lot 170, Block D, Second Revision to Calhoun Subdivision of Addition to Town of Destin, according to the plat thereof, recorded in Plat Book 2, Page 43A, of the Public Records of Okaloosa County, Florida.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT LISA A. FLETCHER TRUST, UNDER LAWS OF THE STATE OF FLORIDA AND AS OWNER OF THE LAND PLATTED AS "DESTIN COTTAGES PUD, DOES DECLARE THAT IT HAS CAUSED THE SAME TO BE SUBDIVIDED AND DEDICATES TO DESTIN COTTAGES PUD HOMEOWNERS ASSOCIATION, INC., ALL COMMON AREAS, ROADWAYS, STORMWATER RETENTION AREAS AND UTILITY EASEMENTS AS PRESENTED ON THIS PLAT. SUBJECT TO AND ENCUMBERED BY ALL THE RESERVATIONS, CONDITIONS AND REQUIREMENTS AS SET FORTH BY OKALOOSA COUNTY, FLORIDA.

THE DEVELOPER HAS EXECUTED THIS DEDICATION THIS _____ DAY OF _____, 2021.

BRAD FLETCHER, DEVELOPER

ACKNOWLEDGMENT TO DEDICATION:

STATE OF FLORIDA, COUNTY OF OKALOOSA

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2021 BEFORE ME, BRAD SHOULTS, PERSONALLY APPEARED AND WHO IS PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED HEREIN AND WHO EXECUTED THE FOREGOING INSTRUMENT OF DEDICATION AND ACKNOWLEDGED TO AND BEFORE ME THAT SAID INSTRUMENT IS THE FREE ACT OF SAID DEVELOPER.

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES

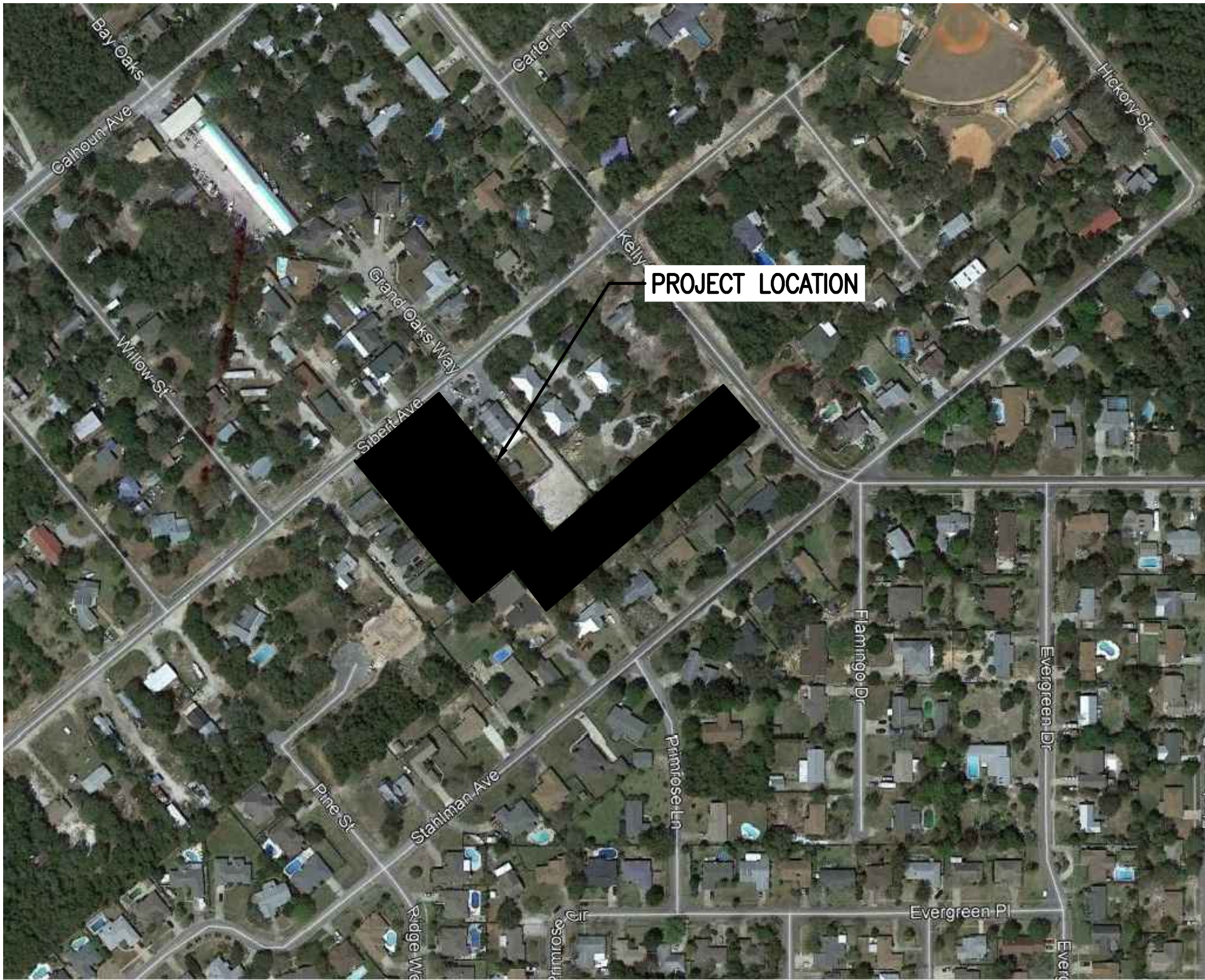
TITLE OPINION:

IT IS THE OPINION OF THE UNDERSIGNED, LICENSED IN THE STATE OF FLORIDA, THAT TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAME OF THE DEDICATORS AS SHOWN HERON, AND THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN.

THIS OPINION RENDERED ON THE 6th DAY OF FEBRUARY, 2021.

BY: LORI ELLEN WARD, Esq.

FLORIDA BAR NUMBER 117560



NOTICE:

PURSUANT TO CHAPTER 177.091(28) FLORIDA STATUTES, ALL PLATTED UTILITY EASEMENTS SHOWN HEREON SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

NOTICE:

FLORIDA STATUTE 177.091 (27)

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

OKALOOSA COUNTY TAX COLLECTOR CERTIFICATE

I, BEN ANDERSON, DO CERTIFY ALL TAXES HAVE BEEN PAID ON THE PROPERTIES DESCRIBED HEREON THROUGH TAX YEAR _____, TO THE BEST OF MY KNOWLEDGE AS OF THE _____ DAY OF _____, 2021

BEN ANDERSON, OKALOOSA COUNTY TAX COLLECTOR

COUNTY CLERK'S APPROVAL:

I, J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR THE RECORD ON THE _____ DAY OF _____, 2021, IN PLAT BOOK _____, PAGE ____.

J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA.

MAYOR APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____, 2021.

GARY JARVIS, MAYOR OF DESTIN

PUBLIC SERVICES DEPARTMENT APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PUBLIC SERVICES DEPARTMENT, CITY OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____, 2021.

MICHAEL BURGESS, PUBLIC SERVICES DIRECTOR

CITY SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN REVIEWED BY THE CITY SURVEYOR OF THE CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA AND MEETS THE REQUIREMENTS OF CHAPTER 177 PART I, OF THE FLORIDA STATUTES AND WAS APPROVED BY HIM ON THE _____ DAY OF _____, 2021.

ERIC B. STUART, CITY SURVEYOR
FLORIDA REGISTRATION NO. 6707

CITY OF DESTIN APPROVAL:

THE CITY OF DESTIN, HAVING EXAMINED THE WRITTEN PLAT ON THE _____ DAY OF _____, 2021, DOES HEREBY APPROVE THE PLAT FOR RECORDING.

LANCE JOHNSON, CITY MANAGER

REY BAILEY, CITY CLERK

SURVEYOR'S CERTIFICATE:

I, SHANNON D. CLATCHEY, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF LAND SURVEYED UNDER MY DIRECTION AND SUPERVISION, THE PERMANENT REFERENCE MONUMENTS HAVE BEEN SET AS INDICATED HEREON AND THAT IT COMPLIES WITH ALL THE PROVISIONS OF CHAPTER 177, FLORIDA STATUTES.

SHANNON D. CLATCHEY, PROFESSIONAL LAND SURVEYOR AND MAPPER No. 6178
RARE EARTH SURVEYING & MAPPING, INC. - LB#7350
NICEVILLE, FLORIDA 32578
PHONE 850-729-2722
FAX 850-729-2797

THIS PLAT PREPARED BY:

RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

DESTIN COTTAGES

PLAT BOOK _____, PAGE _____

SHEET 1 OF 2

DESTIN COTTAGES

A PLANNED UNIT DEVELOPMENT

A REPLAT OF 412 KELLY STREET, LOT 170 & LOT 171, BLOCK D, SECOND REVISION OF CALHOUNS SUBDIVISION OF ADDITION TO THE TOWN OF DESTIN FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 43(A), OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

SHEET INDEX :

- 1.) DEDICATION AND CERTIFICATE SHEET
- 2.) PLAT BOUNDARY INFORMATION

ABBREVIATIONS:

R/W = RIGHT-OF-WAY
CM = CONCRETE MONUMENT
NO. OR # = NUMBER
TYP. = TYPICAL
(R) = RADIAL
(°) = DEGREES
(') = MINUTES OR FEET
(") = SECONDS
L.B. = LAND SURVEYING BUSINESS
P.B. = PLAT BOOK
O.R. = OFFICIAL RECORDS
LSB = LANDSCAPE BUFFER
PG. = PAGE
PRM = PERMANENT REFERENCE MONUMENT
P.C.P. = PERMANENT CONTROL POINT
BSL = BSL
N = NORTH
S = SOUTH
E = EAST
W = WEST
AC. = ACRES

LEGEND :

- = DENOTES PERMANENT CONTROL POINT
PLACED PK NAIL AND DISK (L.B. # 7350)
- = PERMANENT REFERENCE MONUMENT, SET (P.R.M.)
(4" X 4" CONCRETE MONUMENT, L.B. #7350)
- = FOUND 4" CONCRETE MONUMENT NO #
- = PLACED 1/2" IRON ROD WITH CAP LB #7350
- = 25' X 40' COMMUNITY PARK

NOTICE:

FLORIDA STATUTE 177.091 (27)
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

GENERAL NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHWESTERLY BOUNDARY LINE OF SUBJECT PARCEL HAVING A BEARING OF NORTH 44°13'50" WEST.
2. ALL LOT LINES DEPICTED HEREON ARE NON-RADIAL (N.R.) UNLESS OTHERWISE NOTED.
3. ALL INTERIOR LOT CORNERS WILL BE MONUMENTED IN ACCORDANCE WITH FLORIDA STATUTE 177.091 (9).
4. THIS PLAT HAS BEEN PREPARED FROM A PREVIOUS BOUNDARY SURVEY OF THE SUBJECT PROPERTY BY RARE EARTH, INC. (PROJECT NUMBER: 16-0326) AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYS AS DEFINED IN CHAPTER 5J-17 OF THE FLORIDA STATUTES.

THIS PLAT PREPARED BY:

RARE EARTH SURVEYING & MAPPING, INC. - LB# 7350
1430 PINE STREET
NICEVILLE, FLORIDA 32578
850-729-2722 FAX 850-729-2797

DESTIN COTTAGES

Daniel Butler

From: Ryan Scott
Sent: Tuesday, May 23, 2023 2:13 PM
To: Brad Fletcher
Cc: Planning Division; Building Division; Joe Bodi; Dinah Kertz; Louis Zunguze; Cindy Runyon
Subject: RE: Destin Cottages

Good afternoon Mr. Fletcher,

I appreciate the update and we look forward to working with you moving forward.

Thank you.

RYAN SCOTT
City Engineer
CITY OF DESTIN

4100 Indian Bayou Trail
Destin, Florida 32541
Office: 850-837-4242, ext 4006



From: Brad Fletcher <fletcherbrad62@yahoo.com>
Sent: Tuesday, May 23, 2023 11:42 AM
To: Ryan Scott <rscott@cityofdestin.com>
Subject: Re: Destin Cottages

[CAUTION: This email originated from outside of the City of Destin email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Ryan,

1. Landscaping/grading to be done with the installation of irrigation.
2. Undermining being looked at today
3. Filter fabric installed
4. Will relocate sign tomorrow after fence is sealed, weather permitting
5. Will put in the amenities when they bring concrete out for foundation, want to pour a 2 x 5 pad for them.

I am fine with these being the condition for the first CO.

Brad Fletcher

On Friday, May 19, 2023 at 11:15:54 AM CDT, Ryan Scott <rscott@cityofdestin.com> wrote:

Good morning Mr. Fletcher,

Please have the following items taken care of:

- Right-of-way grading/swale installation/stabilization/landscaping/sodding needs to be finished once your irrigation has been installed at both the entrance and exit to your development.
- The irrigation crossings under the roadway where undermining occurred needs to be addressed.
- Please install filter fabric under each inlet grate within the roadway curbing to help reduce the amount of sediment that can get washed into the drainage system. Also, please maintain the filter fabric under each inlet grate until the site is fully stabilized.
- Relocate your project sign out of the Sibert Avenue right-of-way.
- The pedestrian amenities (benches and trash cans) need to be installed within the public rights-of-way.

The plat can be accepted if it is fully understood that the first Certificate of Occupancy will not be issued until all the above items have been fully addressed.

Please let us know if you have any questions.

Thank you.

RYAN SCOTT

City Engineer

CITY OF DESTIN

4100 Indian Bayou Trail

Destin, Florida 32541

Office: 850-837-4242, ext 4006



“Please Note: Florida has a very broad public records law. Most written communications to or from the City of Destin officials are public records available to the public and media upon request. Your e-mail address and communications may therefore be subject to public disclosure.”

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.H.

TO: City Council

THRU: Lance Johnson, City Manager
Krystal Strickland, Finance Director
Michael Burgess, Public Services Director

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: May 25, 2023

SUBJECT: The Charles, Right of Way Preliminary Acceptance – South Mattie M. Kelly Blvd. Development Order 20-02
(November 4, 2019 Motion: To approve the Major Development Order and Major Subdivision identified as "The Charles" passed 7-0)

I. BACKGROUND: City Council approved The Charles Final Development Order 20-02 for Arris Destin on November 4, 2019. The project included right-of-way (ROW) dedication identified in the **Transportation Corridor Management Plan in Land Development Code (LDC) Article 8.01.00.E.**

II. DISCUSSION: As required by the **Land Development Code (LDC) Article 2. 20.00. E.** for preliminary acceptance, the applicant, Arris Destin, is seeking preliminary acceptance of the South Mattie M. Kelly Blvd. improvements as noted in the Development Order. The applicant has provided all required documentation. The Engineering Division Staff has inspected the facilities and reviewed all documentation and determined that the project improvements were built in accordance with the approved plans and specifications.

In accordance with **LDC Article 2.20.00.F.1.,** the developer shall **maintain the infrastructure for a minimum period of one year from the preliminary acceptance date.** During the maintenance period, the City shall inspect all improvements at mid-year and prior to permanent acceptance by City Council. The City Engineer shall advise the developer in writing of any corrective measures needing to be made during the maintenance period. At the end of the maintenance period, the developer shall request City Council to take the improvements for permanent acceptance into the City's maintenance program.

A. Link to Strategic Goals / Objectives: Improved mobility and connectivity

B. Effect on Budget (EOB): After the one-year maintenance period and final

acceptance by City Council the annual maintenance budget for this segment of road is estimated at \$9,342.00.

C. Level of Service (LOS): Upon completion, the South Mattie M. Kelly Blvd. to 98 Palms roadway will improve the level of service within the Town Center and City.

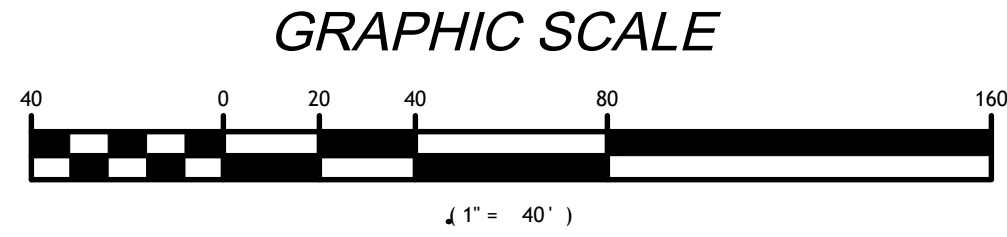
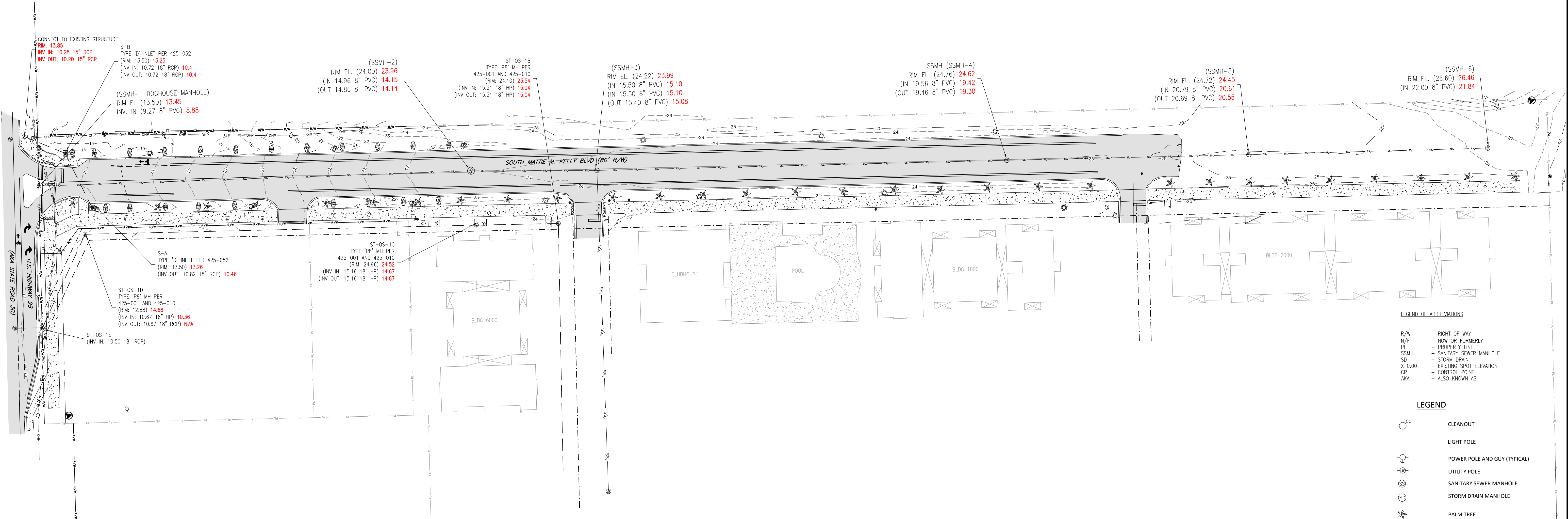
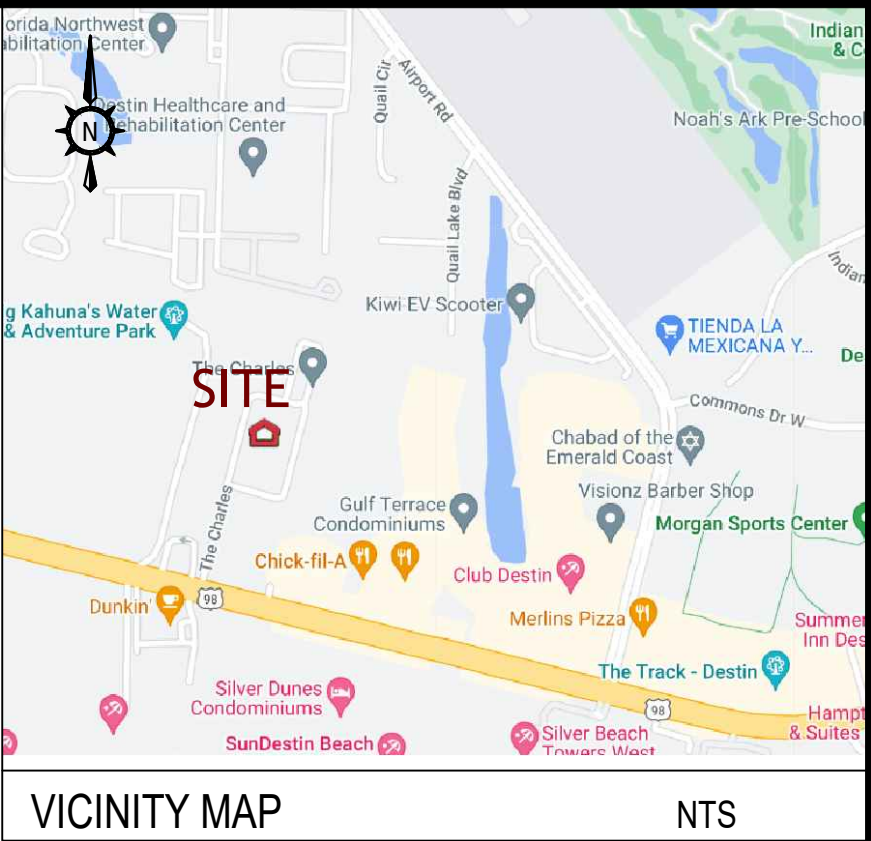
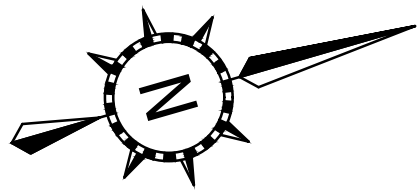
D. Legislative Sponsor:

III. CONCLUSION: Staff has reviewed the submitted documentation and concurs that the roadway was constructed in accordance with the approved plans and specifications and recommends preliminary acceptance. Under the current Code (**Article 8.01.00.A**), the developer is responsible for maintenance of all landscaping in perpetuity. Following the one-year warranty, the City will be responsible for the hardscape, including sidewalk, curbing, roadway, lighting and stormwater.

IV. RECOMMENDED MOTION: I move that City Council approve the preliminary acceptance of the constructed infrastructure within the South Mattie M. Kelly Blvd. ROW as constructed pursuant to The Charles Development Order and begin the one-year minimum maintenance period.

Attachments:

1. As Built Mattie M Kelly Blvd_Revised Signed_4-27-23
2. Asphalt Letter- Mattie M. Kelly
3. Arris Destin Mattie Kelly Letter
4. The Charles Bond Packet



4417 COUNTY ROAD 2214
TROY, AL 36079
OFFICE: 334-403-4204
FAX: 334-460-9851

179 HONEYSUCKLE ROAD SUITE 5
DOTHAN, AL 36305
OFFICE: 334-661-4030

1401 RUCKER BLVD
ENTERPRISE, AL 36330
OFFICE: 334-347-5184
FAX: 334-460-9851

34565 U.S. HIGHWAY 31, SUITE C
STAPLETON, AL 36578
OFFICE: 251-937-1434

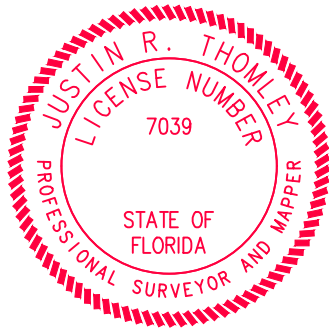
17799 PANAMA CITY BEACH PARKWAY
PANAMA CITY BEACH, FL 32413
OFFICE: 334-403-4204

SHEET TITLE: AS-BUILT SURVEY		
SHEET NUMBER: 01 01 OF 01	SURVEY END DATE: 4/14/2023	PROJECT NO: 22-449
	DRAWING SCALE: 1"=40'	DRAWN BY: AJA
	DRAWING END DATE: 4/26/2023	CHECKED BY: JRT

U.S. HIGHWAY 98

DESTIN
OKALOOSA COUNTY, FLORIDA

PLS GROUP, INC. COPYRIGHT © 2022, ALL RIGHTS RESERVED



STATE OF FLORIDA
COUNTY OF OKALOOSA

THE SURVEY SHOWN HEREON WAS PREPARED FOR ARRIS HOLDINGS IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.008 AND SECTION 472.027 OF THE FLORIDA STATUTES AND TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ACCORDING TO MY SURVEY THIS THE 26TH DAY OF APRIL, 2023

Justin R Thomley

JUSTIN R. THOMLEY, FLORIDA LS 7039

Digitally signed by Justin R Thomley
DN: c=US, o=ARRIS, ou=QualNet, email=jrthomley@qualnet.com, cn=Justin R Thomley
Date: 2023.04.27 08:41:23 -0500

NOTES:

- ABOVE GROUND IMPROVEMENTS HAVE BEEN LOCATED AS SHOWN, UNDERGROUND UTILITIES HAVEN'T BEEN VERIFIED AND ARE NOT SHOWN HEREON.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983.
- VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988.
- THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY WHERE THE PROPERTY IS LOCATED.
- LIABILITY TO THE SURVEYOR SHALL NOT EXCEED THE AMOUNT PAID FOR THIS SURVEY.
- THIS SURVEY MAP OR REPORT OR THE COPIES OF THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR ELECTRONICALLY SIGNED PER 51-17.062 OF THE FLORIDA ADMINISTRATIVE CODE.
- THIS DRAWING IS INTENDED TO BE PRINTED ON 34X22. IF PRINTED IN A DIFFERENT SIZE THE SCALE WILL BE INACCURATE.
- BUILDINGS 1000, 2000 AND 6000, CLUBHOUSE AND POOL ARE FROM AS-BUILTS PERFORMED BY PLS GROUP, INC.
- CP-1, NORTHING: 509818.389, EASTING: 1347123.576, ELEVATION: 13.60
- CP-5, NORTHING: 511081.296, EASTING: 1347212.386, ELEVATION: 27.44

LEGEND OF ABBREVIATIONS

R/W - RIGHT OF WAY
N/F - NOW OR FORMERLY
PL - PROPERTY LINE
SSMH - SANITARY SEWER MANHOLE
SD - STORM DRAIN
X 0.00 - EXISTING SPOT ELEVATION
CP - CONTROL POINT
AKA - ALSO KNOWN AS

LEGEND

CLEANOUT
LIGHT POLE
POWER POLE AND GUY (TYPICAL)
UTILITY POLE
SANITARY SEWER MANHOLE
STORM DRAIN MANHOLE
PALM TREE
ROAD SIGN
GRATE INLET
TELEPHONE PEDESTAL
BIKE LANE
CONCRETE
ASPHALT PAVING
TAP PAD
ELEVATIONS FROM PLANS
ELEVATIONS (AS-BUILT)

MAJOR CONTOUR
MINOR CONTOUR
RIGHT OF WAY LINE
APPROXIMATE ADJOINING PROPERTY LINES
EASEMENT
STORM SEWER LINE
EXISTING SEWER LINE
OVERHEAD POWER LINE
UTILITY EASEMENT LINE



May 16, 2023

Jake Barnett
Arris Destin, LLC
2700 Apple Valley Road, Suite 50
Brookhaven, GA, 30319

RE: *South Mattie M. Kelly Boulevard*
Destin, Florida

Dear Mr. Barnett:

The purpose of this letter is to report that the asphalt construction of South Mattie M. Kelly Boulevard has been completed substantially consistent with Development Order No. 20-02.

This is based on the Asphaltic-Concrete Testing report by Southern Earth Sciences, dated May 2, 2023. The asphalt cores collected meet the minimum thickness and tolerance requirements.

Please contact me at (850) 553-3511 or cameron.snipes@kimley-horn.com should you require any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Snipes".

Cameron Snipes, P.E.





April 18, 2023

Joe D. Bodi
City of Destin
Community Development Department
Engineering Division
4100 Indian Bayou Trail
Destin, Fl. 32541

RE: Arris Destin – Mattie Kelly Preliminary Acceptance

Dear Mr. Bodi,

This letter is to serve as written notification that Arris Destin, LLC has completed construction and is applying for preliminary acceptance of Mattie Kelly Boulevard.

**Josh Klehr
Arris Destin, LLC
Vice President**



CITY ISSUED BOND NUMBER: 23-IB-01

City of Destin Bond Agreement

PROJECT INFORMATION	
Project Name	The Charles
Bond Type: Performance or Maintenance	Maintenance
Development Order Number	DO-20-02
Development Project Number	19-14-SP
Subdivision Number	19-15-MS
Date of Approval	12/23/2019
Release of Plat	08/04/2022
Bond Amount	\$148,124.00
Applicant/Contact	Arris Holdings, LLC Attn: Jake Barnett
Description of Bonded Work	See Attached List

The Applicant agrees to the following terms and conditions:

1. All projects must meet the City Land Development Code requirements.
2. **Performance Bond:** The Applicant agrees to the amount of security/surety for single family residential development shall be a minimum of \$1,500 or 120%, whichever is greater, of the total construction costs for the required improvements (public and private). The amount for all other developments shall be a minimum of \$5,000 or 200%, whichever is greater, of the total construction costs for the required improvements (public and private), (**Land Development Code (LDC) 2.20.00**)
3. **Maintenance Bond:** A maintenance agreement and security/surety shall be provided for all streets to assure the City that all required improvements shall be maintained by the developer according to the requirements of this Code, including but not limited to roads, streets, stormwater drainage, sidewalks, streetlights, open space and recreation areas. The minimum maintenance period is one (1) year and will begin with the preliminary acceptance by the City council of construction of the improvements. During the maintenance period, the developer shall schedule bi-annual inspections to be done jointly by the City Engineer and a representative of the developer. These inspections shall be scheduled for mid-year and prior to permanent acceptance by the City Council. The City Engineer shall advise the developer, in writing, of any corrective measures to be made during the maintenance period. It shall be the developer's responsibility to make required corrections prior to the expiration of the maintenance period expiration. The security/surety shall be in an amount equal to 25% of the construction cost of the improvements and will be held for a period of 18 months or upon permanent acceptance, whichever is greater. (**Land Development Code (LDC) 2.20.00**)
4. Upon certification by the City that the work has been completed in accordance with the City Code, the bond will be returned, less the 10% handling fee and inspection fees. Bonded work not completed before the expiration date will cause this bond to be forfeited and the City will complete the required work with these funds. (**Land Development Code (LDC) 2.20.00**)

5. The Applicant agrees that all improvements, whether required by City Code or constructed at the applicant's option, shall be satisfactorily constructed in accordance with the standards and provisions of City Code. **(LDC 2.20.00)**
6. Nothing in this Agreement shall be construed as relieving the Applicant of any requirement relating to concurrency or maintenance of level of service as may be required by City Code or the Comprehensive Plan.
7. The projected total construction cost for each improvement has been determined by an estimate prepared and provided by the Applicant's Florida Licensed Professional Engineer, signed, sealed, and dated.
8. The bond amount may be reduced periodically as construction proceeds and improvements are made, as approved by the City Manager.
9. The Applicant agrees to indemnify and hold harmless the City of Destin, its officers, employees, and agents who perform improvements not fulfilled by the Applicant identified on page 1.
10. The Applicant agrees to provide property access to City employees and/or their authorized agents who perform improvements not fulfilled by the Applicant identified on page one (1). Property access will be unrestricted to areas necessary to complete required work elements.
11. The Applicant agrees and consents to the City recovering all unpaid invoices and fees from the bond amount prior to the release of the bond amount.
12. A 10% Handling Fee of the total bond amount shall be assessed and paid prior to reduction or release of the bond.
13. Inspection Fees are outlined in the most current Schedule of Fees Resolution and may be assessed and paid prior to reduction or release of the bond.
14. The City Engineer or designee shall have the authority to reject materials or suspend work when not in conformity with approved plans and specifications.
15. The Applicant shall be responsible for acquiring permanent acceptance of improvements.
16. Should the bond be forfeited for any reason and the bond funds are not sufficient to complete all required work, the applicant shall be responsible for any fund amount above the original bond amount.

Applicant Name (print) _____

Applicant Signature _____

Date: _____

BOND # 3512577

copy

MAINTENANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we, Arris Holdings. LLC as Principal and SureTec Insurance Company as Surety, are held and firmly bound unto City of Destin, in the sum of **One hundred forty eight thousand one hundred twenty four and 00/100 Dollars \$ 148,124.00** lawful money of the United States of America, for the payment whereof well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

The condition of the foregoing obligation is such that

WHEREAS, the purpose of this bond is to cover the maintenance for roadway, sidewalks, lighting and stormwater.

WHEREAS, the Principal has entered into a Maintenance Agreement with the City of Destin, Florida in which Principal agrees and warrants that as a condition precedent to the project entitled Mattie M. Kelly Blvd. South ROW, and on said plat all shall be maintained in accordance with the standards aforesaid for a period beginning April 18, 2023 to April 18, 2024; and

NOW, THEREFORE if the said Principal shall well and truly perform the terms and conditions of said agreement, then this obligation shall be void, otherwise to remain in full force and effect.

SIGNED, SEALED AND DELIVERED THIS, 18th Day of April, 2023, in the presence of:

ATTEST:

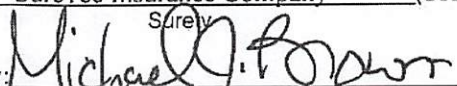


Corporate Secretary

Arris Holdings. LLC (Seal)
Principal

By: 

SureTec Insurance Company (Seal)
Surety

By: 

Michael J. Brown, Attorney-in-Fact

SureTec Insurance Company

LIMITED POWER OF ATTORNEY

Know All Men by These Presents, That SURETEC INSURANCE COMPANY (the "Company"), a corporation duly organized and existing under the laws of the State of Texas, and having its principal office in Houston, Harris County, Texas, does by these presents make, constitute and appoint

F. Anderson Philips, Margaret S. Meyers, Debra Johnson, John W. Miller II, Brian M. Perry, Douglas L. Rieder, W. Wesley Hamilton, Michael J. Brown, Anderson L. Glenn, James N. Congello, James C. Congello, Tina Marsh

its true and lawful Attorney-in-fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver any and all bonds, recognizances, undertakings or other instruments or contracts of suretyship to include waivers to the conditions of contracts and consents of surety for, providing the bond penalty does not exceed

Five Million and 00/100 Dollars (\$5,000,000.00)

and to bind the Company thereby as fully and to the same extent as if such bond were signed by the President, sealed with the corporate seal of the Company and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney-in-Fact may do in the premises. Said appointment is made under and by authority of the following resolutions of the Board of Directors of the SureTec Insurance Company:

Be it Resolved, that the President, any Vice-President, any Assistant Vice-President, any Secretary or any Assistant Secretary shall be and is hereby vested with full power and authority to appoint any one or more suitable persons as Attorney(s)-in-Fact to represent and act for and on behalf of the Company subject to the following provisions:

Attorney-in-Fact may be given full power and authority for and in the name of and of behalf of the Company, to execute, acknowledge and deliver, any and all bonds, recognizances, contracts, agreements or indemnity and other conditional or obligatory undertakings and any and all notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be binding upon the Company as if signed by the President and sealed and effected by the Corporate Secretary.

Be it Resolved, that the signature of any authorized officer and seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signature or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached. (Adopted at a meeting held on 20th of April, 1999.)

In Witness Whereof, SURETEC INSURANCE COMPANY has caused these presents to be signed by its President, and its corporate seal to be hereto affixed this 22nd day of March, A.D. 2023.



SURETEC INSURANCE COMPANY

By: Michael C. Keimig
Michael C. Keimig, President

State of Texas SS:
County of Harris

On this 22nd day of March, A.D. 2023 before me personally came Michael C. Keimig, to me known, who, being by me duly sworn, did depose and say, that he resides in Houston, Texas, that he is President of SURETEC INSURANCE COMPANY, the company described in and which executed the above instrument; that he knows the seal of said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto by like order.



Tanya Sneed
Tanya Sneed, Notary Public
My commission expires March 30, 2027

I, M. Brent Beaty, Assistant Secretary of SURETEC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Company, which is still in full force and effect; and furthermore, the resolutions of the Board of Directors, set out in the Power of Attorney are in full force and effect.

Given under my hand and the seal of said Company at Houston, Texas this 18th day of April, 2023, A.D.

M. Brent Beaty
M. Brent Beaty, Assistant Secretary

Any instrument issued in excess of the penalty stated above is totally void and without any validity. 1010027 - Atlanta
For verification of the authority of this power you may call (713) 812-0800 any business day between 8:30 am and 5:00 pm CST.



ESTIMATE

No: 9180-1327

Page: 1 of 1

DIG Earthworks, LLC.
4494 Acworth Industrial Drive, Suit 103
Acworth GA 30101

Phone: 404-587-4272
Fax: 770-485-0196
info@digenterprise.com

To: Arris Holdings, LLC
3340 Peachtree Road
Atlanta GA 30326

Attn: Jake Barnett

Date:	Aug-04-22
Reference No:	1691-9180-1327
Job Name:	The Charles
Address:	1021 US HWY 98
City/St/Zip	Destin FL
Estimate Total:	559,659.60

We are pleased to submit this estimate for the cost to construct Mattie Kelly Blvd, in accordance with the provided drawings as follows:

02-33 Cost To Construct Mattie Kelly	QTY	UM	AMOUNT
02-33-101 Install storm drainage	894	LF	\$ 67,050.00
02-33-102 Install Sanitary Sewer	1453	LF	\$ 123,675.00
02-33-103 Install Water Service	1385	LF	\$ 103,875.00
02-33-104 Concrete Curbing	2071	LF	\$ 46,597.50
02-33-105 Road Base	44088	SF	\$ 74,949.60
02-33-106 Asphalt Paving	38524	SF	\$ 120,387.50
02-33-107 Asphalt Striping	1	LS	\$ 23,125.00

TOTAL Cost To Construct Mattie Kelly \$ 559,659.60

SCOPE OF WORK SUMMARY		
DIV#	DESCRIPTION	TOTAL
02-33	Cost To Construct Mattie Kelly	\$ 559,659.60
ESTIMATE TOTAL		\$ 559,659.60

99-10 Exclusions

- 900 Construction drawings, asbuilt drawings, permits and fees
- 901 Stake survey for initial layout with GPS control points and elevations
- 902 Soil testing, compaction testing, unsuitable soils, soil treatments for stabilization
- 903 Excavation and/or removal of hazardous or unsuitable materials
- 904 Temporary water, power, toilets, fencing, ongoing erosion, jetting of utilities
- 905 Landscaping, fine grading, raking, seeding, planting, bio soils, tree trimming

ACCEPTANCE

The above prices, specifications, and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified.

Estimated by:

Company: DIG Earthworks, LLC.

Name: Dan Inman

Date:

Accepted by:

Company: Arris Holdings, LLC

Name:

Date:



Community Development Department

Office of the Director

4100 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-654-1119 | Fax: 850-460-2171 | www.cityofdestin.com

November 5, 2019

Development Order No. 20-02

Final Development Order:

THE CHARLES MAJOR DEVELOPMENT ORDER AND MAJOR SUBDIVISION (19-14-SP) & (19-15-MS)

Based upon the City's approval and issuance of this Development Order on November 4, 2019, this document will serve as your Final Development Order, and includes all of the provisions and conditions in the attached Technical Review Committee Report.

Kimley-Horn on behalf of Kahuna Property, LLC is requesting a Major Development Order and Major Subdivision plat approval. The project is located at 1021 U.S. Highway 98. The lot is 11.54 acres and will consist of 192 multi-family long-term residential units with the associated infrastructure and platting.

DETERMINATIONS:

1. This final development order is in accordance with the approved construction documents, which is inclusive of the site plan, drainage plan, landscape plan, outdoor lighting plan, architectural plans, etc., and dated approved November 4, 2019.
2. All the findings and requirements of the Technical Review Committee report are incorporated herein.

CONDITIONS OF APPROVAL:

1. Pursuant to the City of Destin Land Development Code:

Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on **November 4, 2019** (no later than **November 4, 2020**), and must be completed as shown on plans approved by the Technical Review Committee.

WARNING: If the applicant/owner has not obtained a building permit(s) for either the construction of infrastructure or construction of the entire project and that construction has not commenced within one (1) year of issuance of the final development order, the final development order will become null and void and the application for development order approval must be re-initiated (Article 2, Section 2.21.00).

NOTE: Construction of infrastructure shall be defined as site work, grading, or other construction activity (not including clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations (Article 2, Section 2.21.00).

NOTE: An applicant/owner who desires to extend the twelve (12) month (1 year) deadline for either the construction of infrastructure or construction of the entire project must submit a written request to the Community Development Department, no less than thirty (30) days prior to the expiration of the twelve (12) month deadline to obtain a building permit and commence construction of infrastructure or construction of the entire project. The applicant may receive only one extension, and such extension shall not exceed one year. The applicant /owner should review Article 2, Section 2.21.00, of the Destin Land Development Code for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1. above, the concurrency capacity allocation status for "Tuscan Village" will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**
 - A. Construction permit(s) in association with construction of infrastructure or construction of the entire project are not obtained in accordance with Article 2, Section 2.10.00 of the Land Development Code to maintain concurrency, or
 - B. Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under Article 6 of the Destin Land Development Code.
3. The applicant must obtain City of Destin permits for the following activities on and off site (these may require appropriate bonding):
 - A. Disturbance of the City's Right-Of-Way (Note: Applicant must obtain the proper ROW permit(s) from the Public Services Department prior to issuance of building permits, unless otherwise exempted by the Public Services Director).
 - B. Pavement cuts.
 - C. Construction of any kind.
 - D. Clearing, grubbing, or demolition.
 - E. Paving, grading, drainage, sidewalks.
 - F. Signage.
 - G. Installation of utilities.

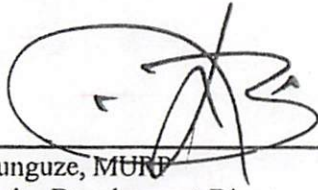


H. Construction trailers.

4. The following items must be addressed in the appropriate order:

- A. **Prior to the issuance of any City Permit**, a sign must be posted on the subject property notifying the public of the emergency contact information of the person responsible for the project. Refer to section 7.01.02(B) of the Land Development Code for details on the size, location and contents of the sign. Additionally, a posting of emergency contact information sign affidavit must be submitted to the Planning Division prior to the issuance of any permits.
- B. **Prior to the Commencement of Construction**, a permit, with a copy of the demolition plan for the site indicating the location of the Construction Site Screening, must be submitted and approved by the City. Said screening must meet the requirements set forth in Destin Code of Ordinances, Section 6-51 *Screen Criteria*.
- C. **Prior to the issuance of any City Permit**, obtain a Florida Department of Transportation Right-of-Way Construction Permit and submit copy to the Public Services Department.
- D. **Prior to the issuance of any City Permit**, obtain a FDEP NPDES permit and submit a copy to the Public Services Department.
- E. **Prior to the issuance of any City Permit**, a copy of the Northwest Florida Water Management District (NFWFMD) storm water permit and a National Pollution Discharge Elimination System (NPDES) storm water construction generic Permit (if applicable) approval shall be provided.
- F. **Prior to the issuance of a Certificate of Occupancy**, all applicable Impact Fees and other outstanding costs associated with this project that are owed to the City must be paid in full.

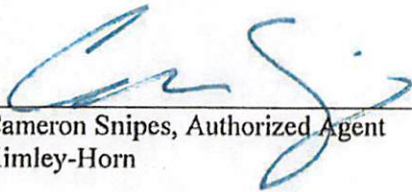
Estimated impact fee total: \$150,414.00
- G. **Prior to the issuance of a Certificate of Occupancy**, the site layout, landscaping, outdoor lighting and architectural design must be inspected and approved by the Community Development Department.
- H. **Prior to the issuance of a Certificate of Occupancy**, a Stormwater Operation/Maintenance Plan (SWOMP) approved by the City shall be acknowledged and signed by the Owner.
- I. **Prior to the issuance of a Certificate of Occupancy**, assigned address number for the principal building shall be displayed and clearly visible and legible, preferably reflective, from the street or private way on which the building fronts with Arabic numerals not less than three inches in height and one-half inch in width. Numbers must be in a color contrasting to the building or other background. Assigned numbers for principal buildings which are not visible from the street or private way shall additionally be displayed at the intersection of the driveway and servicing street, and attached to a post, wall, fence or mailbox at a level to ensure visibility.
Ref. LDC Section 7.18.04.



12-23-19

Louis Zunguze, MURP
Community Development Director
City of Destin

Date



12/23/19

Cameron Snipes, Authorized Agent
Kimley-Horn

Date

**TECHNICAL REVIEW COMMITTEE REPORT
THE CHARLES
MAJOR DEVELOPMENT ORDER (19-14-SP)
AND MAJOR SUBDIVISION (19-15-MS)**

Applicant: Kahuna Property, LLC
Agent: Cameron Snipes, Kimley-Horn
Location: 1021 U.S. Highway 98
Request: 192 multi-family long-term residential units
Parcel Size: 11.54 acres, 502,813 square feet
Future Land Use: Town Center Mixed Use (TCMU)
Zoning District: Town Center Mixed Use (TCMU)
Density: 16.6 DU/AC Provided (16.6 DU/AC Allowed per Ordinance 18-23-LC)
Intensity: Not applicable
Application Date: June 6, 2019
Approved Site Plan Date: October 23, 2019

DISCUSSION/FINDINGS

Kahuna Property, LLC is requesting a Major Development Order and preliminary plat approval of a Major Subdivision. The project consists of 192 multi-family long-term residential units with the associated infrastructure, including the construction of a portion of South Mattie M. Kelly Boulevard. The subject site contains 11.54 acres to be divided into two parcels and a public right-of-way. The 192 residential unit development is proposed on the 8.02 acres of Lot A. Lot B, 1.18 acres, is vacant and available for future non-residential development. The South Mattie M. Kelly Boulevard right-of-way encompasses 2.35 acres.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE

The property has a Future Land Use Map Designation of Town Center Mixed Use (TCMU) and a zoning designation of Town Center Mixed Use (TCMU). The proposed project is consistent with the Comprehensive Plan, Land Development Code (LDC), and Ordinance 18-23-LC which amended the zoning map designation from Commercial General(CG) to Town Center Mixed Use(TCMU) and included the applicant' s request for maximum number of multifamily residential units on the property shall not exceed 192.

LAND USE

Long-term multifamily residential is an allowable use in both the TCMU future land use designation and TCMU zoning district.

DENSITY

Maximum allowed: 16.6 dwelling units per acre per Ordinance 18-23
Provided: 16.6 dwelling units per acre

HEIGHT

Maximum allowed: 50'4 stories
Provided: 40'-3"/3 stories

PITCHED ROOF

Minimum required: 60%
Provided: >60%

FLOOR AREA RATIO

Not applicable

SETBACKS

Front minimum/maximum: 10/20 feet
Front provided: 10 feet

Side minimum allowed: 0 feet
Side provided: >0 feet

Rear minimum allowed: 0 feet
Rear allowed: > 0 feet

OPEN SPACE

Minimum required: 25%
Provided: 43%

PLATTING

The project is proposing a major subdivision to be processed simultaneously with a major development order. The applicant is requesting preliminary plat approval and has met all submittal requirements.

CONCURRENCY MANAGEMENT

Concurrency requirements have been met:

Traffic: The project meets transportation concurrency per Comp Plan Policy 12-4.1.8.

Stormwater Management: Signed October 10, 2019

Potable Water/Sanitary Sewer: September 5, 2019

Solid Waste: September 5, 2019

AIRPORT PROTECTION

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

TRANSPORTATION ANALYSIS

The project is within the Multimodal Transportation District (MMTD) and meets the development standards detailed in Land Development Code 8.09.03. The traffic analysis, dated June 6, 2019, indicates the proposed development is estimated to generate 83 PM peak hour vehicle trips. The analysis is consistent with the technical methodology outlined in LDC 6.05.05 and will be used to assist the City in determining the overall success of the MMTD as outlined in Comprehensive Plan Policy 12-4.1.8.

RIGHT-OF-WAY DEDICATION

The project includes right-of-way dedication consistent with the Transportation Corridor Management Plan Map. The dedication includes the North-South Section 1 alignment, Mattie M. Kelly Boulevard.

INGRESS/EGRESS

Vehicular access to the property is provided by two 24-foot wide, two-way drives from the proposed Mattie M. Kelly Boulevard public ROW.

PEDESTRIAN NETWORK

The project provides a complete pedestrian network as required in LDC 8.09.03.A(6). External sidewalks US Highway 98 are being widened to 10 feet and are proposed along Mattie M. Kelly Boulevard. A continuous on-site internal sidewalk is provided throughout the development.

PARKING:

Required maximum/minimum vehicle parking spaces:	366/293
Provided vehicle parking spaces:	324
Required minimum bicycle parking spaces:	37
Provided bicycle parking spaces:	37

UTILITIES:

All utilities are required to be underground.

STORMWATER:

The City Manager's Stormwater designee approved the stormwater plan in a memo dated October 10, 2019.

REFUSE COLLECTION:

A trash compactor and enclosure are provided on-site.

WHITE SANDS ZONE

The southern portion of the proposed project is located within White Sands Zone 2.

LANDSCAPING

Front perimeter/common boundary:	Exempt per LDC 12.04.04.B
Interior parking landscape:	Minimum requirements met
Buffer zone:	Exempt per LDC 12.04.04.D
Preservation and restoration:	
Reforestation trees required:	80
Preserved trees:	0 tree credits (0 preserved trees)
Protected trees:	1
Required parking trees:	34

Total required trees: 115
Total trees provided: 128*

*Two sabal palms must be grouped together to count towards the required tree count

SIGNS

All signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

IMPACT FEES:

Final impact fee amounts will be determinant upon the gross floor area of the overall development land uses and whether exemption or credits are applicable and reevaluated at the time a Certificate of Occupancy is requested. The impact fees for the proposed project are estimated to be:

19-14 – The Charles

LAND USE	UNITS	PARK	LIBRARY	POLICE	TRANS.	TOTAL
Residential, 500—749 sq. ft.	96	\$235.00	\$78.00	\$11.00	\$724.00	
Residential, 1,000— 1,499 sq. ft.	96	\$335.00	\$112.00	\$16.00	\$1,016.00	
Totals	192	\$54,720.00	\$18,240.00	\$2,592.00	\$167,040.00	\$242,592.00

OTHER FEES: NONE

COMMENTS:

Per Community Development Department:

1. **Prior to the issuance of a Clearing Permit**, a clearing plan must be submitted and approved by the Community Development Department.
2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.
3. If the applicant proposes outdoor lighting in the future, an outdoor lighting plan must be submitted to the Office of Community Development for review and approval.



City of Destin

Community Development Department:

Planning Division

City Hall Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 654-1119

RELEASE OF PLAT APPLICATION

Applicant to fill in all black blank spaces, City Staff to fill in all red blank spaces

_____ - _____ - SP _____ - _____ - MS
(project number assigned by planning staff) (project number assigned by planning staff)

All applications must be emailed or shared with planning@cityofdestin.com.

SUBDIVISION / PUD NAME: Arris Destin/The Charles

I. CONTACT INFORMATION:

Arris Destin LLC & Arris Destin Retail LLC

A. Owner(s): _____

Mailing Address: 3340 Peachtree Rd, Ste 1660, Atlanta, GA 30326

Business Phone: 404-504-8770 Cell: 404-452-9989

Email: plammerts@arrisholdings.com

B. Authorized Agent (if applicable): _____

Mailing Address: _____

Business Phone: _____ Cell: _____

Email: _____

1. The plat for the above project may be released for recording because **ONE** of the following has been met in accordance to Destin Land Development Code (LDC) **Article 7, Section 7.08.10:**

a. _____ The developer may secure any necessary permits and install all improvements as shown on the approved construction drawings and certified by the developer's engineer. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED ENGINEER'S CERTIFICATION)

b. _____ The developer may post a performance bond accountable to the City Council and in accordance with Article 2, Section 2.20.00 of the LDC *Guarantees and sureties* to cover the full

cost of improvements as estimated by the developer's engineer and approved by the city engineer. Such bond shall be released upon satisfactory installation of all improvements approved in the development plan and specifications. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED PERFORMANCE BOND)

- c. _____ The developer may sell or lease lots on contract and construct buildings provided that he agrees that all monies received from sale, lease, or other transfer shall be placed in escrow or other satisfactory account until such time as improvements are completed and approved by the city engineer. No deeds shall be issued or recorded until such approval has been obtained. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED AGREEMENT)
- d. _____ The developer may post a letter of credit acceptable to the City Council for an amount necessary to complete all improvements required in the approval plans and in accordance with Article 2, Section 2.20.00 of the LDC *Guarantees and sureties*. Such letter of credit shall be released on satisfactory installation of all improvements. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED LETTER OF CREDIT)
- e. **X** _____ The developer may post with the City Council proof that a development loan has been approved by a recognized and approved lending institution, such development loan to be sufficient to cover the cost of improvements required in the approved plans, and the lender is bound to advance the funds as the work is completed, thereby providing for correction if the developer defaults. All conditions of the applicable Final Development Order shall also be met and all applicable fees associated with the development are paid. (SEE ATTACHED DEVELOPMENT LOAN APPROVAL)

2. Based on all previous stated requirements being fulfilled, the City Clerk is authorized to release the three (3) Mylar copies of the plat on file in City Hall to the developer for recording:

City Staff Use Only	
_____ Public Services Director	_____ Community Development Director
_____ Date	_____ Date
_____ City Manager	
_____ Date	

INSTRUCTIONS AND REQUIREMENTS TO THE DEVELOPER/OWNER

The three (3) Mylar copies of the plat for the above project have been released to you for recording into the public records of Okaloosa County. Once recorded, you are required to return to the City of Destin, Community Development Department the following items:

1. One (1) copy of the recorded Property Owners' Association documents (if applicable)
2. One (1) full-size (24" x 36") Mylar copy of the recorded plat

This application must be filled out completely and must be signed by the owner or his designated agent. If the applicant is different than the owner of the subject property, then an agent affidavit is required from the owner of the property. The agent affidavit must be completely filled out and submitted with this application. If the property has multiple owners, then all owners or their designated agents must sign this application.

I HAVE READ THE INFORMATION IN THIS APPLICATION AND HAVE FILLED IN ALL ANSWERS CORRECTLY TO THE BEST OF MY ABILITY.

APPLICANT:

SIGNATURE:



DATE:

6/28/22

PRINTED NAME:

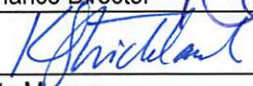
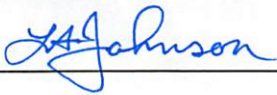
Parker Lammerts



CITY ISSUED BOND NUMBER: 22-

City of Destin Bond Acceptance Checklist

PROJECT INFORMATION	
Project Name	The Charles
Development Order Number	DO-20-02
Development Project Number	19-14-SP
Subdivision Number	19-15-MS
Date of Approval	12/31/2019
Bond Cost Estimate (Attached)	\$559,659.60
Bond Amount	\$148,124.00
INCLUDED DOCUMENTS	
Development Order	Included
Release of Plat	Included
Bond (Original)	Included
Engineer's Cost Estimate	Included
Bond Agreement	Included

SIGNATURES OF APPROVAL	
Community Development Director	Date
	5-22-2023
City Engineer	Date
Ryan Scott	5/23/23
Public Works Director	Date
	05/23/2023
Finance Director	Date
	5/24/2023
City Manager	Date
	05/24/2023

COMPLETENESS REVIEW	
Bond Coordinator	Date
Cindy Bunya	5-22-2023
SIGNATURE OF RECEIPT	
City Clerk	Date
	5-24-2023

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.A.

TO: City Council
THRU: Lance Johnson, City Manager
FROM: Jamie Dittmer, Human Resources Manager
DATE: 5/24/2023
SUBJECT: IT Director Confirmation- Mr. Andy Peters

I. BACKGROUND: 12 applicants applied for the Information Technology Director position. 9 candidates were interviewed and 2 finalists were selected.

II. DISCUSSION: Mr. Peters has demonstrated through experience and interviews his ability to manage a team and has the technical ability to bring value to the IT department and staff.

Education

- Bachelor of Science (BS) in Civil Engineering, USAF Academy, Colorado Sp., CO
- Coursework in Computer Science, Applied Mathematics, Electrical Engineering, and AI
- Associates of Science Equiv (AS), US Air Force API, Whiting Field, FL; Vance AFB, OK
- Experience (21 Years)

PW/IT DIVISION MGR (DIRECTOR), City of Molalla, OR | 2020-Pres

- Budget responsibility: \$30 million annually.
- Authored Capital Improvement Plan.
- Updated System Master Plans, Rate Studies, and System Development Charge Methodologies.
- Direct Reports (25): Licensed Professional Engineers, Network Engineers, Help Desk technicians, SCADA Integrators, Land Use Planner, Project Managers, a Civil Inspector, 5
- Water Plant Operators, and 13 Utility Employees
- Implemented technology governance and policies: Security Policy, Data Privacy

Policy,

- Acceptable Use Policy, Data Retention and Disposal Policy, Disaster Recovery and Business
- Continuity Planning, and a social media Policy.

OPERATIONS MANAGER, City of Molalla, OR | 2017-2020

- Budget responsibility: \$15 million annually.
- Designed and implemented a comprehensive suite of software applications to streamline city operations, integrating with Caselle Accounting software, Clackamas County Planning servers, and State of Oregon online databases.
- Direct Reports (15): 4 Water Plant Operators, 11 Utility Employees, Networking consultant, SCADA integrator.
- Maintained coordinative relationships with state Agencies (DEQ, OHA, ODOT).
- Developed and implemented the City's Enterprise Resource System software, improving efficiency and streamlining operations.
- Providing IT management, supervising IT personnel, managing outsourced vendors for information security functions, and offering expert guidance on security matters for IT projects.
- Supported various business applications, including Caselle, and Microsoft 365, Public Works Services applications, and ArcGIS.

INDUSTRIAL ENGINEER, Cascade Corporation | 2012-2017

- Budget Responsibility: \$2.1 million annually.
- Established and maintained the Company's ISO 9000 and 14000 certifications.
- Designed, developed, and implemented a Production Management System called IPICs using Microsoft Stack, MVC Architecture, using a Test-Driven Development approach, enhancing efficiency across the company.
- Utilized Agile development techniques, JIRA, Theory of Constraints, LEAN, and Swim-lane analysis for effective project management in IT context.
- Provided Software Engineering services for the Factory, showcasing fluency with C#, SQL, MVC, and Visual Studio.
- Direct Reports (10): 9 Production Staff (Machinists, Welders, and Assemblers) and 2 Software Engineers.
- Authored "Surprise and Delight," a short book to help managers promote company culture.

More experience, details upon request:

MAINTENANCE DIVISION SUPERVISOR, City of Silverton, OR | 2007-2012

USAF PILOT / HEAD SCHEDULER, 965TH AWACS Squadron, OK | 2004-2007

ACADEMY INSTRUCTOR, USAF Academy, CO | 2002-2004

A. Link to Strategic Goals / Objectives: Financially Sound City Providing Service Excellence

B. Effect on Budget (EOB): This is an approved position in the fiscal year 2023 operating budget.

C. Level of Service (LOS): Filling this position will enhance service to our key customer groups.

D. Legislative Sponsor:

III. CONCLUSION: Andy Peters' experience and education will be a valuable addition to Team Destin. Mr. Peters will provide a level of service excellence that will be essential to successfully executing the mission of the City as well as Council's adopted strategic plan.

IV. RECOMMENDED MOTION: I move to confirm the City Manager's recommendation to hire Mr. Andy Peters as Destin's Information Technology Director.

Attachments:

1. IT Director, Andy Peters Resume



Mr. Andy Peters

Executive Leader in the Fields of Local Government Information Technology, Public Works, Engineering, Finance, and Operations

Education

- **Bachelor of Science (BS) in Civil Engineering**, USAF Academy, Colorado Sp., CO
Coursework in Computer Science, Applied Mathematics, Electrical Engineering, and AI
- **Associates of Science Equiv (AS), US Air Force API**, Whiting Field, FL; Vance AFB, OK

Experience (21 Years)

PW/IT DIVISION MGR (DIRECTOR), City of Molalla, OR | 2020-Pres

- ✓ Budget responsibility: \$30 million annually.
- ✓ Authored Capital Improvement Plan.
- ✓ Updated System Master Plans, Rate Studies, and System Development Charge Methodologies.
- ✓ Direct Reports (25): Licensed Professional Engineers, Network Engineers, Help Desk technicians, SCADA Integrators, Land Use Planner, Project Managers, a Civil Inspector, 5 Water Plant Operators, and 13 Utility Employees
- ✓ Implemented technology governance and policies: Security Policy, Data Privacy Policy, Acceptable Use Policy, Data Retention and Disposal Policy, Disaster Recovery and Business Continuity Planning, and a social media Policy.

OPERATIONS MANAGER, City of Molalla, OR | 2017-2020

- ✓ Budget responsibility: \$15 million annually.
- ✓ Designed and implemented a comprehensive suite of software applications to streamline city operations, integrating with Caselle Accounting software, Clackamas County Planning servers, and State of Oregon online databases.
- ✓ Direct Reports (15): 4 Water Plant Operators, 11 Utility Employees, Networking consultant, SCADA integrator.
- ✓ Maintained coordinative relationships with State Agencies (DEQ, OHA, ODOT).
- ✓ Developed and implemented the City's Enterprise Resource System software, improving efficiency and streamlining operations.
- ✓ Provided IT management, supervising IT personnel, managing outsourced vendors for information security functions, and offering expert guidance on security matters for IT projects.
- ✓ Supported various business applications, including Caselle, and Microsoft 365, Public Works Services applications, and ArcGIS.

INDUSTRIAL ENGINEER, Cascade Corporation | 2012-2017

- ✓ Budget Responsibility: \$2.1 million annually.
- ✓ Established and maintained the Company's ISO 9000 and 14000 certifications.
- ✓ Designed, developed, and implemented a Production Management System called IPICs using Microsoft Stack, MVC Architecture, using a Test-Driven Development approach, enhancing efficiency across the company.
- ✓ Utilized Agile development techniques, JIRA, Theory of Constraints, LEAN, and Swim-lane analysis for effective project management in IT context.
- ✓ Provided Software Engineering services for the Factory, showcasing fluency with C#, SQL, MVC, and Visual Studio.
- ✓ Direct Reports (10): 9 Production Staff (Machinists, Welders, and Assemblers) and 2 Software Engineers.
- ✓ Authored "Surprise and Delight," a short book to help managers promote company culture.

More experience, details upon request:

MAINTENANCE DIVISION SUPERVISOR, City of Silverton, OR | 2007-2012

USAF PILOT / HEAD SCHEDULER, 965TH AWACS Squadron, OK | 2004-2007

ACADEMY INSTRUCTOR, USAF Academy, CO | 2002-2004

1028 Meadowlark Pk
Molalla OR, 97038

503-779-8162
Alt: 503-507-4522

andy.peters.email@gmail.com

https://www.facebook
.com/andrew.peters.9843



Technical Skills

- Programming Languages: C#, SQL, Python
- Web Technologies: HTML, CSS, JavaScript
- Frameworks & Architectures: MVC, Microsoft Stack
- Databases: Oracle's T-SQL, Microsoft SQL Server
- Operating Systems: Windows and Linux, including virtual desktop applications
- Project Management: Agile, JIRA, Theory of Constraints, LEAN, Swim-lane Analysis
- Geographic Information System: ArcGIS
- Networking: Cisco Networking and Thin Client Implementation
- Cloud Technologies: IBM Cloud, Google Cloud, Azure
- Artificial Intelligence: IBM Watson, GPT4
- Software: Caselle Accounting Software, iWorQs Public Works Services Applications, Microsoft Visual Studio
- Quality Management: ISO 9000 and 14000 certifications

Certificates and Training

- IBM Developer – IBM Cloud and IBM Watson Certificate
- Microsoft Learn Certificate
- Alison – Various free IT courses
- Cisco Networking Academy – Introduction to Cybersecurity
- Codecademy – HTML, CSS, JavaScript, Python
- Google Cloud - Cloud Digital Leader Training

Volunteer

- Board Member, Pudding River Watershed Council, Marion County, OR
- Treasurer, Boy (and Girl) Scouts of America, Molalla Pack 161

Decorations and Awards

- Outstanding Service During Natural Disaster, Molalla City Council
- National Defense Service Medal, USAF
- Global War on Terrorism Service Medal, USAF
- Air Force Longevity Service Award with 1 Device, USAF

1028 Meadowlark Pk
Molalla OR, 97038



503-779-8162
Alt: 503-507-4522



andy.peters.email@gmail.com



https://www.facebook
.com/andrew.peters.9843



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 4.B.

TO: City Council

THRU: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: Jeffrey Cozadd, Grants Manager

DATE: May 22, 2023

SUBJECT: Acquisition of Property for the Crosstown Connector
(May 17, 2021 Motion: To approve the proposed right-of-way scope and fee addendum from Atkins of North America, Inc., passed 5-0)

I. BACKGROUND: The Beach Drive to Benning Drive road project is the last unconnected leg of the City's Crosstown Connector, an east-west corridor intended to relieve traffic congestion on U.S. Highway 98. There are several properties located within the project area that will require purchase by the City, both complete and partial acquisitions.

At its regular meeting May 17, 2021, Council approved a contract amendment with Atkins of North America that provided for property acquisition assistance to allow the City to purchase properties that will be needed for the completion of the Crosstown Connector.

May 17, 2021 - Motion to approve the proposed right-of-way scope and fee addendum from Atkins of North America, Inc. (passed 5-0)

II. DISCUSSION: Atkins' consultant, Ms. Marsha Hayes, has been working to acquire Purchase Agreements for the needed properties. She has secured a Purchase Agreement for the following properties: 611 Sandalwood Drive. A copy of the signed agreement is included with this agenda item.

The appraisal for 611 Sandalwood Drive is attached. The appraisal was obtained during the Fall of 2021. Title commitments have been ordered through the City Attorney's office and First American Title Company is working on producing them. If approved by City Council, these Agreements will be fully executed, and staff will proceed to close with a General Warranty Deed, survey, title policy, and other such declarations as are typical for real estate

closing.

The following should be considered as estimated costs associated with the closing of the referenced property:

611 Sandalwood:

Purchase of Property - \$215,000

*Closing Costs on Purchase - \$5,000

Relocation - Purchase Additive - \$184,500

*Relocation - Closing Costs on Replacement - \$10,000

*Relocation - Move Costs - \$10,000

Total Costs - \$424,500

***These are estimated costs not to exceed this amount.**

A. Link to Strategic Goals / Objectives: Important Priorities 1.3 Complete two-lane Crosstown Connector

B. Effect on Budget (EOB): FDOT TRIP funding is being used for these purchases. Acquisition costs and other expenses for this property will total approximately \$424,500. Staff recommends demolition of structures on these properties should be scheduled as soon as possible after closing to decrease expenditures for utility base fees and to lower property insurance expenses.

	30554133	31554132	31554031	31554032	
	FDOT TRIP	Road Impact Fees	Gas Tax #2	Multi-Modal Fees	TOTAL
565000-EN615 capital project-XTownConnector	\$ 1,337,809	\$ 1,600,000	\$ 500,000	\$ 140,000	\$ 3,577,809
FY23 Adopted Budget*	1,337,809	1,600,000	500,000	140,000	3,577,809
PY Rollforwards for Open Encumbrances	156,676	15,716	-	-	172,393
Grant Increase	1,800,000	-	-	-	1,800,000
Revised Budget	3,294,485	1,615,716	500,000	140,000	5,550,202
Previous Expenses/Encumbrances	(2,749,379)	(143,709)	-	-	(2,893,088)
Available Program Budget	545,106	1,472,008	500,000	140,000	2,657,114
This Agreement +(-)	(424,500)	-	-	-	(424,500)
FY23 Remaining Program Budget	\$ 120,606	\$ 1,472,008	\$ 500,000	\$ 140,000	\$ 2,232,614

In addition, property insurance and utilities will need to be paid for this property until the buildings are demolished. The Insurance on each unit is approximately \$800/year. Utilities are approximately \$1500/year for each unit.

C. Level of Service (LOS): Level of Service will be increased.

D. Legislative Sponsor:

III. CONCLUSION: This represents another important step in the acquisition of the necessary properties for the Crosstown Connector.

IV. RECOMMENDED MOTION: 611 Sandalwood Drive: I move that the City

Council approve the purchase of 611 Sandalwood Drive and authorize the City Manager to execute the purchase agreement and proceed with closing. (simple majority vote required to pass)

Attachments:

1. Appraisal-Parcel 6-Andersen
2. 611 Sandalwood - Initial Offer and Purchase Agreement - Executed by Seller
3. 611 Sandalwood - Statement of Eligibility Replacement Housing Payment

APPRAISAL REPORT

**Parcel 6-Andersen
611 Sandalwood Dr.**

located in
City of Destin, Okaloosa County, Florida

Value as of August 5, 2021

Prepared for

Marsha Hayes, SR/WA
Hayes Consulting Services, LLC
Post Office Box 796
Chipley, Florida 32428

Prepared by

Stephen J. Cross, SR/WA
State-Certified General Real Estate Appraiser, RZ2405
American Acquisition Group
711 North Sherrill Street, Suite B
Tampa, Florida 33609
scross@americanacquisition.com
407-883-6288

CERTIFICATE OF VALUE

Project Name: Destin Bypass Road Phase I
County: Okaloosa
Parcel No.: Parcel 6-Andersen

1. The statements of fact contained in this appraisal are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased, professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this appraisal, and I have no personal interest or bias with respect to the parties involved.
4. I have performed no services, as an appraisal or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. My compensation for this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
6. My analyses, opinions or conclusions were developed, and this appraisal has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice, and the provisions of Chapter 475, Florida Statutes.
7. I have made a personal inspection of the property that is the subject of this report and I have afforded the property owner the opportunity to accompany me at the time of the inspection. I have also made a personal field inspection of the comparable sales relied upon in making this appraisal. The subject and the comparable sales relied upon in making this appraisal were as represented by the photographs contained in this appraisal.
8. No persons other than those named herein provided significant real property appraisal assistance to the person signing this report.
9. I understand that this appraisal is to be used in connection with the purchase of lands by the City of Destin for the Destin Bypass Road project.
10. This appraisal has been made in conformity with appropriate State laws, regulations, policies, and procedures applicable to appraisal of right-of-way for transportation purposes; and, to the best of my knowledge, no portion of the property value entered on this certificate consists of items which are non-compensable under the established law of the State of Florida.
11. I have not revealed the findings or results of this appraisal to anyone other than the proper officials of Pinellas County, and I will not do so until so authorized by them, or until I am required by due process of law, or until I am released from this obligation by having publicly testified as to such findings.
12. Regardless of any stated limiting condition or assumption, I acknowledge that this appraisal and all maps, data, summaries, charts, and other exhibits collected or prepared under this agreement shall become the property of Pinellas County without restriction or limitation on their use.

Based upon my independent appraisal and the exercise of my professional judgment, my opinion of the market value for the property appraised as of the 5th day of August 2021, is: \$215,000.
Market value should be allocated as follows:

LAND AREA: (Acres) 0.08 acres
LAND USE: (HABU as vacant) Residential

FINAL CONCLUSION OF MARKET VALUE: \$215,000

August 11, 2021
DATE



Stephen J. Cross, SR/WA
State-Certified General Real Estate Appraiser RZ2405

TABLE OF CONTENTS

INTRODUCTION AND PREMISE OF THE APPRAISAL

Certificate of Value	2
Table of Contents	3
Qualifying and Limiting Conditions	4
Summary of Salient Facts and Conclusions.....	6
Type of Appraisal and Report Format	7
Purpose, Intended Use, Intended User of the Appraisal	7
Definition of Market Value.....	7
Property Rights (Interest) Appraised	7
Scope (Extent of Process of Collecting, Confirming, and Reporting Data)	8
Appraisal Problem	9

PRESENTATION OF DATA

Identification of Property and Legal Description	9
Neighborhood Area Analysis.....	10
Description of Property, Photographs and Sketches.....	12
Zoning, Land Use Plan, Concurrency	18
Assessed Value, Taxes and Special Assessments.....	19
History of Property	19
Exposure Time	19
Public and Private Restrictions	20

ANALYSIS OF DATA AND CONCLUSIONS

Highest and Best Use Analyses	20
Highest and Best Use Conclusion.....	22
Approaches to Value Used and Excluded.....	22
Sales Comparison Approach.....	23
Reconciliation and Value Conclusions	26

ADDENDUM

Okaloosa County Property Appraiser Property Card
Sales Map
Comparable Land Sale Data Sheets
Qualifications of Appraiser

QUALIFYING ASSUMPTIONS AND SPECIAL CONDITIONS

The appraisal herein and valuation found is conditioned on the following:

1. The legal description referred to in this report was based on information furnished by the client and is assumed to be correct.
2. Ownership data is based on Okaloosa County Property Appraiser's website and the client and is assumed to be correct.
3. It is assumed that the title to the property is good and marketable. Further, the property is appraised as owned in fee simple and as if unencumbered by mortgages, taxes or other indebtedness.
4. The parent tract land size reported was based on the sketch and legal, the plats and property appraiser's records and the client. The maps and sketches contained in the appraisal report are included to assist the reader in visualizing the property, and we assume no responsibility for their accuracy.
5. No guarantee is made as to the reliability of information, estimates and opinions of others furnished to the appraiser and used in preparing this report were assumed to be reliable and true and correct. Reasonable effort was made to confirm this information. However, no liability is assumed on account of errors or inaccuracies of such estimates or opinions.
6. No liability is assumed on matters of legal character affecting the property.
7. No information was made available as to the underlying soil conditions. It is assumed that the soil conditions are satisfactory for the development or continued use of the property to its highest and best use.
8. The estimate of physical condition of the various improvements appraised, if any, was based on visual inspection. No liability is assumed for the soundness of structural members since no engineering tests were made of same.
9. The appraisal report covers the premises described only. No figures, analyses or unit values set out herein are to be construed as applicable to any other property.
10. No environmental risk audit for the subject property or surrounding lands has been provided for our use. However, this appraisal specifically assumes no environmental hazards or contamination, including radon, exists on or around the subject property.
11. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and zoning laws, unless non-compliance is stated, defined and considered in the appraisal report.
12. The appraiser is not required to give expert testimony or attend court by reason of the appraisal with reference to the subject property unless previous arrangements have been made.

13. Fee for investigation and report is not contingent upon the values found.
14. Contract for appraisal is completed upon the delivery of the Certificate.
15. Neither all nor part of the contents of this appraisal shall be conveyed to the public through advertising, public relations media, news, sales or other without the prior written consent and approval of the author, particularly as to valuation conclusions and the identity of the appraiser.
16. The Competency Provision of the Uniform Standards of Professional Appraisal Practice requires an appraiser to identify the appraisal problem prior to accepting the assignment and have the knowledge and experience to complete the assignment competently or take appropriate steps to become competent to complete the assignment. As detailed in the statement of qualifications, the appraiser has adequate knowledge and experience to complete the appraisal assignment. Furthermore, no facts or conditions have been discovered during the preparation of this appraisal that indicates any change in the assignment as previously conceived.

SPECIAL LIMITING CONDITIONS

17. The appraisal report is presented in a Narrative Report format in accordance with the Uniform Standards of Professional Appraisal Practice. As such, sufficient information is presented in each report to enable the client and other intended users, as identified, to understand the report properly. The client is Marsha Hayes, SR/WA of Hayes Consulting Services, LLC representing the City of Destin.

18. Unless otherwise stated in this report, the existence of hazardous materials, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation and other potentially hazardous materials may affect the value of the property. The value estimated is predicted on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

Hypothetical Condition

“a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis. - None

Extraordinary Assumption

“an assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser’s opinions or conclusions.”

I was unable to inspect the interior of the house. It is assumed that the interior is in good condition. If this assumption is not true it could have an effect on the value conclusion.

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property Type:	Townhome
Existing Use:	Single-Family Residence
Property Owner Name:	
Mailing Address:	Joanne A. Andersen (Heirs of) 611 Sandalwood Dr. Destin, FL 32541
Property Location:	611 Sandalwood Dr. Destin, FL 32541
Okaloosa County Property Appraiser	
Tax I.D. Number:	00-2S-22-2167-0000-0250
Lot Size:	0.08 acres
Future Land Use:	MDR, Medium Density Residential by Destin, FL
Zoning:	MDR-V, Medium Density Residential-Village, by Destin, FL
Highest and Best Use:	Continued use as a Townhome
Property Inspection Dates:	August 5, 2021
Present at Inspection:	Stephen J. Cross, SR/WA
Extent of Inspection:	The extent of the field inspection during the formal property inspection included an inspection of the parent tract, the exterior of the house. I was not able to inspect the interior.
Date of Value:	August 5, 2021
Date of the Report:	August 11, 2021
Estimated Market Value(s) of the Subject Property:	Total Estimated Market Value \$215,000

TYPE OF APPRAISAL AND REPORT FORMAT

This analysis is in an Appraisal Report format in conformity with the reporting requirements set forth under Standard Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice.

The Appraisal Report will consider the subject property as currently improved with a townhome. A discussion of the subject as vacant and as currently improved will be in the highest and best use section of the report. Therefore, only the Sales Comparison Approach “as improved” will be utilized for the valuation of the parent tract.

APPRAISAL PURPOSE, INTENDED USE, AND INTENDED USER OF THE APPRAISAL

The purpose of this appraisal is to estimate market value of the subject property. The intended use is for acquisition of the subject for City of Destin’s roadway project. The intended user of the appraisal is Marsha Hayes, SR/WA with Hayes Consulting Services, LLC.

DEFINITION OF MARKET VALUE

The source of the definition of Market Value is the Florida Supplemental Standards (Florida State Road Department v. Stack, 231 So. 2d 859 Fla., 1st DCA 1969):

“Value’ as used in eminent domain statute, ordinarily means amount which would be paid for property on assessing date to willing seller not compelled to sell, by willing purchaser, not compelled to purchase, taking into consideration all uses to which property is adapted and might reasonably be applied.”

PROPERTY RIGHTS (INTEREST) APPRAISED

The interest appraised is the Fee Simple Estate. Fee Simple Estate is defined as “Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat”.¹ This interest considers all easements and restrictions of record.

Public and Private Restrictions:

I have found no public or private restrictions which would appreciably affect the value of title to, or the marketability of, the subject property.

Encumbrances:

None known that are estimated to have a measurable net impact on the marketability or utility of the subject property.

Non-Realty Items Appraised

None.

¹ The Dictionary of Real Estate Appraisal, Fifth Edition, Appraisal Institute, 2010 Edition, page 78

SCOPE OF APPRAISAL ANALYSIS

The scope of work provides the necessary research and analysis to prepare an appraisal report that will produce credible assignment results in accordance with its intended use, the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation.

Professional appraisal assistance and sub-consultants if used are named in the Addendum to Certificate of Value. The depth of discussion contained in this report is specific to the needs of the client and to the intended use stated within the appraisal report.

Appraisal Report Presentation

The reporting presentation is an Appraisal Report, which complies with the reporting requirements set forth under Standards Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice. The Appraisal Report will consider the subject as improved with a townhome. It presents summary discussions of the data, reasoning, and analysis that were used in the appraisal process to develop the appraiser's opinions of market value.

Valuation Methodology (Applicable Approaches)

I have utilized the Sales Comparison Approach "as improved" to value the subject. The Sales Comparison "as vacant" and the Income Capitalization Approach, were not applicable in the valuation of the subject property.

Inspection of Subject Property

The formal property inspection consisted of inspecting the subject property as well as photographing the subject.

Data Collected, Confirming and Reporting

Numerous resources were relied on for data research and pertinent information of the subject property. These include:

- maps provided by client.
- Public records and online resources of various counties and other websites and services.

Within appropriate areas of the appraisal report, the above information is reported. Market data sheets were prepared with the information obtained during the research and verification process and are included in the Addenda of this appraisal.

APPRAISAL PROBLEM

The appraisal problem consists of estimating the market value of the subject parent tract, located at 611 Sandalwood Dr., Destin, Florida. The subject is currently improved with a townhome on 0.08 acres lot.

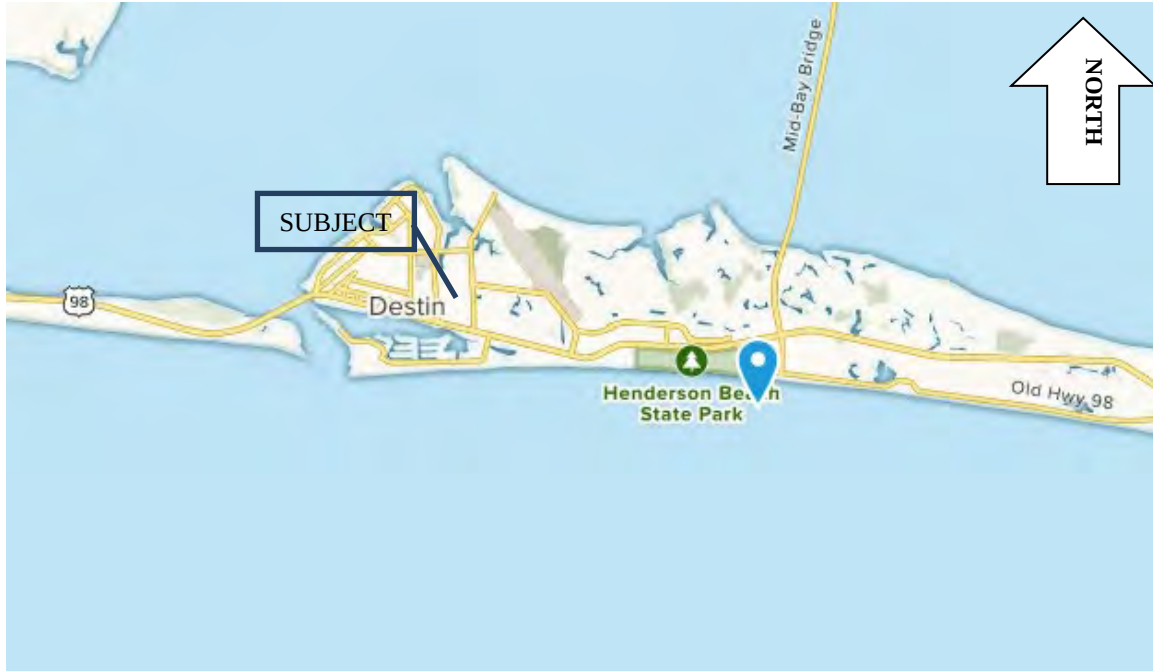
IDENTIFICATION OF PROPERTY AND LEGAL DESCRIPTION

The subject property is located in the City of Destin, Florida. The property has a street address of 611 Sandalwood Dr., Destin, FL. It is further identified as part of Okaloosa County Tax I.D. 00-2S-22-2167-0000-0250

Lot 25, SANDALWOOD MANOR TOWNHOMES FIRST ADDITION, according to Plat recorded in Plat Book 6, at Page 93, of the Public Records of Okaloosa County, Florida.



NEIGHBORHOOD AREA ANALYSIS



Intended users of this appraisal report are considered familiar with the subject property's location, neighborhood, market area, and the greater Panhandle area of Florida.

The city of Destin is located on a peninsula separating the Gulf of Mexico from Choctawhatchee Bay. The peninsula was originally an island; hurricanes and sea level changes gradually connected the island to the mainland.

Destin is near several other cities in the region. The city of Fort Walton Beach is located to the west at the inlet of Santa Rosa Sound into Choctawhatchee Bay. North of Destin, across the bay is Niceville, with the Mid Bay Bridge linking the two by road. U.S. Route 98 is the main route through the city, running from west to east. U.S. Route 98 leads east 56 mi to Panama City and west 48 mi to Pensacola. Eglin Air Force Base and Hurlburt Field are located just west of Destin.

At the western tip of the peninsula is East Pass (also known as Destin Pass), separating it from Santa Rosa Island to the west. East Pass is the only outlet of Choctawhatchee Bay into the Gulf of Mexico. Frequent dredging is required to keep East Pass navigable.

As of the census of 2000, there were 11,455 people, 4,437 households, and 3,135 families residing in the city. The population density was 1,477.1 inhabitants per square mile. There were 10,599 housing units at an average density of 1,408.0 per square mile. The racial makeup of the city was 96.21% White, 0.37% African American, 0.40% Native American, 1.03% Asian, 0.08% Pacific Islander, 0.37% from other races, and 1.54% from two or more races. Hispanic of any race were 2.66% of the population.

24.8% of households had children under the age of 18 living with them, 53.0% were married couples living together, 8.0% had a female householder with no husband present, and 35.7%

were non-families. 27.4% of all households were made up of individuals, and 8.5% had someone living alone who was 65 years of age or older. The average household size was 2.26 and the average family size was 2.72.

The median age was 42 years. For every 100 females, there were 101.8 males. For every 100 females age 18 and over, there were 100.4 males.

The median income for a household in the city was \$53,042, and the median income for a family was \$60,498. Males had a median income of \$42,218 versus \$26,146 for females. The per capita income for the city was \$32,048. About 3.0% of families and 5.5% of the population were below the poverty line, including 6.2% of those under age 18 and 2.0% of those age 65 or over.

The white beaches and emerald waters of the Destin area draw many tourists. Florida's Department of Environmental Protection estimates that more than 80 percent of the Emerald Coast's 4.5 million yearly visitors travel to the region to visit Destin. Visitors can charter fishing vessels from the harbor, and there are 12 beach access points in the city. Among the access points is Henderson Beach State Recreation Area. A portion of the Gulf Islands National Seashore, the Okaloosa Day Use Area, is just across East Pass on Santa Rosa Island.

In addition to an assortment of hotels and motels, many high-rise condominiums are located in Destin. The first condominiums in Destin were built in the 1970s, and construction continues today. Visitors play a large part in Destin's economy – the city's population of around 12,000 balloons to 40,000 during the tourist season.

Real Estate in Destin, Florida is consumed in large part by privately owned vacation rentals. The privately-owned vacation rentals that can be found in Destin consist of condominiums, beach homes, townhomes, resorts, studios, cottages, and a few bungalows. Most vacation properties are found on the south side of US Hwy 98 near the Gulf, while most locals live on the northern side of US Hwy 98 by the Choctawhatchee Bay.

DESCRIPTION OF THE PROPERTY

Property Type: Townhome

Existing Use: Single-Family Residence

LAND

Site Size: 0.08 acres (per Okaloosa County Property Appraiser)

Shape/Dimensions: Please refer to parcel sketch

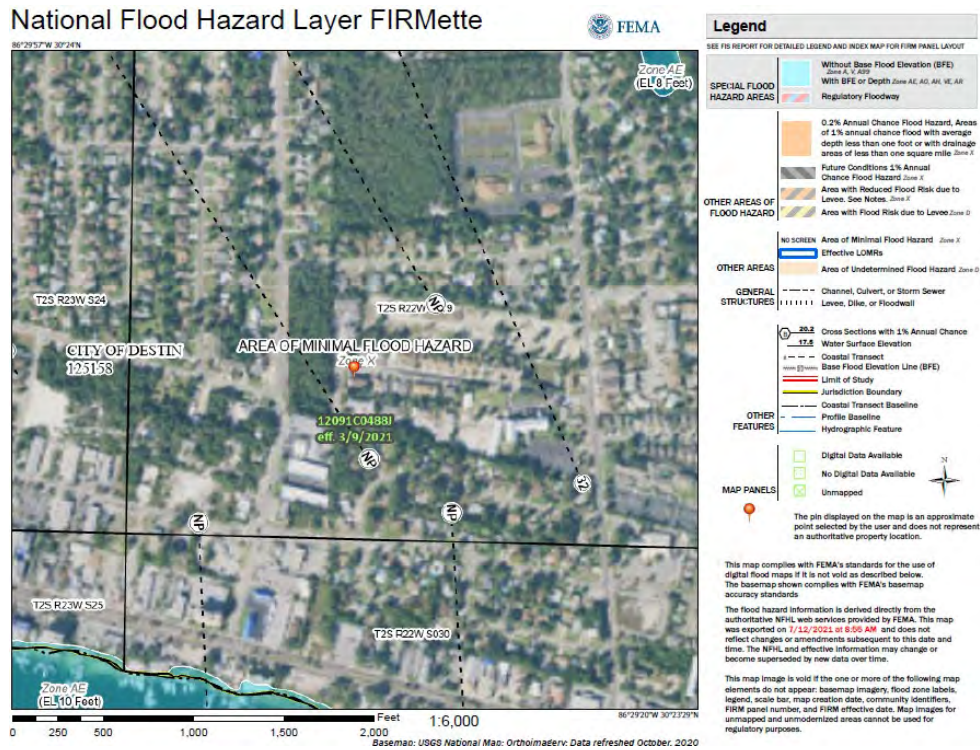


Ingress/Egress: The subject property currently has access from the north side of Sandalwood Dr.



Topography: The site is generally level and even with the abutting road/access grade.

Flood Plain Data: FEMA FIRM PANEL # 120291C04881, dated 3/9/2021. The subject site is located in a Flood Zone "X", which is an area determined to be outside the 0.2% annual chance floodplain.



Drainage: Drainage of the subject site appears adequate with no on-site storm water retention facility noted.

Soil Conditions: A soil survey has not been performed. No significant natural wetland areas were noted. Based on the observation of significant improvements on nearby sites, it is estimated that there are no adverse soil conditions present.

Utilities Available: Public water and sewer

Easements: 5 foot wide Utility/Drainage/Private Access Easement along the rear of the lot

IMPROVEMENTS DESCRIPTION

The subject property is improved with a 1,238 SF heated, two-story townhome constructed in 1986. The home is wood frame construction with an asphalt shingle gable roof. Additional details are summarized as follows:

Townhome

Exterior

Foundation	Concrete
Construction	Wood Frame
Exterior Walls	vinyl
Roof Construction	Wood framed gable
Roof Cover	Asphalt shingle
Stories	2

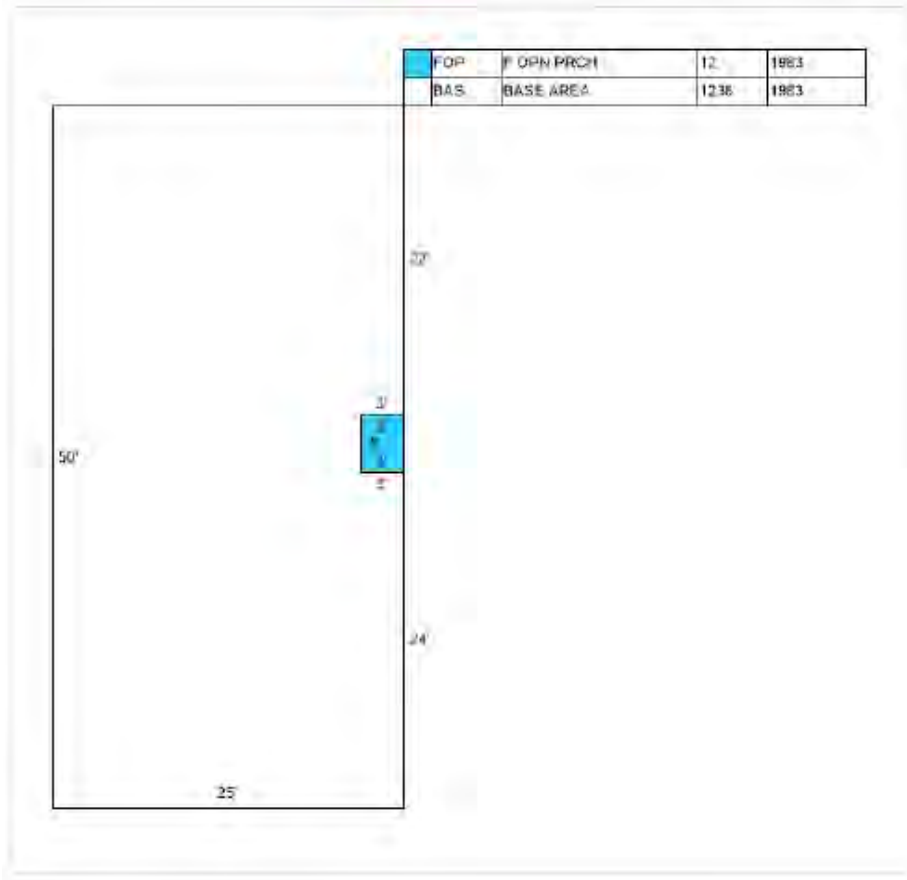
Interior

Floor Covering	Tile
Interior Walls	Drywall
Fireplace	None
HVAC	Central

Quality	Good
Condition	Good
Year Built	1986
Physical Age	35
Effective Age	20
Remaining Economic Life	35
Living Area	1,238 (per Okaloosa County Property Appraiser)
Bedrooms	2
Bathrooms	1½
Garage/Carport	None

Site Improvements

Privacy Fencing	Rear of townhome
Landscaping	Average
Driveway	Concrete
Shed	



AERIAL VIEW OF SUBJECT PROPERTY



Not to Scale

SUBJECT PROPERTY PHOTOGRAPHS

(All photos taken August 5, 2021, by Stephen Cross, SR/WA)



Subject is the End Unit on the right



Subject's front door



Looking east along Sandalwood Drive, subject on the left

ZONING AND FUTURE LAND USE

Zoning:

MDR-V, Medium Density Residential-Village, by Destin, FL

- E. *Medium Density Residential - Village (MDR - V)*. The Medium Density Residential - Village zoning district implements Future Land Use Element Policy 1-2.2.3, Medium Density Residential of the Comprehensive Plan within the Village, Town Center CRA and Harbor CRA Planning Areas.
1. Purpose and intent. The Medium Density Residential - Village zoning district shall apply to areas developed, redeveloped and/or maintained and conserved as permanent single-family detached or multi-family attached residential dwelling units. It is the intent of the MDR - V zoning district to specifically not allow the following uses to be located in the district: seasonal single-family detached or multi-family attached residential dwelling units; commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations; and all non-residential uses.
 2. Principal, accessory and conditional uses. Permitted, accessory and conditional uses shall include those listed in Table 7-2, Table of Allowable Uses.
 3. Performance standards. For lot area, lot width, lot depth, height, setback, density, floor area ratio, and open space standards, please refer to Table 7-3, Table of Dimensional Regulations.

Future Land Use:

MDR, Medium Density Residential by Destin, FL

Policy 1-2.2.3: Medium Density Residential (MDR). Areas designated "MDR" shall be developed, redeveloped and/or maintained and conserved as stable single-family (SF) or multiple-family (MF) long-term residential uses. Land designated "MDR" within the Village Planning Area (VPA) and the CRA, shall not be allowed to develop or redevelop short-term residential uses or nonresidential uses. However, lots and parcels designated "MDR" that are located within the Holiday Isle Planning Area (HIPA) shall be allowed to develop and/or maintain short-term residential uses, but not nonresidential uses. Based on established patterns of residential development within the Village, Holiday Isle, and the CRA (except the Town Center) Planning Areas, the following maximum development standards shall be applied to future development within "MDR" designated areas:

TABLE 1-3: GENERAL DEVELOPMENT STANDARDS FOR "MDR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories*	Up to 5.81	N/A
Multi-Family Residential	35'3 stories	Up to 9.90	N/A

*Holiday Isle - 30'3 stories

The zoning map designation shall delineate policy for allocating specific densities on land designated "MDR" based on established patterns of land development and based on adopted Comprehensive Plan goals, objectives, and policies. Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites designated "MDR" should be located and developed in a manner that ensures a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. Generally, medium density areas should be located between the perimeters of low density residential areas, high density residential areas, and/or commercial or mixed use designations.

ASSESSED VALUE AND TAXES

Tax ID #: 00-2S-22-2167-0000-0250

2020 Market Values:

Land Value	\$ 40,000
Building Value	\$ 64,364
Just (Market) Value	\$104,364
Assessed Value:	\$ 95,406
LESS: Exemption	<u>(\$ None)</u>
Taxable Value:	\$ 95,406

HISTORY OF THE PROPERTY (LAST 5 YEARS)

Subject property has sold within the last 5 years Yes { } No { X }

EXPOSURE TIME ANALYSIS

Exposure time is defined as the estimated length of time the property being appraised would have been offered on the market, prior to any hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate of value based on an analysis of past events assuming a competitive and open market. Exposure time is always presumed to occur prior to the effective date of an appraisal.

The value conclusions presented in this appraisal report consider a typical exposure time of approximately 1 to 3 months to have expired prior to the effective date of this appraisal. This estimated exposure time for the subject property is based on the time required to market and sell properties similar to the subject in the subject market area. Information in this regard was obtained through verification of sales data, collection of general market data for analysis of neighborhood trends, and in interviews with local active real estate brokers and salespersons.

PUBLIC AND PRIVATE RESTRICTIONS

Public Restrictions: None known that materially impact the utility of the property.

Private Restrictions: None known that materially impact the utility of the property.

HIGHEST AND BEST USE ANALYSIS

The Highest and Best Use of:

Land as Vacant - Development as allowed under the MDR-V, Medium Density Residential-Village zoning.

Property as Improved - Continued use of the existing townhome

The most fundamental premise upon which market value is based is the theory of highest and best use. In conjunction with the theory of highest and best use, a generally accepted definition of the term has been developed. The Dictionary of Real Estate Appraisal, Fifth Edition, Appraisal Institute, 2010, page 93, defines highest and best use as:

“The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.”

In estimating highest and best use, there are four basic stages of analysis. They are:

1. Physically Possible Uses - What uses of the site are physically possible?
2. Legally Permissible Uses - What uses are permitted by current (or potential) zoning regulations and/or private restrictions on the site?
3. Financially Feasible Uses - Which possible and permissible uses will produce a net return to the owner of the site?
4. Maximally Productive Use - Among the feasible uses, which use will produce the highest net return or the highest present worth as of the effective date of the appraisal.

Analysis of Land as if Vacant

Physically Possible

The subject property is located on the south side of Sandalwood Dr., Destin, Florida. The property consists of 0.08 acres of land area. The subject site is of a size and dimensions that would allow it to be developed with many of the permitted uses that would be legally permissible under the MDR-V, Medium Density Residential-Village zoning.

Legally Permissible

From a legally permissible standpoint, the zoning and land use plan are the primary determinates of the uses that will be placed on the land in the absence of deed restrictions and other legal limitations. The subject is zoned MDR-V, Medium Density Residential-Village with a Future Land Use of MDR, Medium Density Residential by Destin, Florida. It would be legally permissible to develop this property with a use as allowed by the subject's zoning of MDR-V, Medium Density Residential-Village.

Financially Feasible

Financial feasibility of a proposed use can be seen as a function of supply and demand factors in the marketplace as well as general economic conditions. Financially feasible uses produce an income or return that is equal to, or greater than, the amount needed to satisfy operating expenses, financial obligations, and capital requirements. The nature of the surrounding neighborhood and the market reception of similar uses can often provide a good overall indication of the feasibility of such uses.

There are numerous examples of similar residential type uses in the immediate area of the subject property.

In summary, it is estimated that it would be financially feasible to develop the subject site with a use as allowed by the MDR-V, Medium Density Residential-Village zoning.

Maximally Productive

The maximally productive use of the site should produce the highest present value to the property. If properly priced, there appears to be a base level of market demand in the neighborhood for land that is suitable for improvement with use as allowed under the MDR-V, Medium Density Residential-Village zoning district.

Analysis as Improved

In cases where properties are improved, the highest and best use "as vacant" and the highest and best use "as improved" may be different. This difference is due to the "Principle of Contribution", which holds that if an improvement adds value to a site over and above the land value, the highest and best use of the property is as improved. This principle holds true until the improvements hold no contributory value to the land.

Physically Possible - Improved

The subject property is improved with a 1,238 square foot townhome built in 1986 and associated site improvements. The improvements appear to be in good condition, are operational and functional. The existing improvements are physically possible.

Legally Permissible - Improved

The zoning and land use permits a townhome. The site contains 0.08 acres indicating there is ample area to accommodate the townhome and site improvements. The existing improvements are legally permissible.

Financially Feasible – Improved

The improvements are considered to render a return that creates value over and above the value of the land and are therefore financially feasible.

Maximally Productive – Improved

After consideration of the four criteria: physically possible, legally permissible, financially feasible, no other use can be cited that would justify the removal of the existing improvements and redevelopment of the site with an alternate use; therefore, the maximally productive and highest and best use for the subject, as improved, is for continued use of the existing townhome.

HIGHEST AND BEST USE CONCLUSION(S)

The highest and best use of the subject site, as if vacant, is estimated to be its development with a use as allowed by the MDR-V, Medium Density Residential-Village zoning district.

The highest and best use of the subject property, as improved, is estimated to be the continued use of the existing Townhome.

APPROACHES TO VALUE USED AND EXCLUDED

All three conventional approaches to value were considered and evaluated for their applicability to the subject property. The approaches considered were the Cost Approach, Sales Comparison Approach, and the Income Approach.

The Sales Comparison Approach (as improved) was considered applicable to the valuation of the subject property. The Cost Approach and Income Approach were considered inappropriate as buyers and sellers do not consider these approaches in their buying and selling decisions of townhomes. Sufficient market data was available in order to utilize the Sales Comparison Approach.

SALES COMPARISON APPROACH

The sales comparison approach, also referred to as the market approach, is the appraisal technique which produces an estimate of value of the subject property by comparing it with other similar properties of the same type, or highest and best use which have sold recently or are currently offered for sale in the same or competing neighborhoods. These sales are analyzed on a price per square foot of living area basis.

The value of the subject property will be reconciled based upon the adjusted sales price per square foot of building area by the market approach. The market approach is based upon the economic principle of substitution; that a buyer will pay no more for a property than the cost to acquire one of equal attractiveness or utility. The following sales indicate a tight range of sales price per square foot of building area.

Comparable Sale 1 sold on June 1, 2021 for \$279,000 and was the sale from Gasper E. & Norma N. Luna to Mabel Aracell Suarez de Estrada. The property is located at 645 Sandalwood Dr. in the City of Destin, Florida. The property is on 0.07 ac with a 3-bedroom, 2 bathroom 1,421 sf of living area. The living area includes the garaged that was converted to living area. This sale indicates an unadjusted unit price of \$196.34 per square foot of living area.

Comparable Sale 2 sold on May 25, 2021 for \$179,900 and was the sale from Valore Kay Ulferts to Brain Wasik. The property is located at 655 Sandalwood Dr. in the City of Destin, Florida. The property is on 0.12 ac with a 2 bedroom, 1½ bath, 1,060 sf house. This sale indicated an unadjusted unit price of \$169.72 per square feet of living area.

Comparable Sale 3 sold on February 6, 2021 for \$209,900 and was the sale from Michael J. Thomas to Thomas Yeabower. The property is located at 734 Legion Dr. in the City of Destin, Florida. The property is on 0.06 ac with a 2 bedroom 2 bath 1,188 sf house. This sale indicates an unadjusted unit price of \$176.68 per square foot of living area.

IMPROVED SALES SUMMARY

Sale No.	Subject	Sale 1	Sale 2	Sale 3
Instruction No.		BK: 3551 PG: 4083	BK: 3549 PG: 874	BK: 3524 PG: 2358
Date of Sale		June 1, 2021	May 25, 2021	February 6, 2021
Sales Price		\$279,000	\$179,900	\$209,900
Location	Sandalwood	645 Sandalwood Dr.	655 Sandalwood Dr.	734 Legion Dr.
Lot Size (ac)	0.08 ac	0.07 ac	0.12 ac	0.06 ac
Zoning/Land Use	MDR-V/MDR	MDR-V/MDR	MDR-V/MDR	MDR-V/MDR
Construction	Frame	Frame	Frame	Frame
Condition	Good	Average	Average	Average
Design	Townhome	Townhome	Townhome	Townhome
Year Built	1986	1982	1982	1984
Home Size-Heated	1,238 SF	1,421 SF	1,060 SF	1,188 sf
Sales Price per SF Living Area		\$196.34	\$169.72	\$176.68
ADJUSTMENTS				
Market Conditions/Time		Similar 0%	Similar 0%	Similar 0%
Adj. For Market Conditions/Time		\$196.34	\$169.72	\$176.68
COMPARISONS:				
Location		Similar 0%	Similar 0%	Similar 0%
Lot Size/Shape Land		Similar 0%	Superior -5%	Similar 0%
Zoning/FLU		Similar 0%	Similar 0%	Similar 0%
Quality/Condition		Similar 0%	Similar 0%	Similar 0%
Site Improvements		Similar 0%	Similar 0%	Similar 0%
Size Home/Living Area		Superior -5%	Inferior +5%	Similar 0%
Net Adjustments		-5%	0%	0%
Adj. Sales Price Per Square Foot		\$186.52	\$169.72	\$176.68

Adjustments:**Market Conditions/Time:**

The sales were considered similar to the subject in market condition and time, and no adjustment was necessary.

Location:

The focus of my sales search was to locate properties with similar size, location highest and best use, and characteristics to the subject's.

The sales were located in the City of Destin on the same street as the subject or an area considered similar to the subject. No adjustment was necessary for location.

Size/Shape:

The subject site contains 0.08 acres. On a unit comparison based on a per square foot or per acres as land size increases, typically the unit value decreases and vice versa. That is not the case when the unit of comparison is based on per buildable lot, typically as the lot increases in size the price per lot increases. The sales contained 0.07 ac, 0.12 ac and 0.06 ac. Sales 1 and 2 were considered similar in size to the subject. Sale 2 was larger in lot size to the subject and was considered superior requiring a downward adjustment.

Zoning:

All the sales were zoned the same as the subject with no adjustment warranted.

Quality/Condition:

All the Sales were considered similar to the subject with no adjustment warranted.

Size Home/Living Area:

Sale 1 was considered superior to the subject at 1,421 sf of living area compared to the subject's living area of 1,238 sf. Sale 2 was smaller than the subject requiring an upward adjustment. Sale 3 were slightly different than the subject's living area but were considered similar with no adjustment warranted.

Summary and Conclusion

The price per square foot of building area was considered the most reliable to value the subject property and is as follows:

Comparable	Adjusted Sales	x	Size of Subject	Indicated Value
	Price Per SF Living Area			of Subject
Sale 1	\$186.52	x	1,238 SF	\$220,840
Sale 2	\$169.72	x	1,238 SF	\$200,948
Sale 3	\$176.68	x	1,238 SF	\$209,189

The above sales indicate a range between \$200,948 by Sale 2 to \$220,840 by Sale 1. This unit of measurement is considered reliable as the comparable sales are similar in, construction, condition, and size. The subject unit value should fall within the range of the price per square foot of building area indicated by the comparable sales. I have reconciled at \$173.66 per square foot for a unit value to apply to the subject's 1,238 sf of living area. This is near the upper end of the three sales. Thus, the indicated market value of the subject via the Market Approach is of \$214,991 by the sales price per square foot of living area, rounded to \$215,000.

\$215,000

RECONCILIATION OF VALUE INDICATIONS AND FINAL VALUE ESTIMATE

Cost Approach Not Used	Not Used
Sales Comparison Approach "Land & Affected"	\$215,000
Income Capitalization Report Not Used	Not Used

FINAL CONCLUSION OF MARKET VALUE

\$215,000

ADDENDA



OKALOOSA COUNTY PROPERTY APPRAISER PROPERTY CARD

Okaloosa County Property Appraiser

Parcel Summary

Parcel ID 00-25-22-2167-0000-0250
Location Address 611 SANDALWOOD DR
 DESTIN 32541
Neighborhood DESTIN WEST-INTR (313003,00)
Brief Tax Description* SANDALWOOD MANOR 1ST ADD ALL LOT 25 & E15.58 FT OF N100 FT & E12 FT OF 520 FT LOT 26 AS OR 1210-101 S.
**The Description above is not to be used on legal documents.*
Property Use Code SFR/TOWNHQ (000109)
Sec/Twp/Rng 00-25-22
Tax District Destin (District 10)
Millage Rate 12.5119
Acreage 0.000
Homestead N
Acreage (GIS) 0.00
Fire District N/A

[View Map](#)

Owner Information

Primary Owner
 Andersen Joanne A (Heirs Of)
 611 Sandalwood Drive
 Destin, FL 32541

	2020 Certified Values	2019 Certified Values	2018 Certified Values	2017 Certified Values
Building Value	\$64,364	\$54,057	\$45,848	\$41,639
Extra Features Value	\$0	\$0	\$0	\$0
Land Value	\$40,000	\$35,000	\$33,000	\$25,000
Land Agricultural Value	\$0	\$0	\$0	\$0
Agricultural (Market) Value	\$0	\$0	\$0	\$0
Just (Market) Value	\$104,364	\$89,057	\$78,848	\$66,639
Assessed Value	\$95,406	\$86,733	\$78,848	\$50,479
Exempt Value	\$0	\$0	\$0	\$25,979
Taxable Value	\$95,406	\$86,733	\$78,848	\$24,500
Maximum Save Our Homes Portability	\$8,958	\$2,324	\$0	\$16,160

Just (Market) Value description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

Land Information

Code	Land Use	Number of Units	Unit Type	Frontage	Depth
000109	SFR/TOWNHSE	1.00	UT	0	0

Building Information

Building 1
Type TOWNHOME
Total Area 1,250
Heated Area 1,238
Exterior Walls VINYL SID
Roof Cover COMP SHINGL
Interior Walls DRYWALL
Frame Type
Floor Cover CARPET
Heat AIR DUCTED
Air Conditioning CENTRAL
Bathrooms 1.5
Bedrooms 2
Stories 1
Actual Year Built 1983
Effective Year Built 1983

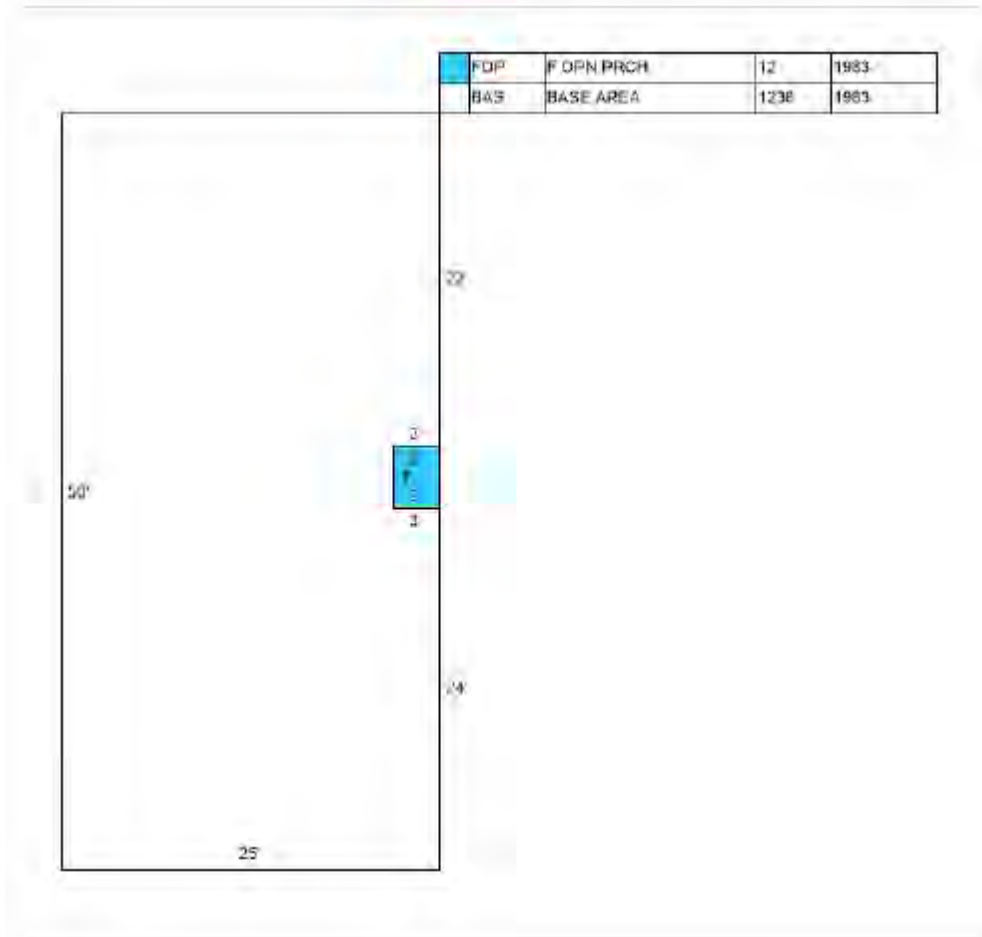
Building Area Types

Type	Description	Sq. Footage	Year
BA3	BASE AREA	1,238	1983
FOF	FOOTPRINT	12	1983

Sales

Multi Parcel	Sale Date	Sale Price	Instrument	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee
N	06/01/1982	\$5,900	WD	1194	1962	Qualified (Q)	Vacant		GRIFFIN JOANNE

Sketches



DEED of RECORD

WARRANTY DEED

** OFFICIAL RECORDS **
BK 1194 PG 1962

This Warranty Deed Made the 20th day of June A. D. 1982 by
ANDERSON, ANDERSON & FLESHMAN, a Co-Partnership,
hereinafter called the grantor, to

SANDALWOOD MANOR CONSTRUCTION COMPANY,
whose postoffice address is 708 Jupiter Street, Destin, Florida 32541,
hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and
their heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth: That the grantor, for and in consideration of the sum of \$10.00 and other
valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, re-
leases, releases, conveys and confirms unto the grantee, all that certain land situate in Okaloosa
County, Florida, viz:

Lot 25, SANDALWOOD MANOR TOWNHOMES FIRST ADDITION, according to Plat recorded
in Plat Book 6, at Page 93, of the Public Records of Okaloosa County, Florida.

SUBJECT TO restrictions and easements of record, which are not hereby reimposed.

FLORIDA DOCUMENTARY STAMP TAX REQUIRED
BY LAW IN THE AMOUNT OF \$ 36.55 HAS
BEEN PAID. NEWMAN C. BRACKIN, CLERK
OKALOOSA COUNTY.
BY: Robert Whitkinson DC

Together with all the tenements, hereditaments and appurtenances thereto belonging or in any-
wise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land
in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the
grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of
all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent
to December 31, 1982.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year
first above written.

Signed, sealed and delivered in our presence:

ANDERSON, ANDERSON & FLESHMAN

Sandra W. Roberts
Mary L. Perry

BY: W. H. F. Flesman, III
WADE H. FLESHMAN, III
CLERK OF THE CIRCUIT COURT
OKALOOSA COUNTY, FLORIDA

STATE OF FLORIDA,
COUNTY OF OKALOOSA.

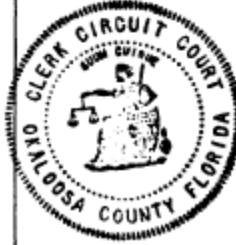
I HEREBY CERTIFY that on this day, before me, an officer duly
authorized in the State aforesaid and in the County aforesaid to take
acknowledgments, personally appeared

A. G. ANDERSON, SR. and WADE H. FLESHMAN, III,

to me known to be the persons described in and who executed the
foregoing instrument and they acknowledged before me that they
executed the same.

WITNESS my hand and seal of office in the County and
State last aforesaid, this 20th day of
June 1982.

NOTARY PUBLIC, FLORIDA
My Commission Expires: 11-20-84



FILE# 708792
OKALOOSA COUNTY, FLORIDA

RCO: JUN 9 1983 @ 2:56 PM
NEWMAN C. BRACKIN, CLERK

This instrument was prepared by:

F. B. ESTERGEN

Estergen, Fortson, Anderson & Perry, P.A.
P. O. Drawer 2167, Fort Walton Beach, Florida 32549

COMPARABLE SALES MAP & DATA SHEETS



IMPROVED SALE DATA SHEET		
SALE NO.: 1		
(a)	Recording Data – County: Instrument No.	Okaloosa County BK: 3551 PG: 4083
(b)	Grantor:	Gaspar E. & Norma N. Luna
(c)	Grantee:	Mabel Aracell Suarez de Estrada
(d)	Date of Transaction:	6/1/2021
(e)	Date of Inspection:	August 4, 2021
(f)	Land Size: Site Shape: Site Frontage: Topography:	0.07 ac Generally Rectangular Sandalwood Dr. Level and even with abutting road grade
(f)	Consideration:	\$279,000
(h)	Unit Price:	\$196.34 SF of Living Area
(i)	Type of Instrument:	Warranty Deed
(j)	Tax ID No.:	00-2S-22-2166-0000-0110
(k)	Location:	645 Sandalwood Dr., Destin, FL
(l)	Zoning & Future Land Use:	MDR-V MDR by the City of Destin, FL
(m)	Present Use:	Improved Townhome
(n)	Highest and Best Use:	Continued use of single-family residence
(o)	Condition of Sale:	Arm's length
(p)	Financing:	Cash to seller
(q)	Encumbrances:	None noted that affect value
(r)	Improvements (sale date):	Living Area: 1,421* Fireplace: None Construction: Frame Driveway: Concert Year Built: 1982 Garage: Converted Condition: Average Porch: Small Front Bedrooms: 3 Outbuildings: None Bathrooms: 2 Road frontage: Paved Heat/Cool: Central Floor: Tile
(s)	Utilities:	Public sewer, water, electric and telephone
(t)	Verification:	Selling Broker, Angela M. Garcia by Stephen Cross, SR/WA
(u)	Motivation of Parties:	Seller: Dispose of asset Buyers: Single-Family Home
(v)	Cash Equivalency:	No cash equivalency analysis required
(w)	Exposure Time:	If properly priced, typically, 1 to 3 months to contract.
(x)	Days on Market:	Unknown
(y)	Remarks:	*The garage was converted to heated/cooled. The original living area is 1,196 sf



STREET LEVEL PHOTO

(Photo taken by Stephen Cross, SR/WA, on August 4, 2021)

AERIAL PHOTO



DEED for SALE 1

**FILE #3461397 RCD: 6/7/2021 8:59 AM, BK: 3551 PG: 4083, RECORDING: \$10.50 RECORDING ARTICLE V: \$8.00
D Doc Stmp: \$2,023.00 DEPUTY CLERK ASECRIST
JD PEACOCK II CLERK OF COURTS, OKALOOSA COUNTY, FLORIDA**

Prepared by:
Julie R. Barbeau Johnson
McNeese Title, LLC
3921 East County Highway 30A
Santa Rosa Beach, Florida 32459
File Number: S21-0378JJ

Warranty Deed

Made this June 1, 2021 A.D. By **Gaspar E. Luna and Norma N. Luna, husband and wife**, whose address is: 305 Main Street, Destin, Florida 32541, hereinafter called the grantor, to **Mabel Araceli Suarez Abanto de Estrada, a married woman**, whose post office address is: 430 Winchester Drive, Celina, Texas 75009, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth, that the grantor, for and in consideration of the sum of Ten Dollars, (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in Okaloosa County, Florida, viz:

Lot 11, less the East 1.62 feet thereof, and the East 1.62 feet of Lot 12, SANDALWOOD MANOR TOWNHOMES, according to the Plat thereof as recorded in Plat Book 6, at Page 59, of the Public Records of Okaloosa County, Florida.

Being the same property deeded to Grantor, dated 12/18/2009, recorded in Records Book 2918, Page 2034 Public Records of Okaloosa County, Florida.

Parcel ID Number: **00-2S-22-2166-0000-0110**

Subject property is the homestead of the Grantor as defined by the Constitution of the State of Florida.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except for all covenants, conditions, restrictions, reservations, limitations, and easements of record, all applicable zoning ordinances and/or restrictions and prohibitions imposed by governmental authorities, if any, and taxes accruing subsequent to December 31, 2020.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Signature: [Signature]
Witness Printed Name: Ashtley Chapman

[Signature]
Gaspar E. Luna

Witness Signature: [Signature]
Witness Printed Name: BENNETT CHRISTOPHER WRAY

[Signature]
Norma N. Luna

State of Florida
County of Okaloosa

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 1st day of June, 2021, by Gaspar E. Luna and Norma N. Luna, who is/are personally known to me or who has produced Davis Acosta as identification.

[Signature]
Notary Public
Print Name: BENNETT CHRISTOPHER WRAY
My Commission Expires: _____

Affix Notary Seal



BENNETT CHRISTOPHER WRAY III
Commission # GG 149525
Expires October 9, 2021
Bonded Thru Budget/Notary Services

IMPROVED SALE DATA SHEET		
SALE NO.: 2		
(a)	Recording Data – County: Instrument No.	Okaloosa County BK: 3549 PG: 874
(b)	Grantor:	Valore Kay Ulferts
(c)	Grantee:	Brain Wasik
(d)	Date of Transaction:	5/25/2021
(e)	Date of Inspection:	August 4, 2021
(f)	Land Size: Site Shape: Site Frontage: Topography:	0.12 ac Rectangular Sandalwood Dr. Level and even with abutting road grade
(f)	Consideration:	\$179,900
(h)	Unit Price:	\$169.72 SF of Living Area
(i)	Type of Instrument:	Personal Representative's Deed
(j)	Tax ID No.:	00-2S-22-2166-0000-0070
(k)	Location:	655 Sandalwood Dr., Destin, FL
(l)	Zoning & Future Land Use:	MDR-V MDR by the City of Destin, FL
(m)	Present Use:	Townhome
(n)	Highest and Best Use:	Continued use of single-family residence
(o)	Condition of Sale:	Arm's length
(p)	Financing:	Cash to seller
(q)	Encumbrances:	None noted that affect value
(r)	Improvements (sale date):	Living Area: 1,060 Construction: Frame Year Built: 1982 Condition: Average Bedrooms: 2 Bathrooms: 1 ½ Heat/Cool: Central Fireplace: None Driveway: Concert Garage: Yes Porch: Small Front Outbuildings: None Road frontage: Paved Floor: Carpeting, Tile
(s)	Utilities:	Septic System, Public water, electric and telephone
(t)	Verification:	Selling Broker, David L. Bordon by Stephen Cross, SR/WA
(u)	Motivation of Parties:	Seller: Dispose of asset Buyer: Single-Family Home
(v)	Cash Equivalency:	No cash equivalency analysis required
(w)	Exposure Time:	If properly priced, typically, 1 to 3 months to contract.
(x)	Days on Market:	Unknown
(y)	Remarks:	None



STREET LEVEL PHOTO

(Photo taken by Stephen Cross, SR/WA, on August 4, 2021)

AERIAL PHOTO of SALE



DEED for SALE 2

**FILE #3458236 RCD: 5/25/2021 4:05 PM, BK: 3549 PG: 874, RECORDING: \$10.50 RECORDING ARTICLE V: \$8.00
D Doc Stmp: \$1,259.30 DEPUTY CLERK ASECRIST
JD PEACOCK II CLERK OF COURTS, OKALOOSA COUNTY, FLORIDA**

Prepared By and Return To:
Vintage Title & Escrow, Inc.
1234 Airport Rd #108
Destin, FL 32541

File No. 21-3580A

Property Appraiser's Parcel I.D. (folio) Number(s)
00-2S-22-2166-0000-0070

PERSONAL REPRESENTATIVE'S DEED

THIS PERSONAL REPRESENTATIVE'S DEED made and executed May 25, 2021, by Valoree Kay Ulferts an unmarried woman, individually and as Personal Representative of The Estate of Dean Ivan Ulferts a/k/a Dean I. Ulferts, deceased hereinafter called the grantor, to Brian Wasik an unmarried man whose post office address is 28510 E. Benders Landing Blvd., Spring, TX 77386, hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH: That the grantor, for and in consideration of the sum of \$10.00 and other valuable consideration, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situated in OKALOOSA County, Florida, viz:

Lot 7, and the East 1.62 feet of Lot 8, SANDALWOOD MANOR TOWNHOMES, according to the Plat thereof as recorded in Plat Book 6, Page(s) 59, of the Public Records of Okaloosa County, Florida.

subject to easements, restrictions, reservations, and limitations of record, if any.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in any wise appertaining. TO HAVE AND TO HOLD the same in Fee Simple forever.

AND the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in Fee Simple; that the grantor has good right and lawful authority to sell and convey said land; that all court orders and laws of Florida have been followed and complied with in all respects; and that said land is free of all encumbrances, except taxes accruing subsequent to: December 31, 2020.

PERSONAL REPRESENTATIVE'S DEED
(Continued)

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

Debra C. Schmit
(Witness Signature)

Debra C. Schmit
Witness #1 Print

Tessa Schmit
(Witness Signature)

Tessa Schmit
Witness #2 Print

The Estate of Dean Ivan Ulferts a/k/a Dean
I. Ulferts

BY: Valoree Kay Ulferts, Representative
Valoree Kay Ulferts, Personal Representative

133 E Church Road
(Address)

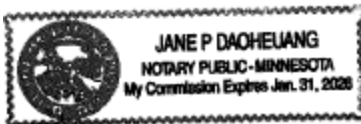
Easley, SC 29642
(Address)

STATE OF Minnesota

COUNTY OF Dakota

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization,
this 19th day of May, 2021 by Valoree Kay Ulferts, who is personally known to me or who has produced
Minnesota Drivers license as identification.

My commission expires: Jan. 31, 2026 Jane P. Dacheuang
Printed name:
Notary Public



A handwritten signature of Jane P. Dacheuang in dark ink.

IMPROVED SALE DATA SHEET		
SALE NO.: 3		
(a)	Recording Data – Instrument No.:	Okaloosa County BK: 3524 PG: 2358
(b)	Grantor:	Michael J. Thomas
(c)	Grantee:	Thomas Yeabower
(d)	Date of Transaction:	2/6/2021
(e)	Date of Inspection:	August 4, 2021
(f)	Land Size: Site Shape: Site Frontage: Topography:	0.06 ac Irregular Legion Dr. Level and even with road grade
(f)	Consideration:	\$209,900
(h)	Unit Price:	\$176.68 sf of Living Area
(i)	Type of Instrument:	Warranty Deed
(j)	Tax ID No.:	00-2S-22-1486-0000-0949
(k)	Location:	734 Legion Dr., Destin, FL
(l)	Zoning & Future Land Use:	MDR-V MDR by the City of Destin, FL
(m)	Present Use:	Townhome
(n)	Highest and Best Use:	Continued use of single-family residence
(o)	Condition of Sale:	Arm's length
(p)	Financing:	Cash to Seller
(q)	Encumbrances:	None noted that affect value
(r)	Improvements (sale date):	Living Area: 1,188 sf Construction: Frame Year Built: 1984 Condition: Average Bedrooms: 2 Bathrooms: 2 Heat/Cool: Central Fireplace: None Driveway: Concert Garage: None Porch: 2nd Floor Outbuildings: None Road frontage: Paved Floor: Tile
(s)	Utilities:	Public sewer, water, electric and telephone.
(t)	Verification:	Julie Morrill selling broker by Stephen Cross, SR/WA
(u)	Motivation of Parties:	Seller: Dispose of asset Buyer: Single-Family Residence
(v)	Cash Equivalency:	No cash equivalency analysis required
(w)	Exposure Time:	If properly priced, typically, 1 to 3 months to contract.
(x)	Days on Market:	Unknown
(y)	Remarks:	None



STREET LEVEL PHOTO

(Photo taken by Stephen Cross, SR/WA, on August 4, 2021)

AERIAL PHOTO of SALE



DEED for SALE 3

FILE #3428670 RCD: 2/9/2021 11:03 AM, BK: 3524 PG: 2358, RECORDING: \$10.50 RECORDING ARTICLE V: \$8.00
D Doc Stmp: \$1,469.30 DEPUTY CLERK asims
JD PEACOCK II CLERK OF COURTS, OKALOOSA COUNTY, FLORIDA

THIS INSTRUMENT PREPARED BY AND RETURN TO:

Surety Land Title of Florida, LLC
188 N. Main Street
Crestview, FL 32536
File No.: 2106001M

SPACE ABOVE THIS LINE FOR RECORDING DATA

WARRANTY DEED

THIS WARRANTY DEED, made the 5th day of February, 2021 by **Michael J. Thomas, a married man as his non-homestead property**, whose post office address is herein called the grantor, to **Thomas Yeabower, an unmarried man**, whose post office address is **734 Legion Drive, Unit 94, Destin, FL 32541**, hereinafter called the Grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H: That the grantor, for and in consideration of the sum of TEN AND 00/100'S (\$10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee all that certain land situate in OKALOOSA County, State of Florida, viz.:

Lot 94, A RE-SUBDIVISION OF A PORTION OF 'LEGION VILLAGE' TOWNHOMES A/K/A Suncay Townhomes, According To The Plat Thereof As Recorded In Plat Book 8, Page 7, Of The Public Records Of Okaloosa County, Florida.

Subject to easements, restrictions and reservations of record and taxes for the year 2021 and thereafter.

Property Appraisers Parcel Identification (Folio) Number: **00-2S-22-1486-0000-0940**

TOGETHER, with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2020.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Sandra D. Farn

Witness #1 Signature

Michael J. Thomas
Michael J. Thomas

SANDRA D FARN

Witness #1 Printed Name

Marsha McCombs

Witness #2 Signature

Marsha McCombs

Witness #2 Printed Name

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 5th day of February, 2021 by Michael J. Thomas who is personally known to me or has produced FL DLs as identification.

SEAL



Marsha McCombs
Notary Public

Marsha McCombs

Printed Notary Name

My Commission Expires:



americanacquisition.com

July 28, 2021

Joanne A. Andersen (Heirs of)
611 Sandalwood Dr.
Destin, FL 32541

Project: Destin Cross Town Connector Roadway Project
Tax ID: 00-2S-22-2167-0000-0250
Location Address: 611 Sandalwood Dr.
Destin, Florida

Dear Property Owner:

The City of Destin is planning a roadway improvement project, the Destin Cross Town Connector. I have been engaged to provide an appraisal of your property. The purpose of the appraisal is to estimate the market value of your property needed for the roadway improvement project.

I have scheduled a field inspection of the above-described property on Thursday, August 5, 2021 at 10:45 am. If you or your designated representative would like to bring to my attention factors that affect the value of the property, please meet me at the property at that time or contact me using the information below.

You may contact me Monday through Friday between 8:00 a.m. and 4:00 p.m. at 407-883-6288 or by email at scross@americanacquisition.com

If you have any questions, please contact me.

Very truly yours,

Stephen J. Cross, SR/WA
State-Certified General Real Estate Appraiser RZ2405
407-883-6288
scross@americanacquisition.com



711 North Sherrill Street – Suite B
Tampa, Florida 33609-1109
Ph. 813-287-8191 Fax 813-287-8197

Stephen J. Cross, SR/WA

Appraiser



Mr. Cross has over 35 years of experience in all aspects of purchasing, managing, leasing and disposing of real property for government agencies and individuals. Effective management of large-scale projects for cities, counties, DOT, IRS and private individuals including, transportation and engineering services, land planning, right-of-way acquisition and appraisal services, eminent domain and expert witness

testimony.

PROFESSIONAL EXPERIENCE

American Acquisition Group (AAG) 2018 to present

Senior Appraiser. AAG acquired the RTD Group in April of 2018

RTD Group, 2008 to 2018

Promoted through multiple positions at a nationally recognized licensed Real Estate and Engineering Corporation, serving public and private clients in Florida.

Vice President, February 2017 to 2018

Deliver professional transportation and engineering services, planning and right-of-way acquisition and appraisal services. Responsible for managing acquisition projects, marketing, client development, contract negotiations, technical and administrative appraisal reviews and mediation reports. Provide eminent domain and expert witness testimony.

Right of Way Director, 2009 – February 2017

Managed appraisals, acquisition projects, cost estimates for concepts, planning, budgets and PD&E. Assisted legal departments, marketing, bids and proposal preparation. Attended public meetings representing ROW projects. Prepared land planning reports to support appraisal reports for Florida Department of Transportation (DOT) and Internal Revenue Service (IRS). Supervised acquisition and relocation agents. Testified as an appraisal expert in Order of Taking hearings and assisted in hearings and litigation support.

Senior Appraiser, Right-of-Way Department, Florida's Turnpike Enterprise, 2008 – 2009

Responsible for managing appraisal projects, cost estimates for concepts, planning and PD&E, preparation of appraisal reports and technical and administrative appraisal reviews. Delivered mediation reports and attended public meetings and hearings as right-of-way appraisal expert and assisted legal department. Participated on value engineering teams making recommendations on proposed ROW that has resulted in substantial savings to the agency.

Orange County Real Estate Management Division, 1986 – 2008

Review Appraiser, 1992 – 2008

Supervised appraisal projects, appraisals, appraisal review, cost estimates, appraisal bid scopes and litigation support. Prepared reports for mediation and attended as a participant. Served as a supervisor for the Public Information Call Center Emergency Operations Center during times of natural disasters.

Staff Appraiser, 1990 – 1992

Conducted appraisals, appraisal reviews, cost estimates and litigation support.

Years of Experience: 35

Education:

University of Central Florida
Bachelor of Science Degree in
Business Administration majoring in
Finance, 1983

Licensure/Certification:

FL State-Certified General Real Estate
Appraiser – RZ2405

FL RE Broker – BK149670

Designations / Affiliations

IRWA, Chapter 26 International
Director - Current

IRWA, Senior Right of Way
Professional (SR/WA)

Acquisition Agent, 1986 – 1990

Acquired properties for Orange County. Public Works Division road projects, intersection improvements, storm water drainage, public utilities, sewer and water easements, rapid infiltration basins, Fire Administration facility, fire station sites and various Parks and Recreation Division sites.

GOVERNMENT AGENCIES SERVED

- City of Tampa
- City of St. Petersburg
- Longboat Key
- Manatee County
- Hernando County
- Orange County
- Sumter County
- Osceola County
- Pasco County
- Pinellas County
- Tampa International Airport (TPA)
- Central Florida Expressway Authority (CFX)
- Hillsborough Area Regional Transit Authority (HART)
- Tampa Hillsborough Expressway (THEA)
- Florida DOT Districts 1, 2, 7
- Florida's Turnpike Enterprise, statewide

ADDITIONAL EXPERIENCE

Current Town of Astatula Councilman. Provide direct supervision of employees and the running of the Town. Responsible for all aspects of running the day-to-day business of the Town including the annual budget and setting the City's property tax rate.

Council Member for the Town of Astatula. Led an initiative to update of the land use codes and zoning regulations. Was instrumental in hiring a town engineer and a new town attorney.

Broker Associate, Phyllis B. Cross Realtor. Sale and leasing of properties, conducted title searches, cleared title defects, researched easements to determine legal access to properties.

Military Intelligence Aerial Image Interpreter, U.S. Army. Provided aerial photography interpretations and mapping. Squad Supervisor stationed at Fort Hood, Texas. Held a Top Secret Clearance.


 CITY OF DESTIN
OFFER AND PURCHASE AGREEMENT

AGENCY: City of Destin
 PROJECT: Destin Connector
 COUNTY: Okaloosa
 PARCEL NO.: 611 Sandalwood

Seller: Tracy Lynne Banis, Beneficiary of the Estate of Joanne A. Andersen
Buyer: City of Destin

Buyer and Seller hereby agree that Seller shall sell and Buyer shall buy the following described property pursuant to the following terms and conditions.

I. Description of Property

(a) Real property described as: Property Tax ID No. 00-2S-22-2167-0000-0250

(b) Estate being purchased: ☒ Fee Simple
 ☐ Permanent Easement
 ☐ Temporary Easement
 ☐ Leasehold

(c) Buildings, Structures, Fixtures, and Other Improvements: 0.08 Acre; 1,238 SF Attached SFR; 12 SF Porch, concrete driveway and utility connections – Total Acquisition.

(d) Personal property described as: None.

(e) Outdoor Advertising Structure(s) Permit Number(s): None.

Property owned by others described as: None.
 is **NOT** included in this agreement. A separate offer is being, or has been, made for this property.

II. PURCHASE PRICE
(a) Real Property

Land/Improvements	1. \$	<u>215,000.00</u>
Real Estate Damages	2. \$	<u>0.00</u>
(Severance/Cost-to-Cure)		<u>0.00</u>
Incentive Offer	3. \$	<u>0.00</u>

Total Real Property	4. \$	<u>215,000.00</u>
----------------------------	--------------	-------------------

(b) Total Personal Property	5. \$	<u>0.00</u>
------------------------------------	--------------	-------------

Total Purchase Price (Add lines 4 and 5)	\$	<u>215,000.00</u>
---	-----------	-------------------

(c) Portion of Total Purchase Price to be paid to Seller by Buyer at Closing.	\$	<u>215,000.00</u>
---	----	-------------------

(d) Portion of Total Purchase Price to be paid to Seller by Buyer upon surrender of possession.	\$	<u>0.00</u>
---	----	-------------

Buyer hereby represents to Seller that this offer is not less than Buyer's estimate of market value.



III. Conditions and Limitations

- (a) Seller is responsible for all taxes due on the property up to, but not including, the day of closing.
- (b) Seller is responsible for delivering marketable title to Buyer. Marketable title shall be determined according to applicable title standards adopted by the Florida Bar in accordance with Florida Law subject only to those exceptions that are acceptable to Buyer. Seller shall be liable for any encumbrances not disclosed in the public records or arising after closing as a result of actions of the Seller.
- (c) Seller shall maintain the property described in **Section I** of this agreement in the same condition existing on the date of this agreement, except for reasonable wear and tear.
- (d) Any occupancy of the property described in **Section I** of this agreement by Seller extending beyond the day of closing must be authorized, in writing, by Buyer.
- (e) Seller agrees that the real property described in **Section I** of this agreement shall be conveyed to Buyer by conveyance instrument(s) acceptable to Buyer.
- (f) Seller and Buyer agree that this purchase agreement represents the full and final agreement and no agreements or representations, shall be binding on the parties.
- (g) Other:

IV. Closing Date

The closing will occur no later than 60 days after Final Agency Acceptance and approval by City of Destin, FL.

V. There are no handwritten or typewritten provisions inserted herein or attached hereto.

VI. Seller and Buyer hereby acknowledge and agree that their signatures as Seller and Buyer below constitute their acceptance of this agreement as a binding real estate contract.

Seller(s)

DocuSigned by:

Tracy Lynne Banis 5/19/2023
 Signature Date
 Tracy Lynne Banis, Beneficiary
 Type or Print Name under signature

 Signature Date
 Type or Print Name under signature

Buyer

City of Destin, Lance Johnson, City Manager
 BY: _____
 Signature Date

DocuSigned by:

Marsha Hayes
 Marsha Hayes, SR/WA - City of Destin Consultant Agent

VII. FINAL AGENCY ACCEPTANCE

The Buyer has granted final agency acceptance this _____ day of _____, 2017 .

BY: _____
 Signature Date
 Type or Print Name and Title under signature

This document delivered by Marsha Hayes, SR/WA – HCS, LLC May 15, 2023
 Date
 This document received by Tracy Lynne Banis May 15, 2023
 Date

**SIGNATURE ADDENDUM**

SELLER(S):

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

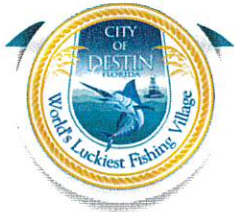
Signature Date_____
Type or Print Name under signature_____
Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature

Signature Date_____
Type or Print Name under signature



**CITY OF DESTIN
STATEMENT OF ELIGIBILITY FOR SUPPLEMENTARY
REPLACEMENT HOUSING PAYMENT FOR OWNER**

Tracy Lynne Banis
611 Sandalwood Drive
Destin, FL 32541

AGENCY: City of Destin
PROJECT: Destin Connector
COUNTY: Okaloosa
PARCEL NO.: 611 Sandalwood Drive

This is to certify that the property owners being displaced from the residence located at: 611 Sandalwood Drive, Destin, FL 32541

- ☐ will not be eligible for a replacement housing payment because
- ☒ will be eligible for a purchase additive amount not to exceed \$184,500 in order to purchase a decent, safe and sanitary dwelling as an owner who elects to purchase. In order to receive the full purchase additive amount, you must purchase a decent, safe and sanitary dwelling costing at least \$379,900.00 * 399,500.00

The above amount is based upon the difference between the value of the comparable replacement dwelling offered by City of Destin \$379,900.00 and the value of the acquired dwelling on a typical homesite as determined by City of Destin \$215,000.00. The value of the acquired dwelling on a typical homesite represents 100% of the approved appraisal amount for your property, which is \$215,000.00. If the actual price of the acquired dwelling changes or the displacee purchases a replacement dwelling with a different value, the amount of the purchase additive eligibility may change. This eligibility amount is subject to change if comparable dwelling similar to the property to be acquired are no longer available.

The displacee may also be eligible, when applicable, for compensation of the loss of favorable financing on an existing mortgage in the financing of replacement housing and reimbursement for costs incidental to the purchase of a replacement dwelling. The displacee must purchase and occupy decent, safe and sanitary replacement housing within one year from the later of the date he/she receives this Statement of Eligibility or the date he/she receives payment for the property the City of Destin is acquiring.

The benefits will not be available until acquisition of the property to be acquired by the City of Destin is complete.

Payments will not be made to persons who purchase a replacement dwelling until they occupy the dwelling and provide a closing statement or other acceptable documentation of the price paid for the replacement unit.

If you are eligible for a replacement housing payment, please see attached Form Number ROW-F040-05 for location and further information on comparable replacement dwelling(s) offered to you and calculation of replacement housing payment.

SIGNED: Marsha Hayes
TITLE: Marsha Hayes, SR/WA - HCS, LLC
DATED: 5/15/2023

RECEIPT ACKNOWLEDGED by Tracy Lynne Banis

on the 15th day of May, 2023



< Destin, FL X

By MARTHA C HOBGOOD



For Sale

\$399,500 ↓\$26K Est. **\$2,673/mo**

3 bed 2 bath 1,418 sqft 8,712 sqft lot

1154 Bay Ct, Destin, FL 32541



Single family
Property type



15 days
Time on Realtor.com



\$282
Price per sqft

Street
View



2 cars
Garage



1985
Year built



Commute time: [Add a commute](#)

This property has multiple listings: For Sale listing 1 | [For Sale listing 2](#)

Ask a question

Share this home



Open houses



Prev **Property details**

Next

Property overview

Wonderful Location in Destin in Bayview Manor. Sellers have lived there over 30 years. Tree lined neighborhood and the house is elevated on a high level lot. Screened porch off the great room. Roof is 4 years old. Two city parks nearby. Garage Door is a hurricane graded door. Wood burning fireplace ...

[READ MORE](#) ▾

Property Features

Bedrooms

- Bedrooms: 3
- Primary Bedroom Dimensions: 12 x 13
- Bedroom 1 Dimensions: 11 x 12
- Primary Bedroom Sqft: 156
- Bedroom 1 Sqft: 132
- Primary Bedroom Level: First
- Bedroom 1 Level: First

Bathrooms

- Total Bathrooms: 2
- Full Bathrooms: 2
- Primary Bathroom Features: Cultured Marble, Shower Only, Walk-In Closet(s)

Interior Features

- Ceiling Fan(s)
- Recessed Lighting
- Walk-In Closet(s)
- Door Features: Insulated Doors
- Flooring: Tile
- Window Features: Double Pane Windows

Appliances

- Electric Water Heater
- Built In Microwave
- Dishwasher
- Refrigerator
- Laundry Features: W/D Hookups

Heating and Cooling

- Cooling Features: Central Air, Ceiling Fan(s)
- Heating Features: Central, Fireplace(s)
- Heating: Yes

Kitchen and Dining

- Dining Room Dimensions: 9 x 10
- Dining Room Features: Formal Dining Room
- Dining Room Level: First
- Dining Room Sqft: 90
- Dining Room Dimensions: 11 x 10
- Kitchen Features: Updated
- Kitchen Level: First

[Next](#)

- Kitchen Sqft: 110

Other Rooms

- Living Room Dimensions: 19 x 16
- Living Room Sqft: 304
- Living Room Level: First

Exterior and Lot Features

- Lawn Pump
- Fencing: Back Yard
- Road Responsibility: Public Maintained Road

Garage and Parking

- Covered Spaces: 2
- Garage Spaces: 2
- Parking Features: 2 Car Garage, Guest, Side Entrance
- Parking Total: 2

Land Info

- Lot Description: Interior Lot
- Lot Size Acres: 0.2
- Lot Size Dimensions: 70x120
- Lot Size Square Feet: 8712

School Information

- Elementary School: Local School In County
- High School: Local School In County
- Middle School: Local School In County

Homeowners Association

- Association Fee Frequency: Annually
- Calculated Total Monthly Association Fees: 0

Rental Info

- Leasable Area Units: Square Feet

Other Property Info

- Source Listing Status: Active
- County: Okaloosa
- Directions: Cross Destin bridge, take first left which is Calhoun, left Benning, right Bay Ct house on left.
- Disclaimer: Home is being sold AS-IS. No repairs.
- List Price Low: 399500
- Source Property Type: Residential
- Source Neighborhood: Bayview Manor
- Parcel Number: 002S223087000A0140
- Subdivision: Bayview Manor
- Zoning Description: Res Single
- Property Subtype: Single Family Residence
- Previous System Name: C2C

[Next](#)

Building and Construction

- Total Square Feet Living: 1418
- Year Built: 1985
- Building Area Total: 1418
- Building Area Units: Square Feet
- Construction Materials: Frame
- Foundation Details: Slab
- Levels: One
- Living Area Units: Square Feet
- Property Age: 38
- Property Condition: Resale
- Roof: Shingle
- House Style: Ranch

Utilities

- Electric: Circuit Breakers, Copper Wiring
- Sewer: Septic Tank
- Water Source: Public

Home Features

- Green Energy Efficient: Ridge Vent

[SEE LESS](#) ▲

Find out more about this property.

Contact agent

Local home services
Advertisement

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.C.

TO: City Council

THRU: Jeffrey Cozadd, Grants Manager
Ryan Scott, City Engineer
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: lisa Firth, Parks & Rec Director

DATE: 5/23/2023

SUBJECT: Pickleball Options
(May 1, 2023 Motion: To direct the City Manager to work with city staff to bring back by the first meeting in June a cost comparison between the city purchasing land and building pickleball courts on those properties versus donating money to another entity and building the pickleball courts on their land passed 6-0).

I. BACKGROUND: On April 19, 2023, Staff and the City Attorney provided a draft version of the Donor, Operations, and Service Agreement to the ECFF and MKAF. This service agreement would identify how a contribution from the City toward building pickleball courts at the ECFF location would be structured.

On May 1, 2023, Council made a motion to direct the City Manager to work with city staff to bring back by the first meeting in June a cost comparison between the city purchasing land and building pickleball courts on those properties versus donating money to another entity and building the pickleball courts on their land.

II. DISCUSSION: The staff has prepared a cost comparison of the city building pickleball courts at Morgan's Sports Center versus providing a donation to Emerald Coast Fitness Foundation and Mattie Kelly Arts Foundation for them to construct pickleball courts at their location.

Option A would include the city purchasing land, developing that land into additional parking, and constructing pickleball courts on a portion of an existing parking lot.

Purchase of Lot 00-2S-22-0000-0046-0010 - Estimated Acquisition cost between

\$350,000 and \$480,000.

Site Work/Drainage for creation of parking lot - \$630,537.50

Court Preparation - \$98,437.50

Construction of 10 courts with Lighting and Fencing - \$758,000 (six courts would be covered)

Construction of a building consisting of bathrooms, office/storage space, etc. - \$500,000

Total: \$2,336,975 - \$2,466,975

Option B would include the city constructing additional parking on land already owned by the city and then constructing pickleball courts on a portion of an existing parking lot.

Site Work/Drainage for creation of parking lot on existing property - \$587,687.50

Court Preparation - \$98,437.50

Construction of 10 courts with Lighting and Fencing - \$758,000 (six courts would be covered)

Construction of a building consisting of bathrooms, office/storage space, etc. - \$500,000

Total: \$1,944,125

Option C would include the city making a donation to ECFE and MKAF for them to construct pickleball courts on land that they own and operate.

ECT Management provided the city with the cost to construct the court and a business plan for managing the courts. They included a 5-year Profit Sharing Model projection that would yield net income to the City from approximately \$40,000 for the first year, growing to approximately \$50,000 in year five. The Break-Even date for options A and B would be 38 - 50 years from the time the courts are placed into use.

A. Link to Strategic Goals / Objectives: 4.17 Pickleball Courts

B. Effect on Budget (EOB): FY23 Budget has \$400,000 available for pickleball courts.

C. Level of Service (LOS): Level of Service will be increased

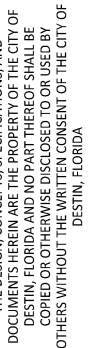
D. Legislative Sponsor:

III. CONCLUSION:

IV. RECOMMENDED MOTION: Item is informational only

Attachments:

1. Morgan Additional Parking Lot-Concept 2-Layout1
2. Morgan Additional Parking Lot-Concept 2-Layout2
3. Morgan Sport Center-Pickleball-ROMCE
4. Morgan Sport Center-ROMCE
5. Morgan Sport Center-Alt Opt-ROMCE

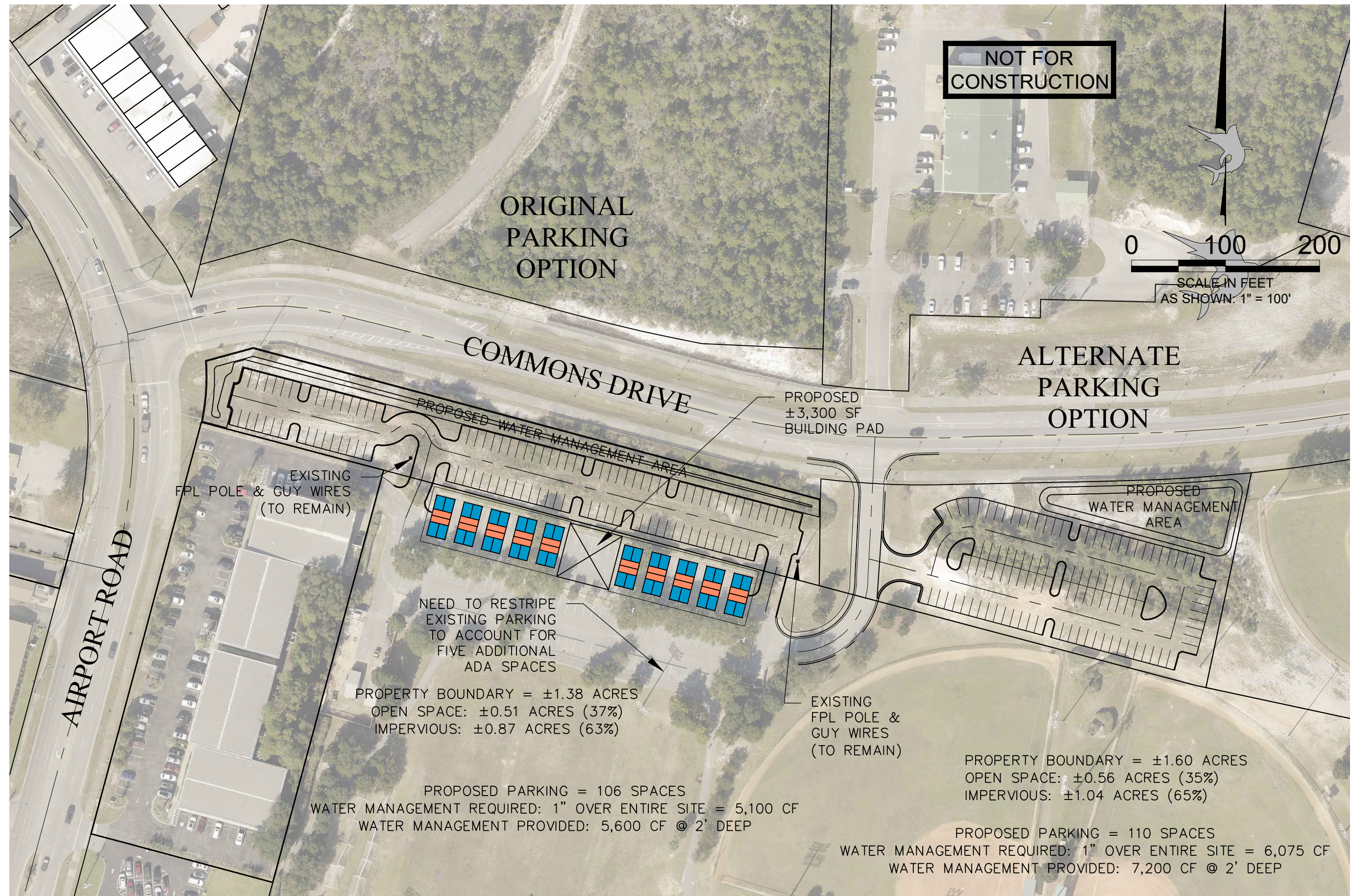


**PICKLEBALL
CITY OF DESTIN, FLORIDA**

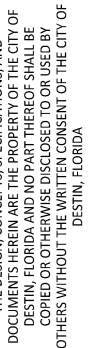
[illegible]

SHEET NUMBER

EX-02



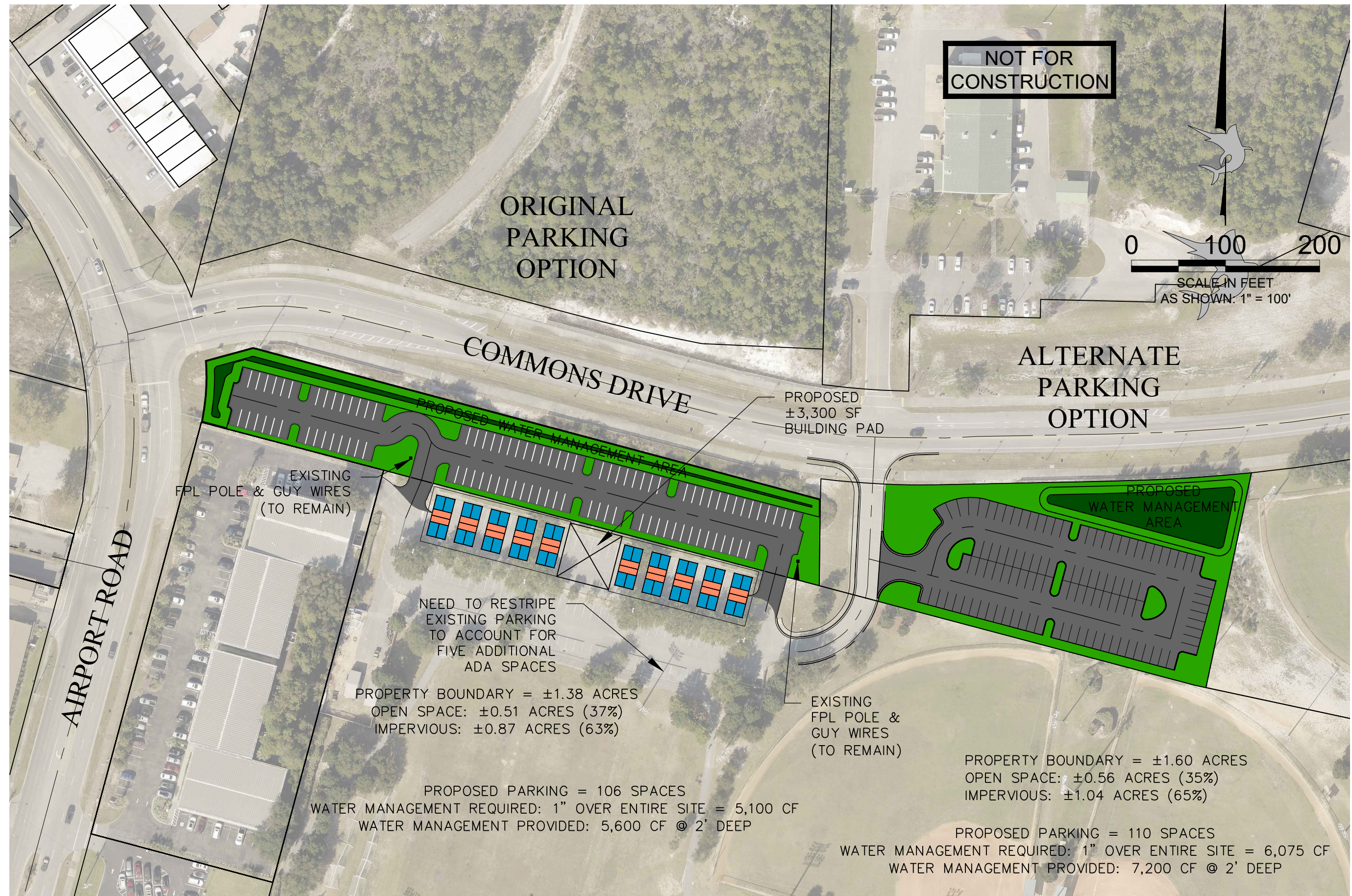
C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\CITY PROJECTS\MORGAN ADDITIONAL PARKING LOT\MORGAN ADDITIONAL PARKING LOT-CONCEPT 2.DWG



**PICKLEBALL
CITY OF DESTIN, FLORIDA**

DATE:	MAY 2023
PROJECT NO.:	N/A
FILE NO.:	S/T/R
SCALE:	1" = 100'
SHEET TITLE	

SHEET NUMBER
EX-02



C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\CITY PROJECTS\MORGAN ADDITIONAL PARKING LOT\MORGAN ADDITIONAL PARKING LOT-CONCEPT 2.DWG



**ROUGH ORDER OF MAGNITUDE COST ESTIMATE
FOR
MORGAN SPORT CENTER PICKELBALL COURT PREP WORK**

5/17/2023

<i>I</i>	<i>SITE WORK</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>AMOUNT</i>
I-1	MOBILIZATION/DEMObILIZATION	1	LS	\$4,000.00	\$4,000.00
I-2	STAKED SILT FENCE	900	LF	\$10.00	\$9,000.00
I-3	REMOVE ASPHALT	2,150	SY	\$10.00	\$21,500.00
I-4	REMOVE TYPE "F" CURB	1,000	LF	\$15.00	\$15,000.00
I-5	REMOVE SIDEWALK	200	SY	\$10.00	\$2,000.00
I-6	EXCAVATION AND HAUL OFF-SITE **	400	CY	\$40.00	\$16,000.00
I-7	TYPE "F" CURB	75	LF	\$30.00	\$2,250.00
I-8	FINAL GRADING	3,000	SY	\$3.00	\$9,000.00

TOTAL IMPROVEMENTS:	\$78,750.00
25% CONTINGENCY:	\$19,687.50
GRAND TOTAL:	\$98,437.50

Excludes:

- Irrigation
- Landscaping
- Pickleball Courts
- Building
- Utilites



**ROUGH ORDER OF MAGNITUDE COST ESTIMATE
FOR
MORGAN SPORT CENTER ORIGINAL PARKING OPTION**

5/17/2023

<i>I</i>	<i>SITE WORK</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>AMOUNT</i>
I-1	MOBILIZATION/DEMObILIZATION	1	LS	\$4,000.00	\$4,000.00
I-2	CLEARING AND GRUBBING	1.5	AC	\$2,500.00	\$3,750.00
I-3	STAKED SILT FENCE	1,600	LF	\$10.00	\$16,000.00
I-4	EXISTING PARKING DEMOLITION	1	LS	\$2,000.00	\$2,000.00
I-5	EXCAVATION AND HAUL OFF-SITE **	4,700	CY	\$12.00	\$56,400.00
I-6	1.5" FDOT S.P. 9.5 ASPHALTIC CONCRETE	4,050	SY	\$20.00	\$81,000.00
I-7	8" LIMEROCK BASE (MIN. LBR = 100)	4,150	SY	\$30.00	\$124,500.00
I-8	12" STABILIZED SUBGRADE (MIN. LBR = 40)	4,250	SY	\$10.00	\$42,500.00
I-9	TYPE "D" CURB	900	LF	\$30.00	\$27,000.00
I-10	FINAL GRADING	3,000	SY	\$3.00	\$9,000.00
I-11	SOD (BERMUDA)	3,000	SY	\$5.00	\$15,000.00
I-12	SITE LIGHTING	10	EA	\$2,250.00	\$22,500.00
I-13	SIGNING AND MARKING	1	LS	\$2,500.00	\$2,500.00
<i>SUBTOTAL:</i>					\$406,150.00

<i>II</i>	<i>DRAINAGE</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>AMOUNT</i>
II-1	TYPE "C" INLET	7	EA	\$5,500.00	\$38,500.00
II-2	18" RCP	280	LF	\$101.00	\$28,280.00
II-3	18" MES	7	EA	\$4,500.00	\$31,500.00
<i>SUBTOTAL:</i>					\$98,280.00

TOTAL IMPROVEMENTS:	\$504,430.00
25% CONTINGENCY:	\$126,107.50
GRAND TOTAL:	\$630,537.50

**** Includes 30% shrinkage/compaction factor**

Excludes:

- Irrigation
- Landscaping



**ROUGH ORDER OF MAGNITUDE COST ESTIMATE
FOR
MORGAN SPORT CENTER ALTERNATE PARKING OPTION**

5/17/2023

<i>I</i>	<i>SITE WORK</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>AMOUNT</i>
I-1	MOBILIZATION/DEMOBILIZATION	1	LS	\$4,000.00	\$4,000.00
I-2	CLEARING AND GRUBBING	1.5	AC	\$2,500.00	\$3,750.00
I-3	STAKED SILT FENCE	1,100	LF	\$10.00	\$11,000.00
I-4	DEMO EXISTING PAVEMENT	1	LS	\$2,000.00	\$2,000.00
I-5	EXCAVATION AND HAUL OFF-SITE **	7,200	CY	\$12.00	\$86,400.00
I-6	1.5" FDOT S.P. 9.5 ASPHALTIC CONCRETE	4,050	SY	\$20.00	\$81,000.00
I-7	8" LIMEROCK BASE (MIN. LBR = 100)	4,150	SY	\$30.00	\$124,500.00
I-8	12" STABILIZED SUBGRADE (MIN. LBR = 40)	4,250	SY	\$10.00	\$42,500.00
I-9	TYPE "D" CURB	475	LF	\$30.00	\$14,250.00
I-10	TYPE "F" CURB	200	LF	\$34.00	\$6,800.00
I-11	FINAL GRADING	2,800	SY	\$3.00	\$8,400.00
I-12	SOD (BERMUDA)	2,800	SY	\$5.00	\$14,000.00
I-13	SITE LIGHTING	5	EA	\$2,250.00	\$11,250.00
I-14	SIGNING AND MARKING	1	LS	\$2,500.00	\$2,500.00
<i>SUBTOTAL:</i>					\$412,350.00

<i>II</i>	<i>DRAINAGE</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>AMOUNT</i>
II-1	TYPE "C" INLET	5	EA	\$5,500.00	\$27,500.00
II-2	18" RCP	300	LF	\$101.00	\$30,300.00
<i>SUBTOTAL:</i>					\$57,800.00

TOTAL IMPROVEMENTS:					\$470,150.00
25% CONTINGENCY:					\$117,537.50
GRAND TOTAL:					\$587,687.50

**** Includes 30% shrinkage/compaction factor**

Excludes:

- Irrigation
- Landscaping

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.D.

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Jamie Dittmer, Human Resources Manager

DATE: 5/25/2023

SUBJECT: Assistant City Manager Job Description - For Information Only
(May 15, 2023 Motion: To direct the City Manager to bring back a job description, to include a salary range, for an Assistant City Manager position, passed 6-1)

I. BACKGROUND: On May 15th, 2023 Council voted (6-1) to direct the City Manager to bring back a job description to include a salary range for an Assistant City Manager position.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**
- D. Legislative Sponsor:** Councilman Jim Bagby

III. CONCLUSION:

IV. RECOMMENDED MOTION: None - For Information Only

Attachments:

1. CM - Assistant City Manager



City of Destin, FL Job Description

Job Title: Assistant City Manager
Reports To: The City Manager
Department: City Manager's Dept.
FLSA Status: Exempt
Grade: 114 (\$90,477.12 to \$153,811.11- *Dependent on Qualifications*)

SUMMARY: The Assistant City Manager upholds and supports the City Manager, serving as an administrative lead for all City departments, with primary responsibilities relating to support services, strategic planning, capital project management and contract management.

ESSENTIAL DUTIES AND RESPONSIBILITIES: The following are not to be construed as an exclusive or all-inclusive listing of skills and abilities required to perform the job. Management may delegate other responsibilities as required.

- Demonstrates commitment to Team Destin our mission, vision, values, and goals.
- Represents the city in a professional, dignified manner.
- Ensures timely communications regarding internal and external inquiries.
- Assists in the management of daily City operations.
- Assists in the coordination of departmental efforts to achieve City's Mission Statement.
- Assumes the role of City Manager in his/her absence.
- Responsible for strategic planning and quality improvement initiatives.
- Responsible for preparing, implementing and managing the department's annual budget.
- Prepares and monitors contracts and franchises in coordination with City Attorneys.
- Assists in the collection of information from operating departments on performance measurement, manpower requirements, and capital equipment purchase needs to support the annual budgeting process.
- Supervises the establishment of departmental policy and procedure manuals, and monitors for compliance and update needs.
- Directs and coordinates activities of project personnel and offices of primary responsibility to ensure projects progress on schedule and within prescribed budget.
- Coordinates project activities with governmental regulatory agencies to obtain approvals and permits.
- Reviews project proposals and plans, to determine funding limitations, staffing requirements and allotment of resources.
- Administration of capital projects including budgetary and financial considerations and approvals through competitive bidding, selection, design services and construction to project closure.
- Provides administrative oversight of citywide Emergency Management program in conjunction with the City's Emergency Manager. Acts as authorized agent for the City of Destin to FEMA and to the Okaloosa County Emergency Services when designated by the City Manager. Essential personnel for staffing the City's Emergency Operations Center.
- Other duties as assigned.

SUPERVISORY RESPONSIBILITIES:

Carries out supervisory responsibilities as assigned by the City Manager and in accordance with the organization's policies and applicable laws. Responsibilities include interviewing, hiring, training, and disciplining employees; planning, assigning and directing work; addressing complaints and resolving problems.

QUALIFICATIONS

Education and Experience: Bachelor's degree in Public Administration or a related field (Master's degree preferred) and a minimum of 5 years supervisory experience and 5 years progressive experience in local government. Experience in Long Range Strategic Planning, quality improvement, finance, and project management highly desired.

Licenses or Certifications:

Certified Public Manager (CPM) Preferred.

Special Requirements:

None.

Knowledge, Skills, and Abilities:

- Knowledge of City: Charter, policies, procedures, codes, resolutions, ordinances, agreements, and policies.
- Knowledge of municipal form of government and public administration principle and practices.
- Knowledge of standard procedures and rules for the conduct of meetings.
- Knowledge of state legislative procedures.
- Knowledge of principles and practices of budget development, administration, and accountability.
- Knowledge of effective planning, organizing, and project management methods.
- Knowledge of government procurement procedures and best practices.
- Knowledge of researching program issues, evaluating alternatives, making sound recommendations, and preparing effective staff reports and presentations.
- Knowledge of Public relations and community outreach principles and practices.
- Ability to operate a personal computer and various software applications for word processing, spreadsheets, presentation material, website and social media management, agenda management, document storage systems, and related programs.
- Ability to build cohesive units from diverse departments.
- Ability to plan, assign, direct, and evaluate the work of subordinates.
- Ability to compare and/or judge the readily observable functional, technical, structural, compositional, or identifiable characteristics (whether similar to or divergent from obvious standards) of data, people or things.
- Ability to interact with people (staff, supervisors, general public and elected officials) beyond giving and receiving instructions to include tactfully mediating conflicts and achieving positive results.
- Ability to perform under maximum stress when confronted with short deadlines, heavy workloads, conflicting interests and high customer demand.
- Ability to read a variety of professional, technical, and administrative documentation, directions, instructions, methods and procedures.
- Ability to produce reports with proper format, punctuation, spelling and grammar, using all parts of speech.
- Ability to learn and understand subject matter principles and techniques.
- Ability to make independent judgments in absence of supervision within the scope of respective job duties and tasks.
- Ability to acquire and expound on knowledge of topics related to primary occupation.
- Ability to utilize mathematical formulas; add and subtract, multiply, and divide totals; determine percentages; and determine time and weight and interpret same as may be appropriate.

- Ability to inspect items for proper length, width, and shape.
- Ability to differentiate colors and shades of color.
- Ability to communicate and organize effectively.

PHYSICAL REQUIREMENTS: The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Must be physically able to operate a variety of essential job-related machines and office equipment. Must be able to move or carry essential job-related objects or materials.

CAREER DEVELOPMENT:

- Continuing Education (seminars, job-related coursework at post-secondary institutions, continuing education credits/CEU's)
- Certifications
- Training (Either as participant or trainer)
- Involvement in relevant professional or technical associations
- Serving on city committees
- Volunteering to take responsibility for special projects, cross training

The City has the right to revise this description at any time. This job description does not represent in any way a contract of employment.

Employee Signature

Supervisor Signature

Date

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023**TYPE OF AGENDA ITEM:** Action Item**AGENDA OUTLINE NUMBER:** 4.E.**TO:** City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney**DATE:** May 24, 2023**SUBJECT:** Harbor Carrying Capacity Study- Harbor Capacity Steering Committee Final Recommendations and Prioritized List
(City Council Workshop on May 4, 2023, Council asked the Harbor Capacity Steering Committee to propose priority levels for the recommendations to help focus the City's efforts towards implementing the recommendations)

I. BACKGROUND: Over the past three (3) years the City has worked in conjunction with the U.S. Army Corps of Engineers (USACE) to complete the Destin Harbor Capacity Study. The data collection, analysis and reporting is complete. The USACE presented on April 10, 2023, and May 2, 2023, the Draft report to the Harbor Capacity Study Steering Committee (HCSSC) for review and their recommendations about the report to City Council. City Council reviewed the report and considered the HCSSC recommendations. At the City Council workshop on May 4, 2023, Council asked Staff to propose priority levels for the recommendations to help focus the City's efforts towards implementing the recommendations.

II. DISCUSSION: At the May 10, 2023 Harbor Capacity Steering Committee meeting, the Committee approved to recommend Council approval of the **attached Final Recommendations and Prioritized List** for the Harbor Carrying Capacity Study.

Please note, again, at the May 15, 2023 City Council Meeting, Council approved through separate motions to adopt or approve the following HCSSC Recommendations:

1. Motion to recommend to the City Council that a **CAP Section 107** study be conducted with the Harbor Capacity Study data to further understand the amount and demographics of the slips available in the Destin Harbor along with adjusting the location and size of the navigable channel and ecological benefit of flushing the harbor with the shoals dredged to

accommodate the modified channel's location; and using the BP Triumph funds where it can possibly be used.

2. Motion to recommend to the City Council to keep the current **Harbor Capacity Steering Committee** in place as a monitoring agency to evaluate the effectiveness of the recommendations that the City Council ultimately decides to put in place.

3. Motion to recommend to the City Council to enact a **5-year Livery Vessel Moratorium** to allow time for further studies to be conducted to move and/or widen the navigable channel to provide property owners with the ability to expand their dockage as well as provide a balance of availability of commercial slips for other industries in the Destin Harbor.

4. Recommendation was made to have the City Staff reach out to the County to determine the feasibility of creating a **County-wide Livery Vessel Moratorium**. *(This was a recommendation from the HCSSC and was moved to Priority 1 based on the discussion from the regularly scheduled City Council meeting on May 15, 2023)*

A. Link to Strategic Goals / Objectives: #2. A green and sustainable environment

#3. Improve mobility and connectivity

#4. Enhanced quality of life and safety for families

#5. Economic development and revitalization

#6. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): The study was budgeted and paid for in partnership with the USACE.

C. Level of Service (LOS): Any change in regulations that change how property and business owners or users interact with the Harbor may have positive or negative impacts to access, operations, and overall perception of the Harbor depending on the individual user.

D. Legislative Sponsor:

III. CONCLUSION: Staff is bringing back the remaining HCSSC Recommendations that Council has not yet taken action on. Items are prioritized per the HCSSC recommendations and Staff is requesting Council direction to whether the Council wishes to modify, accept, or deny the HCSSC recommendations. (See Attachment 1)

IV. RECOMMENDED MOTION: I move that the City Council approve the attached Final Recommendations and Prioritized List for the Harbor Carrying Capacity Study.

ALTERNATIVE MOTIONS: I move that the City Council approve the attached Final Recommendations and Prioritized List for the Harbor Carrying Capacity Study with the changes and modifications discussed.

Attachments:

1. HCSSC Final Recommendations and Prioritization
2. 05-02-2023 HCSSC DRAFT MINUTES

3. Destin PAS Final Report 5.8.23



HARBOR CAPACITY STUDY STEERING COMMITTEE

Final Recommendations

CITY COUNCIL: June 5, 2023

TO: City Council

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, City Land Use Attorney

FROM: Harbor Capacity Study Steering Committee

DATE: May 16, 2023

SUBJECT: **UPDATED Harbor Capacity Study Steering Committee Final Prioritized Recommendations**

FINAL PRIORITIZED RECOMMENDATIONS:

The list below contains the Prioritized Recommendations from the Harbor Capacity Study Steering Committee. Since City Council already acted on the recommendations listed below, they are therefore not part of this prioritized list.

1. Motion to recommend to the City Council that a Continuing Authorities Program (CAP) **Section 107 Study** be conducted with the Harbor Capacity Study data to further understand the amount and demographics of the slips available in the Destin Harbor along with adjusting the location and size of the navigable channel and ecological benefit of flushing the harbor with the sholes dredged to accommodate the modified channel's location; and using the BP Triumph Funds where it can possibly be used. Passed (5-1)
2. Motion to recommend to the City Council to keep the current **Harbor Capacity Steering Committee** in place as a monitoring agency to evaluate the effectiveness of the recommendations that the City Council ultimately decides to put in place. Passed (6-0)
3. Motion to recommend to the City Council to enact a **5-year Livery Vessel Moratorium** to allow time for further studies to be conducted to move and/or widen the navigable channel to provide property owners with the ability to expand their dockage as well as provide a balance of availability of commercial slips for other industries in the Destin Harbor. Passed (6-0)

HCSSC Recommendations Requiring Action**Priority 1 Recommendations:**

- 1) **Motion to recommend the City Council to direct staff to install petroleum absorption in stormwater runoff that is diverted into the Destin Harbor from US Hwy 98. Passed 4-0.**

Study Objective, Recommendation, or Management Measures:

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

- 2) **Motion to include under Objective 1, Recommendation #1 – *Install better define channel markers equipped with “NO MOORAGE” signs* – to add a “NO WAKE” signs on the bridge along with the current recommendation from USACE. Passed 4-0**

Study Objective, Recommendation, or Management Measures:

Objective 1: Promote Safety and Enjoyment of Local Waterways

Recommendation 1: A1. Install better defined channel markers equipped with “NO MOORAGE” signs.

Management Measure A1: Better defined/additional channel markers.

- 3) **Motion to include under Objective 1, recommendation #5 – *Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection training* - to direct staff to review the Watersports Coalition pontoon safety video with recommendations as soon as possible; to add more trash cans along the harbor and Norriego Point to prevent trash from being thrown into the harbor; and pushing forward with as Fuel Contingency Plan for all fuel facilities and certain businesses in the harbor. Passed 4-0**

Study Objective, Recommendation, or Management Measures:

Objective 1: Promote Safety and Enjoyment of Local Waterways

Recommendation 5: A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Management Measure A6: Creation of Destin-specific safety video to cover boating/traffic safety and boating under the influence.

Management Measure B8: Coast Guard/Nonprofits conducting vessel inspection training.

- 4) **Motion to include under Objective 3, recommendation # 10 – *Optimize slip configurations in the harbor based on user demand and city needs to improve slip***

usage efficiency – that for any new dock construction or modification that a number of transient slips council deems appropriate be included in any commercial docks. Passed 4-0

Study Objective, Recommendation, or Management Measures:

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

Recommendation 10: C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

Management Measure C5: Optimize slip configuration in the Harbor based on user demand and to improve slip usage efficiency.

- 5) *New recommendation from the May 10, 2023 HCSSC meeting: Motion to recommend to City Council to establish a new City Position for a Harbor Master to help with compliance and enforcement of City regulations as well as County and State water regulations to the extent possible and to have Staff work with the Committee and the Harbor and Waterways Board to develop the roles and Responsibilities. Passed 4-0*
- 6) **Motion to recommend to the city council to have the city reach out to the county to determine the feasibility of creating a county-wide livery vessel moratorium. Passed 4-0 (added to Priority 1 based on City Council's discussion during the regularly scheduled meeting on May 15, 2023)**

Study Objective, Recommendation, or Management Measures:

Objective 1: Promote Safety and Enjoyment of Local Waterways

Recommendation 3: A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

Management Measure A9: Revisit regulations on issuing permits

Management Measure A10: Regulate livery vessel traffic operations

Priority 2 Recommendations:

- 7) **Motion to include under Objective 1, item #3 – *Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure livery vessels are properly registered* – to add state's definitions for livery, which includes boating clubs, kayaks and Paddleboards, bareboat charters, and peer-to-peer boat rentals. Also, to adopt some Okaloosa County regulations which includes requiring physical location/dock for livery, requiring chase vessel, increasing employee training requirements, requiring liveries to attend the Okaloosa County Pre-Season Watersports Meeting held by the county, increasing the rental customer operating requirements, adopting the**

vendors use of wristbands, and include the new FWC standards to include renter attestation checklist and insurance to cover renters. Passed 4-0

Study Objective, Recommendation, or Management Measures:

Objective 1: Promote Safety and Enjoyment of Local Waterways

Recommendation 3: A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

Management Measure A9: Revisit regulations on issuing permits

Management Measure A10: Regulate livery vessel traffic operations

Management Measure A11: Boater's safety courses (not video)

Priority 3 Recommendations:

- 8) Motion to recommend to the city council to have the city work with the county and the industry in reaching out to the National Park Service to determine their Crab Island regulatory guidelines and timelines and how the city, county, and industry can be involved in the regulatory process. Passed 4-0

Study Objective, Recommendation, or Management Measures:

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

- 9) Motion to include under Objective 2, recommendation #6 – *Incorporate a more robust water quality monitoring system in the harbor* – to have the city work with the Choctawhatchee Basin Alliance and/or city staff to conduct water testing in the harbor. Passed 4-0

Study Objective, Recommendation, or Management Measures:

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

Recommendation 6: B9. Incorporate a more robust water quality monitoring system in the Harbor.

Management Measure B9: Incorporate a more robust water quality monitoring system in the Harbor.

- 10) Motion to include under Objective 3, recommendation # 10 – *Optimize slip configurations in the harbor based on user demand and city needs to improve slip usage efficiency* – that for any new dock construction or modification that a number of transient slips council deems appropriate be included in any commercial docks. Passed 4-0

Study Objective, Recommendation, or Management Measures:

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

Recommendation 10: C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

Management Measure C5: Optimize slip configurations in the harbor

- 11) Motion to recommend under Objective 3, recommendation #11 – *Implement comprehensive parking strategies to reassess current parking lot usage to optimize current available parking* – to analyze the current shared parking for the businesses to determine any overlap. Passed 4-0**

Study Objective, Recommendation, or Management Measures:

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

Recommendation 11: C6. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

Management Measure C6: Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

**MINUTES
HARBOR CAPACITY STUDY
STEERING COMMITTEE MEETING
TUESDAY, MAY 2, 2023
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

John Stephens
Capt. Jim Green
Patrick Wilson
Ian Blaise (**Arrived: 6:55 p.m.**)

Staff Present

Community Development Director Louis Zunguze
City Clerk Rey Bailey
Principal Planner Steve O'Connor
Senior Planner Daniel Butler
City Engineer Ryan Scott
Land Use Attorney Kimberly Kopp

CALL TO ORDER

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

NEW BUSINESS

The US Army Corps of Engineers (USACE) addressed and commented on the issue raised during the April 10, 2023 meeting.

The committee reviewed the Study recommendations and formulated a list of recommendations to forward to the city council for consideration.

The USACE presented the following recommendations divided into the Study Objectives as follows:

Objective 1: Promote Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs.

2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and

promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour boats as an alternative to livery vessels.

3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

4. A1, A6, A7. Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

It was the consensus of the committee members present to support the following recommendations under Objective 1: 1, 3, 4, and 5

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.

7. B10. Conduct a hydrographic study to optimize pump usage.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

It was the consensus of the committee members present to support the following recommendations under Objective 2: 6, 7, 8, and 9

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

10. Optimize slip configurations in the Harbor based on user demand and improve slip usage efficiency.

11. C7. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

It was the consensus of the committee members present to support the following recommendations under Objective 3: 10 and 11

Multi-Objective Recommendations: Meets all three strategic objectives

12. This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and throughout the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project.

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design, and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing CAP Section 107 is recommended to the City of Destin.

.....

The committee provided the following additional recommendations for the city council's consideration:

Motion to recommend to the city council to have the city work with the county and the industry in reaching out to the National Park Service to determine their Crab Island regulatory guidelines and timelines and how the city, county, and industry can be involved in the regulatory process, passed 4-0.

Motion to recommend to the city council to direct staff to install petroleum absorption in stormwater runoff that is diverted into the Destin Harbor from US Hwy 98, passed 4-0.

Motion to recommend to the city council that a CAP Section 107 study be conducted with the Harbor Capacity Study data to further understand the amount and demographics of the slips available in the Destin Harbor along with adjusting the location and size of the navigable channel and ecological benefit of flushing the harbor with the sholes dredged to accommodate the modified channel's location; and using the BP Triumph funds where it can possibly be used, passed 4-0.

Motion to recommend to the city council to enact an 8-year livery vessel moratorium to allow time for further studies to be conducted to move and/or widen the navigable channel to provide property owners with the ability to expand their dockage as well as provide a balance of availability of commercial slips for other industries in the Destin Harbor, passed 4-0.

Motion to recommend to the city council to have the city reach out to the county to determine the feasibility of creating a county-wide livery vessel moratorium, passed 4-0.

Motion to recommend to the city council that under:

Objective 1, recommendation #1 – *Install better define channel markers equipped with “NO MOORAGE” signs* – to add a “no wake” signs on the bridge along with the current recommendation from USACE.

Objective 1, item #3 – *Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure livery vessels are properly registered* – to add state’s definitions for livery, which includes boating clubs, kayaks and Paddleboards, bareboat charters, and peer-to-peer boat rentals. Also, to adopt some Okaloosa County regulations which includes requiring physical location/dock for livery, requiring chase vessel, increasing employee training requirements, requiring liveries to attend the Okaloosa County Pre-Season Watersports Meeting held by the county, increasing the rental customer operating requirements, adopting the vendors use of wristbands, and include the news FWC standards to include renter attestation checklist and insurance to cover renters.

Motion passed 4-0

Motion to recommend to the city council that under:

Objective 1, recommendation #5 – *Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection training* - to direct staff to review the Watersports Coalition pontoon safety video with recommendations as soon as possible; to add more trash cans along the harbor and Norriego Point to prevent trash from being thrown into the harbor; and pushing forward with as Fuel Contingency Plan for all fuel facilities and certain businesses in the harbor.

Motion passed 4-0

Motion to recommend to the city council that under:

Objective 2, recommendation #6 – *Incorporate a more robust water quality monitoring system in the harbor* – to have the city work with the Choctawhatchee Basin Alliance and/or city staff to conduct water testing in the harbor.

Motion passed 4-0

Motion to recommend to the city council that under:

Objective 3, recommendation # 10 – *Optimize slip configurations in the harbor based on user demand and city needs to improve slip usage efficiency* – that for any new dock construction or modification that a number of transient slips council deems appropriate be included in any commercial docks.

Motion passed 4-0

Motion to recommend to the city council that under:

Objective 3, recommendation #11 – *Implement comprehensive parking strategies to reassess current parking lot usage to optimize current available parking* – to analyze the current shared parking for the businesses to determine any overlap.

Motion passed 4-0

Motion to recommend to the city council to keep the current committee in place as a monitoring agency to evaluate the effectiveness of the recommendations that the city council ultimately decides to put in place, passed 4-0.

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 8:25 PM.

Jim Green, Chairman

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



**US Army Corps
of Engineers®**



**DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT
MAY 2023**

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Contents

1.0 Executive Summary	5
1.1 Recommendations	6
1.2 Data Gaps and Limitations	7
2.0 Introduction	8
2.1 Study Scope	8
2.2 Location	9
2.3 Historical Reports	11
3.0 Problems, Opportunities, Objectives and Constraints	12
3.1 Problem Statement	12
3.2 Opportunities	12
3.3 Objectives	12
3.4 Constraints	12
3.5 Strategic Objectives and Recommendations Framework	13
4.0 Socioeconomic Conditions	14
4.1 Socioeconomics	14
4.2 Demographics	14
5.0 Environmental Setting	15
5.1 Regional Background	15
5.2 East Pass	15
5.3 Crab Island	15
5.4 Water Quality	16
5.5 Essential Fish Habitat	16
5.6 Threatened and Endangered Species	16
5.7 Cultural Resources	17
5.8 Human Safety	17
6.0 Harbor Carrying Capacity	17
6.1 Study Area	17
6.2 Harbor Facility Inventory and Vessel Classifications	18
6.3 Assumptions	19
6.3.1 Sample Characteristics	19
6.3.2 Methodology Assumptions and Definitions	20
6.4 Capacity Count Overview	24

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

6.4.1 Vessel Traffic Count.....	25
6.4.2 Harbor Slip Counts.....	28
6.4.3 Parking Lot Counts.....	30
6.5 Interpolated Vessel Traffic	31
6.6 Parking Lot Analysis	33
6.7 Carrying Capacity Analysis	37
6.7.1 Spatial Carrying Capacity.....	39
6.7.2 Social Carrying Capacity	41
6.7.3 Facility Carrying Capacity.....	43
7.0 Perception Surveys	44
7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways	44
7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways.....	45
7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor.....	45
8.0 Management Measures.....	46
9.0 Recommendations	47
9.1 Initial Array of Recommendations	48
9.2 Final Array Recommendations.....	50
9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways	50
9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways	54
9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor	56
10.0 Conclusion	59
11.0 References	61

Tables

Table 1: Destin Harbor Carrying Capacity.....	5
Table 2: Data Gaps and Limitations	8
Table 3: Data Collection Trips	28
Table 4: Parking Facility Groupings.....	30
Table 5: Harbor District Total Parking Capacity	34

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 6: Destin Harbor Carrying Capacity	38
Table 7: Facility Carrying Capacity Summary	43
Table 8: Management Measures	46

Figures

Figure 1: USACE Planning Process	9
Figure 2: Location of Destin, FL	11
Figure 3: Destin Harbor Location	11
Figure 4: Strategic Objectives within Planning Steps	14
Figure 5: FFWC Reported Boating Accidents 2017-2022	17
Figure 6: Map of Study Area	18
Figure 7: West side of GIS Slippage Capacity Count	22
Figure 8: East side of GIS Slippage Capacity Count	22
Figure 9: Data Collection Days (Summer 2022)	25
Figure 10: Total Vessel Traffic Observed	26
Figure 11: Total Vessel Traffic Observed on Regular Weekends	27
Figure 12: Total Vessel Traffic Observed on Weekdays	28
Figure 13: Slip Count Average Occupancy by Trip	29
Figure 14: Average Slip Occupancy by Time	30
Figure 15: Vessel Count Average Entry/Exit by Day of Week	31
Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week	32
Figure 17: Summer Interpolated Vessel Entry/Exit Totals	33
Figure 18: Joe's Bayou Overflow Lot - Total Capacity	35
Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week	35
Figure 20: Joe's Bayou and Captain Leonard's Parking Lot Occupancy Percentage by Day of the Week	36
Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week	37
Figure 22: Study Zones	38
Figure 23: Reasonable Boating Coefficient by WALROS Class	39
Figure 24: How the other boaters affect enjoyment of the Harbor	41
Figure 25: Crowding Perceptions	42

Appendices

Appendix 1: Economics
Appendix 2: Field Photos
Appendix 3: Data Collection Templates
Appendix 4: Perception Survey Results

1.0 Executive Summary

Balancing between economic development, public safety and maintaining environmental health is crucial to water resource management. In response to public concerns regarding safety issues related to Destin vessel congestion, the City of Destin enacted a moratorium on livery vessel permitting and commissioned a carrying capacity study. This carrying capacity study has two purposes:

1. Determine the existing carrying capacity of Destin Harbor
2. Formulate management recommendations to support strategic objectives for Destin Harbor and surrounding waterways.

Vessel traffic patterns were assessed at the Destin Harbor entrance over the 2022 summer season. Observations of usage at key Harbor facilities and surrounding area were also conducted. Key facilities include slippage occupancy along a sample portion of the Harborwalk, vehicle parking, boat trailer parking, and boat launches.

The approach consists of three components: spatial carrying capacity, social carrying capacity, and facility carrying capacity. Table 1 below summarizes the carrying capacities for Destin Harbor and surrounding waterways.

Table 1: Destin Harbor Carrying Capacity

Spatial Carrying Capacity	Carrying Capacity
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity weekend use

For the spatial carrying capacity, three zones were identified as representative of Destin Harbor and its surrounding waters. Vessel densities were calculated for each zone to determine the number of usable acres of usable surface waters per vessel. The observed boating densities were then compared to optimal boating densities published in previous studies and the Water and Land Recreation Opportunities Spectrum (WALROS) method. Based on the published literature, the reasonable range of water surface acreage per vessel for an urban setting like Destin is 1-10 acres per vessel. The existing peak densities are below 1 acre of usable water surface per vessel for each zone.

- Zone A: Inside Destin Harbor: 0.54 acres of usable water surface/vessel
- Zone B: Crab Island: 0.41 acres of usable water surface/vessel
- Zone C: East Pass: 0.98 acres of usable water surface/vessel

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. The social and facility carrying capacities were analyzed both quantitatively and qualitatively.

The USACE planning process was used to formulate the recommendations. The six planning steps are summarized as follows:

1. Identify Problems and Opportunities
2. Inventory and Forecasting Conditions
3. Identify and Screen Measures
4. Formulate Initial Array of Strategies
5. Refine Initial Array and Evaluate Focused Array of Strategies
6. Strategy Comparison and Selection

In partnership with the City of Destin, three strategic objectives were identified under which recommendations were formulated.

1.1 Recommendations

Objective 1: Promote Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs.
2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.
3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.
4. A1, A6, A7. Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.
5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.
7. B10. Conduct a hydrographic study to optimize pump usage.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. B7. Conduct a comprehensive water quality study (B9, B10, B11), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

11. C6. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

12. Multi -Objective Recommendation: Navigational Improvements Investigations under Continuing Authorities Program

This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project.

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin.

1.2 Data Gaps and Limitations

While considerable effort was taken to gather sufficient data to better understand the existing conditions of Destin Harbor, data gaps remain as a constraint in the analyses presented in this report. It is beyond the scope of this study to produce in-depth analyses that evaluate the full spectrum of benefits and costs associated with each recommendation. However, this provides an opportunity for documenting specific data needs that may be necessary for further navigational study investigation. Table 2 shows the data gathered as part of this study.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 2: Data Gaps and Limitations

Data Category	Description
Vessel Fleet	Data on the number and characteristics of the existing Destin Harbor fleet such as draft, length overall (LOA) was unavailable.
Harbor Slippage layout	Data information was received after USACE collection analysis began, and data on the number and characteristics of existing slips received was either inconsistent or unavailable.
Pre-existing water quality data	Water quality data provided by the City of Destin was limited and inconsistent; and USACE efforts to further analyze existing water quality data would have been outside the scope of a PAS. The Choctawhatchee Alliance provided USACE a time series of approximately 20 years' worth of water quality data. An examination of the sample frequency and locations showed that sampling was limited to two discrete locations and occurred approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters.

2.0 Introduction

This carrying capacity study was conducted under the Planning Assistant to States (PAS) program as authorized under Section 22 of the Water Resources Development Act (WRDA), 1974 as amended. Section 22 authorizes USACE to partner with local and State entities to provide technical assistance supporting efforts related to the management of state water resources. The City of Destin is the sponsor for this PAS study. The Technical Assistance Project Partnership Agreement (PPA) was signed between the City of Destin and USACE Mobile District on November 17, 2021. The purpose of this technical assistance is to identify the carrying capacity of Destin Harbor and develop recommendations informing the local government relating to the continued use of Destin Harbor.

2.1 Study Scope

The USACE planning process is a structured approach to problem solving and provides the framework for decision making. Thus, this carrying capacity study follows the USACE six planning steps as defined in the Planning Guidance Notebook (ER 1105-2-100). Additionally, the USACE Planning Bulletin on Watershed Studies (PB 2019-01) provides some guidance to this study. Given that technical assistance is to support State preparation of comprehensive water and related resources development plans; the six step watershed planning steps in PB 2019-01 were followed for the Capacity study. The scope of this capacity study develops and evaluates recommendations that are comprehensive and strategic to support the City of Destin's water resources plans. Figure 1 is a flow chart presenting the USACE six planning steps for feasibility studies on the left and the watershed studies six planning steps on the right which are adopted

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

in this study. More information regarding the USACE planning process is contained in the Planning Guidance Notebook.

Three strategic objectives from the City of Destin's management plans are considered in this capacity study:

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The management measures and subsequent recommendations formulated presented in this report are organized under the above local objectives. The City of Destin also noted that identifying the carrying capacity of the Harbor and supporting the above local objectives also supports a goal in its comprehensive strategic plan, 2020: Enhance the quality of life.

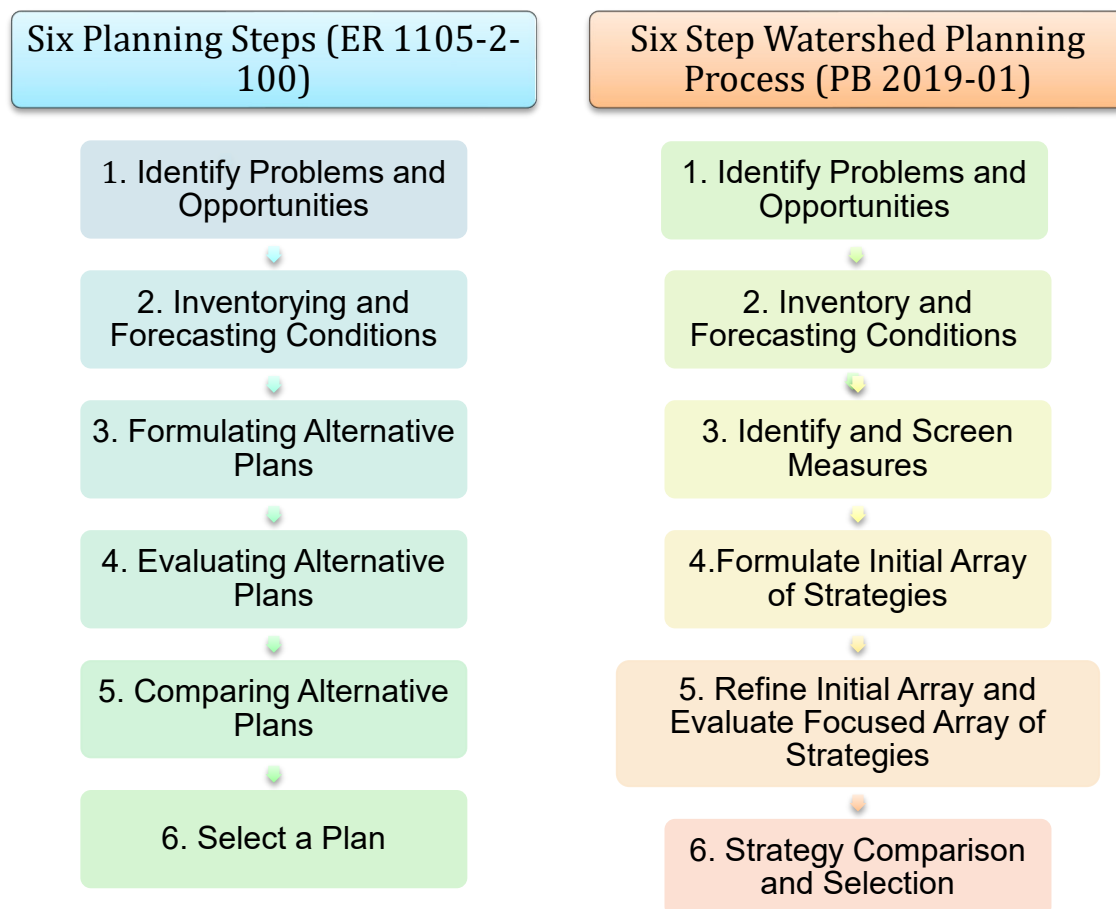


Figure 1: USACE Planning Process

2.2 Location

Destin is in the Florida Panhandle, in the Okaloosa County as shown in Figure 2. Destin Harbor is located adjacent to East Pass near the entrance to Choctawhatchee Bay.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Figure 3 shows Destin Harbor and Choctawhatchee Bay. Destin is named for Captain Leonard Destin, a fisherman that settled in the area around 1851. Destin grew over time from a fishing village to a major tourist destination with a population of approximately 13,956 (U.S. Census Bureau, 2022). Destin is known as the “World’s Luckiest Fishing Village” and was incorporated as the City of Destin in 1984 (City of Destin, 2022). Destin is in Florida Congressional District 1, represented by congressional representative Matt Gaetz.

DESTIN HARBOR CARRYING CAPACITY STUDY FINAL REPORT

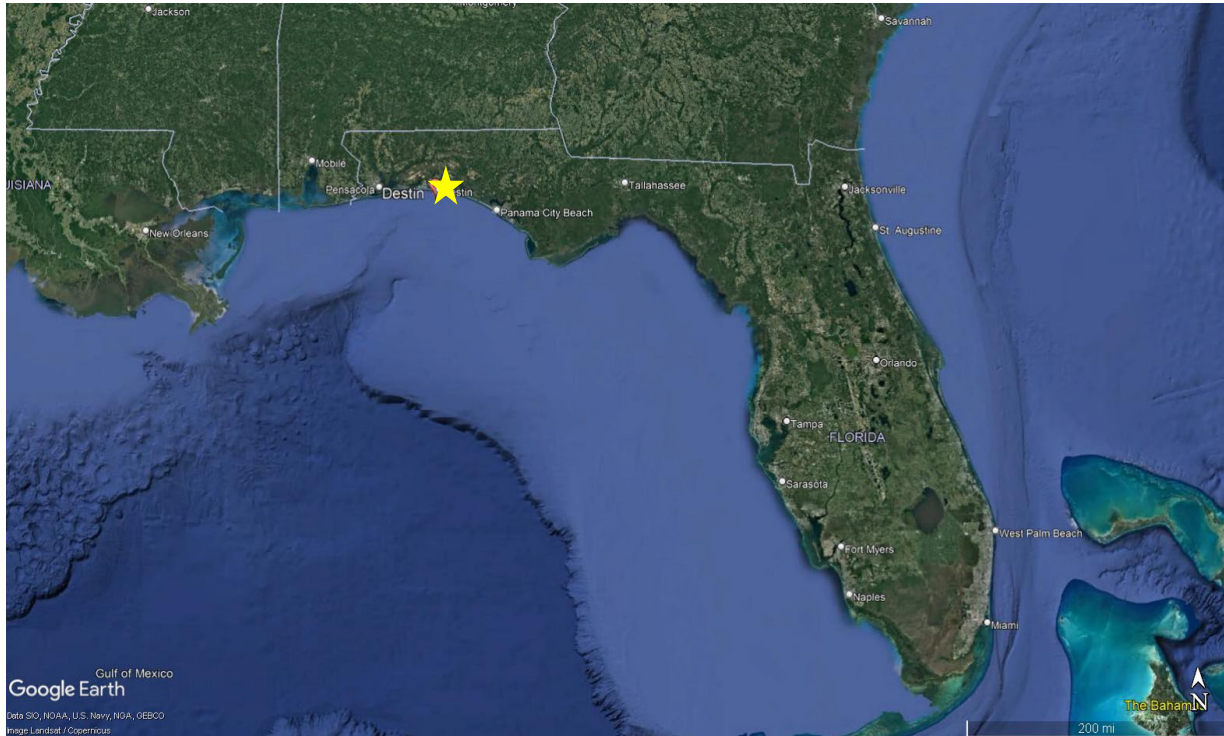


Figure 2: Location of Destin, FL



Figure 3: Destin Harbor Location

2.3 Historical Reports

There are limited historical reports on Destin Harbor. During the preparation of this effort, the study team reviewed the Destin Harbor Area Master Plan published in 1998.

3.0 Problems, Opportunities, Objectives and Constraints

The first planning step is identifying problems, opportunities, objectives, and constraints (POOC's).

3.1 Problem Statement

Through iterations of scoping, the following problem statements were identified and developed in coordination with the City of Destin:

1. The high volume of vessel traffic leads to high number of incidences of vessel collisions and costs associated with potential damages.
2. Inefficient channel layout and inadequate navigational aids reduce vessel operators' ability to properly navigate the channel.
3. The narrow Harbor entrance becomes a bottleneck, and coupled with the high current, can become extremely dangerous for both inexperienced and experienced vessel operators.
4. Existing slip configurations at fueling stations experience congestion and lead to traffic delays.

3.2 Opportunities

Opportunities are defined as a favorable juncture of circumstances because of the study, a chance for advancement or progress towards a positive impact. For the capacity study the following opportunities were identified:

1. Update vessel traffic data of the Harbor.
2. Update imagery of the Harbor and surrounding facilities that the City of Destin may use to inform future local water resources planning.
3. Identification of existing data gaps. There is an opportunity to compile an inventory of data needs associated with local government objectives over the course of the Capacity study.

3.3 Objectives

Study objectives specific to the carrying capacity study have been identified as follows:

1. Identify the carrying capacity of the Destin Harbor.
2. Identify uses of Destin Harbor.
3. Identify existing and future conditions of Destin Harbor at a level appropriate for a PAS study.
4. Develop recommendations that address study problems and inform the City's decisions on policymaking.

3.4 Constraints

Planning constraints are significant barriers or restrictions that limit the extent of the planning process and are unique to each planning study. Based on the study scope the following constraints have been identified for the capacity study:

1. No changes may be made to the existing Federal project at Norriego Point.
2. No major impacts may be made to threatened and endangered species, general environmental resources, or cultural resources as a result of recommendations.
3. The level of detail of analyses is limited and constrained by the scope of PAS compared to a general investigations study.

3.5 Strategic Objectives and Recommendations Framework

The preceding section identified the POOCs in accordance with the USACE planning process. The planning objectives laid out in the preceding POOCs subsection refer to the objectives met by the technical assistance. Three local strategic objectives related to Harbor management by the City of Destin are also incorporated into the planning steps consistent with PAS guidance for technical assistances. These objectives are recognized as shared vision for Destin Harbor, its surrounding waters, and facilities. The following objectives are local goals striven towards through programmatic approaches, over a designated time period of water resource and related land management plans.

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The problems identified in Section 3.0 impede the safety, enjoyment, and the environmental health of waterways, as well as the economic development of businesses. The strategic objectives are integral to the identification of management measures through recommendation formulation (planning steps 3-6). In other words, the recommendations formulated in this study aim to support the strategic objectives. Figure 4 summarizes the integration of local strategic objectives into the planning process and recommendation development.

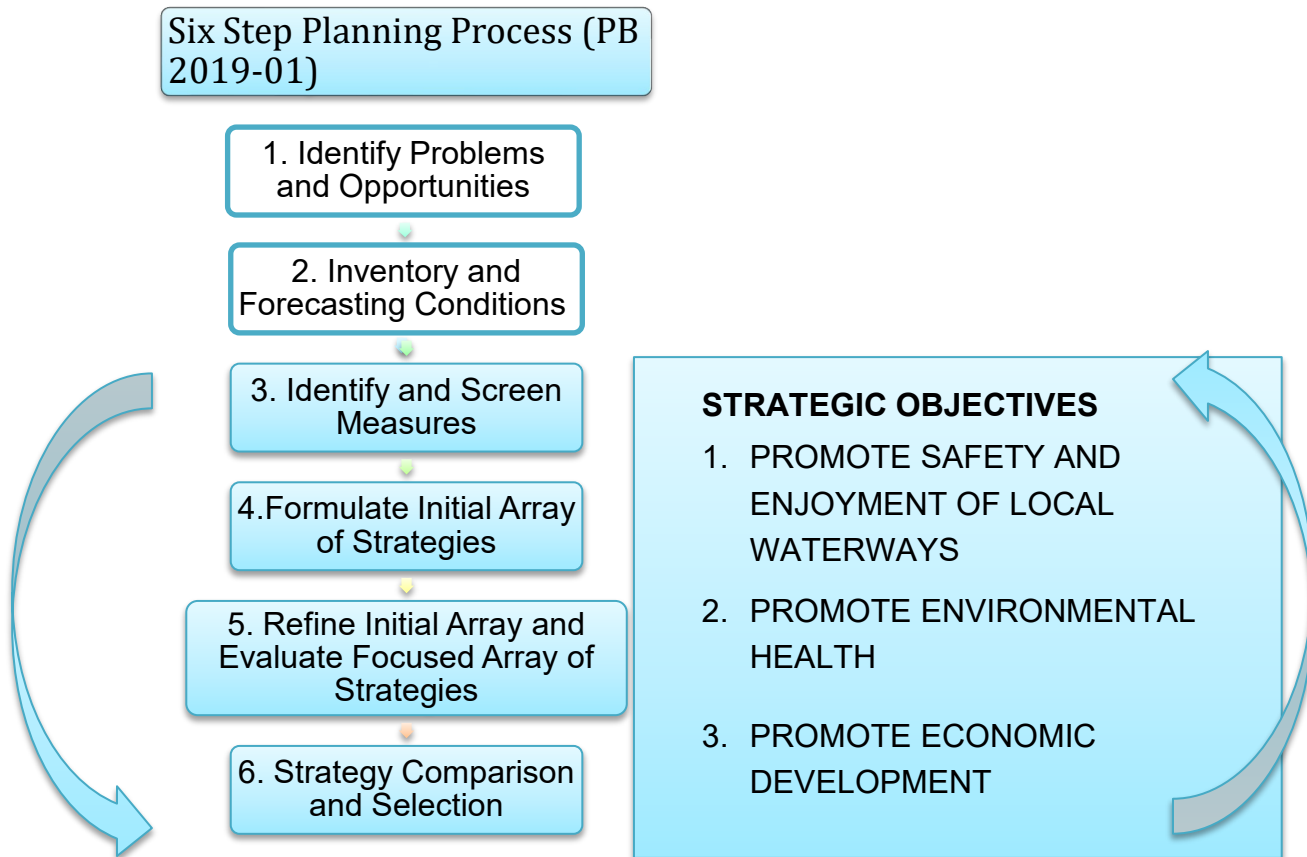


Figure 4: Strategic Objectives within Planning Steps

4.0 Socioeconomic Conditions

4.1 Socioeconomics

Tourism is a critical component for the City of Destin. The Destin area is considered one of the world's premier beach vacation destinations. Destin Harbor is the hub for almost all the commercial and recreational fishing businesses operating in the area. Choctawhatchee Bay waters may be used for boating but are generally calm and suited for paddle boarding, kayaking, and canoeing.

4.2 Demographics

The City of Destin has a total land area of 7.53 square miles and Destin Harbor encompasses approximately 240 acres, with an average depth of 15-20 feet (Judnich, 2021). The 2022 estimated census population of Destin is approximately 13,956 (U.S. Census Bureau, 2022). The per capita income for Destin in the past 12 months (in 2020 dollars), was \$49,999, compared to \$32,848 for the state of Florida. The median household income (in 2020 dollars) for the City of Destin was \$81,468, compared to \$57,703 for the state of Florida. About 9.6% of Destin's population was living below the poverty level in 2020.

The rate of home ownership is 64.8%. The median value of owner-occupied housing units is \$346,000 with the median monthly owner mortgage costs being \$1,917. Median gross rent is \$1,587 per month. The number of households in 2020 were 6,377 with the number of persons per household being an average of 2.25. 79.0% of those people were living in the same home the previous year. The makeup of the city in 2020 was 85.0% white, 5.1% African American and 8.8% of Hispanic or Latino origin. Other minorities residing in Destin of two or more races makeup 4.7%, and 1.8% Asian residents; collectively, about 0.2% of the population was comprised of American Indian/Alaska Native, and Native Hawaiian (U.S. Census, Destin 2020).

5.0 Environmental Setting

5.1 Regional Background

Destin Harbor is in the Florida Panhandle, adjacent to East Pass inlet and Choctawhatchee Bay (Bay). The bay is approximately 27 miles (mi) long, 1 to 6 mi wide, and its depth varies from 10 to 43 feet (Ruth & Handley, 2002). Freshwater input to the Bay comes primarily from the Choctawhatchee River. The bay is connected to the Gulf of Mexico by East Pass and lies within both Walton and Okaloosa Counties.

5.2 East Pass

East Pass is the inlet between Moreno Point, in the City of Destin, and Okaloosa Island. It provides a tidal connection between Choctawhatchee Bay and the Gulf of Mexico. The federal navigation channel was constructed by dredging in 1969 with two jetties. It is periodically dredged to maintain its authorized dimensions. The dredge material has been placed near the jetties, on Norriego Point, and on the nearby Gulf fronting beaches. Norriego Point constitutes a portion of the inlet shoreline of East Pass.

East Pass and storm activity are the primary drivers of erosion of the inlet shoreline and gulf fronting beaches. Norriego Point has been nourished with beach compatible material and several coastal protection structures have been built to stabilize Norriego point (Florida Department of Environmental Protection, 2020).

In 2006, 50,000 cubic yards of East Pass channel maintenance dredge material was placed east of East Pass following the 2005 hurricane season. After Tropical Storm Ida impacted the area material was placed along the Gulf fronting beaches, east of East Pass, in 2010. Approximately 487,000 cy was placed in this area as a part of a beach nourishment project completed in 2013 (Florida Department of Environmental Protection, 2020).

5.3 Crab Island

Crab Island is a submerged sand bar, heavily vegetated with seagrasses, located within Choctawhatchee Bay adjacent to East Pass. It is a notable attraction that draws recreational boaters from Destin Harbor and the surrounding region. Crab Island is located within the Gulf Island National Seashore, and commercial activities at the site are regulated by the National Park Service (National Park Service, 2022).

5.4 Water Quality

Destin Harbor saw a decline in water quality beginning in the 1980's. The City received complaints of "foul odors" and were able to attribute this to runoff into the Harbor (City of Destin Public Works, 2022). Growth of the Harbor and increased watercraft use likely also contributed to a decline in water quality. Combustion and fuel releases associated with vessel motors have been shown to have a negative effect on water quality. Propellers have also been shown to have a negative effect on water quality as they disturb and resuspend sediment and nutrients from the seabed (Asplund, 2000).

The City installed a pump to bring in water from the gulf to the Harbor at its southeastern boundary. This pump was built in the mid 1990's and its internal components were entirely rebuilt in 2021. The pump brings approximately 50 thousand gallons per minute of seawater into the Harbor. It runs for 6 to 7 hours per day, on every outgoing tide, during tourist season (Mar 1 to Oct 31) (City of Destin Public Works, 2022).

The Choctawhatchee Basin Alliance currently collects water quality data at two locations inside Destin Harbor. This includes color, conductivity, and nutrient data (Choctawhatchee Basin Alliance, 2022). Their data is being used within an upcoming National Park Service Environmental Assessment for the Gulf Islands National Seashore (National Park Service, 2022).

5.5 Essential Fish Habitat

The Bay and Harbor also provide essential fish habitat (EFH) protected under the Magnuson-Stevens Fishery Conservation and Management Act. EFH in the Gulf of Mexico includes estuarine and marine habitats such as hard bottoms, seagrasses, coral and coral reefs, marshes, algal flats, mangroves, and substrates such as mud, sand, shell and rock. The Harbor likely contains the various substrate types and seagrasses. The Harbor contains EFH for the following species: Shrimp, Red Drum, Reef Fish, and Coastal Migratory Pelagics (NMFS, 2022).

Submerged Aquatic Vegetation (SAV) is a commercially and recreationally important fish habitat. It includes seagrasses and the microalgae that attach to these grasses (NMFS, 2022). Shoal grass (*Halodule wrightii*) is the primary SAV in the bay. A recent study of SAV at Crab Island shows a slow decline in SAV over the last decade. The southeastern portion of Crab Island shows a particular pattern of SAV bed recession that coincides with increased vessel density in the area (National Park Service, 2022).

5.6 Threatened and Endangered Species

The Choctawhatchee Bay and Destin Harbor is a productive estuarine ecosystem with several federally and state protected species. These may include the Choctawhatchee Beach Mouse, West Indian Manatee, Eastern Black Rail, Piping Plover, Eastern Indigo Snake, Marine Turtles, and Gulf Sturgeon (USFWS, 2022). The Bay also provides habitat for the Bottlenose Dolphin (National Park Service, 2022). Several dolphins were observed in Destin Harbor during the study.

5.7 Cultural Resources

There have been various reports of submerged wrecks in the bay over the last century (National Park Service, 2022). A review of the Florida Master Site File (FMSF) shows multiple surveys have been conducted in the Bay and along the Gulf fronting coastline. Several upland locations, with possible historic properties, forming the perimeter of Destin Harbor have been evaluated. The FMSF shows no cultural resource surveys were conducted in the Harbor itself.

5.8 Human Safety

Vessel incident data obtained from the Florida Fish and Wildlife Commission (FFWC) shows that a “hot spot” of incidents occurs at both the mouth of Destin Harbor and in the areas around Crab Island.

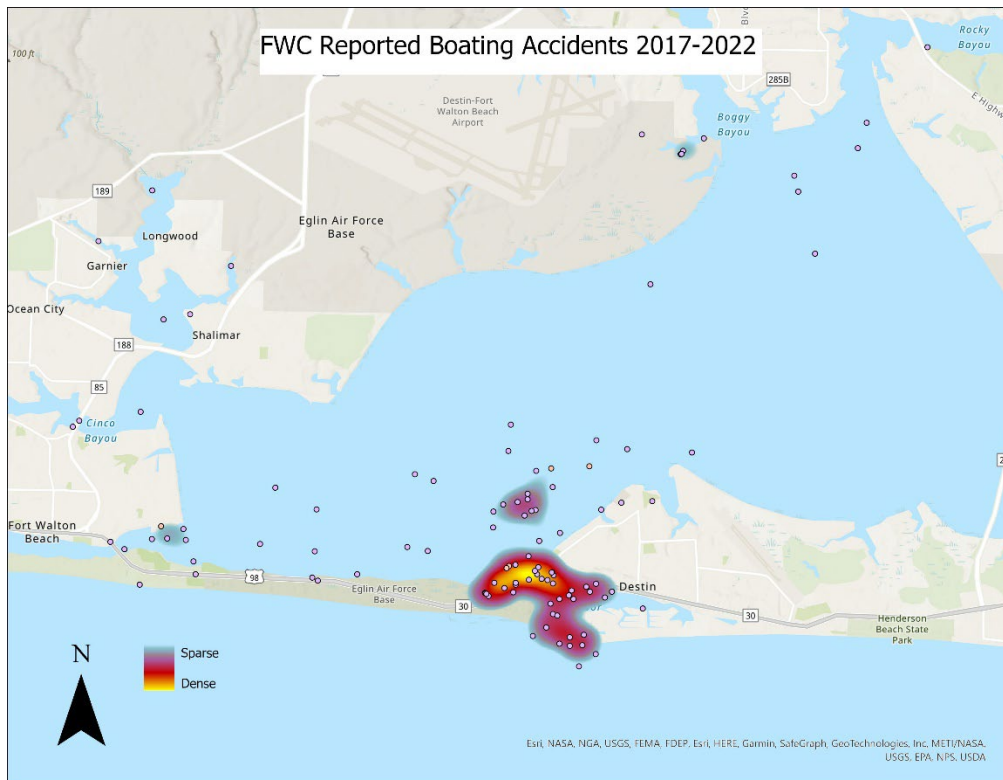


Figure 5: FFWC Reported Boating Accidents 2017-2022

6.0 Harbor Carrying Capacity

6.1 Study Area

This section describes the geographic footprint and characteristics of the study area. Destin Harbor encompasses approximately 240 acres (0.376 square miles). The average depth in the Harbor is 15-20 feet (Judnich, 2021). The length of the Harbor stretches two miles or approximately 8,700 linear feet (LF) from south of eastbound Highway 98 (also known as the East Pass Bridge), towards south-east boundary by the

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

residential area of Holiday Isle, as shown in Figure 6. The mouth of the channel is approximately 620 LF wide.



Figure 6: Map of Study Area

For the purposes of the carrying capacity analysis, data was collected at selected facilities, listed in 6.4.3

6.2 Harbor Facility Inventory and Vessel Classifications

To ensure that counters classified vessels using the same criteria the following definitions were used to classify the 8 vessel types. The vessel classifications were determined with inputs from the City of Destin.

1. **Fishing Charters.** Commonly observed fishing charters ranged from small (approximately 20 ft LOA vessels) accommodating four anglers to fishing charters with capacity for up to 65 anglers (approximately 70 ft LOA). This vessel class is defined by a captain and crew that takes guests out to fish in certain locations.
2. **Tour Charters.** Tour charters are assumed to be any vessel with a captain and crew that takes people on various tour activities. There is usually a business contact information on the vessel's port or starboard side.
3. **Livery Pontoons.** Livery vessels are vessels that are leased to others. In the context of Destin Harbor, livery vessels consist of livery pontoons or personal watercrafts that are registered with the city. Livery jet skis are not included in this category.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

4. **Personal Pontoons.** To differentiate from livery pontoons, this vessel class is assumed to be personally owned and operated pontoons. Personal pontoons are not registered as livery and are not leased to others. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin.
5. **Personal Vessels.** This vessel class refers to all motor vessels observed and based on best judgement in the field to be personally operated by owner(s) recreating in Destin Harbor. This vessel class excludes chartered tours, fishing charters, and livery pontoons. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin. It is important to note that all jet skis were captured in a separate vessel classification,
6. **Sailboats.** Personal sailboats that are home-docked at Holiday Isle and are separate from chartered sailboats which are captured under the Tour Charters category.
7. **Jet Skis.** For the purposes of this study, this vessel class refers to all jet ski traffic including both livery and privately-owned jet skis. Based on field observation conditions (visibility, etc.) and for this level of analysis, it was determined that it was reasonable to all jet skis are captured in the same classification.
8. **Non-Motor Vessels.** This class included kayaks, standup paddleboards, canoes, and vessels with trolling motors only.

6.3 Assumptions

Water and related land resources planning requires making decisions under uncertainty. USACE planning processes merges risk informed decision-making with water resource planning. PAS level studies have shorter execution timeframes and smaller scopes relative to a feasibility study. Therefore, assumptions are necessarily developed to inform analyses under uncertainties. This section describes the assumptions in the capacity study, documents the risks identified, and any corresponding risk-informed decisions made. This approach with regards to risk and uncertainties is appropriate for the level of detail of the capacity study's scope.

It is important to note that the following assumptions and decisions are in the context of data collection design and analyses in the capacity study. Any assumptions associated with recommendations will be explicitly stated.

6.3.1 Sample Characteristics

- I. **Slip Facilities.** For the carrying capacity analysis of the Harbor slippage, it was determined that slip occupancy data would be collected at slip facilities located at the Harbor entrance eastward along the Harbor District up to the Destin Yacht Club, and *not* inclusive of the entire perimeter of the Harbor. This is because the targeted slips are the most utilized public slips within the Harbor. It was assumed that these slips were a sufficient sample and representation of Harbor slip capacity. Additionally, slips in other areas of the Harbor were either private or not easily accessible by land and therefore the data collection team would not have been able to record that usage accurately and consistently.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

- II. **Parking Lot Facilities.** The sample of parking lots was determined in collaboration with the City of Destin based on the proximity of the parking facilities that service the Harbor and/or if they provide recreational opportunities for patrons. Parking lots include 1) restaurant lots for patrons, located between the Harbor District and Highway 98, 2) public parking lots, under the assumption that people park and recreate at the Harbor and the Harbor District, 3) boat launch parking for locals to park trailers while enjoying the waterways and Harbor , and 4) Holiday Isle where it is assumed that beachgoers park and recreate near Norriego Point. The team initially conducted an inventory count of all parking lots associated with the study to gather data on maximum capacities for each lot.
- III. **Vessel Traffic Counts**
 - a. There were risks associated with human error during data collection, and the study team accounted for margin of errors during data analysis.
 - i. **Shift Times**
 - 1. The first data collection trip included two vessel counting shifts from 0800-1230 and 1230-1630. After analyzing the data, it was determined that much of the vessel traffic was being missed based on observed traffic patterns. For example, livery pontoons typically begin exiting the Harbor around 0800, and all types of vessels enter the Harbor after 1630, most likely to recreate at restaurants.
 - 2. After this risk was realized, shift times changed to 0900-1200; 1200-1500; 1500-1800 to account for morning, lunch, and dinner time traffic patterns consistently throughout the day and over the entire data collection period.
- IV. **Count Location**
 - a. The team began the first data collection trip by setting up at the end of Norriego Point, facing the mouth of the Harbor. It was quickly realized that parking was difficult to obtain throughout the day, hauling gear onto the beach was cumbersome and time consuming, and there was a lack of shade and facilities.
 - b. After identifying the restaurants as a more suitable count location with a better vantage point, the team began to count vessels from outside restaurant seating areas. This proved better in many ways: the team saved time, could more clearly observe jet ski movements (among other vessel movements), and could easily transition from vessel counting to facility (slip) counting.

6.3.2 Methodology Assumptions and Definitions

Data collection consisted of counting vessels entering and exiting the Harbor. A data collection sample representative of peak and non-peak recreation periods was taken between the months of May to September. Vessels were recorded by hourly shift time, entrance or exit movement, and classification. The goal was to account for traffic patterns, so each vessel was counted each time it entered or exited, regardless of if it had done so previously.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

I. Slip Capacity Count

- a. Parking lots and slippage facilities were counted three times a day, during anticipated peak traffic periods in the morning, afternoon, and evening. Unlike parking lot counts, maximum capacity amounts were not initially recorded along the Harbor District at the slippage facility. This is because it was observed that slip configurations changed depending on the orientation of vessel docking. For example, vessels docked parallel to a long pier may create a different number of delineated “slips” than if vessels were docked perpendicular to the pier. This made it difficult to initially track the exact maximum capacity in the field. However, maximum capacity was captured post-data collection using GIS technology and the dimensions of an average vessel (20 ft) to configure slip usage in an efficient and realistic way that was reflective of observations during data collection. See Figure 7 and Figure 8 below for more information.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



Figure 7: West side of GIS Slippage Capacity Count

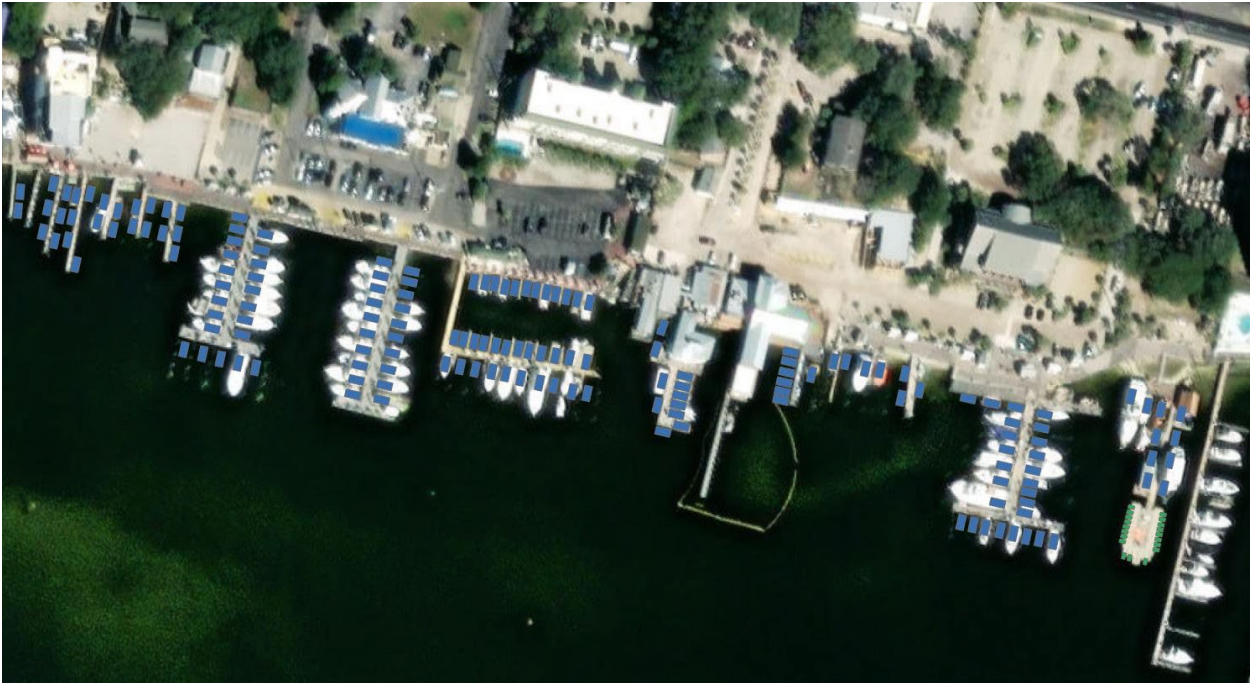


Figure 8: East side of GIS Slippage Capacity Count

- b. It was assumed that the most efficient way to count vessel slips was by counting the occupied slips. This is the opposite method that was used for parking lot counts. This decision was made in tandem with the lack of maximum capacity data in the beginning of data collection. Counting occupied spots proved to be more useful when maximum capacity was later found to provide a baseline of slip usage and capacity. In this context, a regular, occupied slip is defined below.
- c. Define:

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

1. A regular, occupied slip is defined as a slip containing one to two vessels, where both vessels could exit the slip with ease (i.e., neither vessel is blocked in). This also includes locations that are not easily defined by pilings, such as long docks with areas to tie up a vessel parallel to the dock.
2. During data collection, the team needed a clear and consistent definition of jet ski slips due to rotating team members and the nature of the study. Therefore, the team defined jet ski slips based on their physical structure and purpose: mobile, floating docks primarily used for jet ski storage.
3. Overcapacity slips are defined as a slip that contains more than two vessels. This is applicable to regular slips that are clearly delineated by pilings. The definition was developed by gauging the size of the average vessel entering and utilizing Harbor slips. It was decided that two vessels could comfortably fit in one slip and still easily exit the slip. Other areas that were consistently overcapacity include long docks with more than two vessels, with the first parallel parked alongside the dock, and the rest parked and tied to it. There were “hotspots” where overcapacity slips were recorded consistently including near Margaritaville.
4. Private slips were discovered east of AJs beyond a gate labeled *Galati's Yacht Sales*. These vessels are gated off from the public. To record counts for private slips, the team estimated based on the maximum capacity and the number of vessels that could be seen from beyond the gate.

V. Parking Capacity Counts

Data collection consisted of counting parking space capacities at select public parking lot locations servicing the Harbor facilities. This included public areas as well as boat trailer parking. A select number of public parking facilities were counted three times a day during anticipated peak traffic of morning, afternoon, and evening.

1. Shift Times. During the first data collection trip, parking spots were counted twice a day at 830AM and 2:30PM. These count times coincided with the vessel count shift times, allowing each team to complete a vessel count shift and facilities count shift in the allotted time. However, after observing traffic patterns throughout the day, it was determined that three shift counts would be necessary to accurately record and reflect the use of the Harbor's parking lots. Parking counts shifted from two a day to three a day, at 10AM, 12PM, and 6PM to account for morning, midday, and afternoon traffic, including mealtimes.
2. Parking Count Methodology. After discussing data collection methods with the City of Destin, the data collection team took staggered parking samples at different locations each day, rotating through each of the 14 locations during

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

each trip. Staggered sampling allowed the team to obtain a solid foundation of data that could be extrapolated to fill in the days that were not explicitly counted.

- a. Vacant handicapped parking spots are counted as vacant as they can be occupied
- b. Parking spots were recorded as occupied if there was reserved parking spot signage, cones, tape, or other indicators.
- c. Joe's Bayou overflow lot is added to Joe's Bayou total capacity
- d. Parking formula = $(m-v+o)/m$ where:
 - i. M=maximum capacity
 - ii. V = vacancy
 - iii. O = overflow

6.4 Capacity Count Overview

The capacity study for Destin Harbor establishes a basis for vessel traffic, Harbor facility occupancy, and parking lot occupancy. This provides numerical data on Harbor usage throughout the summer. Capacity study data for vessel traffic, Harbor facility counts, and parking lot occupancy was collected during the summer of 2022 on the following dates:

- May 27th-May 30th (Memorial Day weekend)
- June 28th- July 4th (Independence Day weekend)
- July 15th – July 21st
- August 2nd – August 7th
- August 19th-August 21st
- September 2nd - September 5th (Labor Day Weekend)

The capacity study provides each weekend's totals and compares data in relevant groups, such as with holiday to holiday or summer week to summer week. Using the data comparisons, the entire summer was interpolated for each data set collected to represent the anticipated counts each day of the entire summer. Figure 9 below presents the dates for capacity data collections during the summer.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

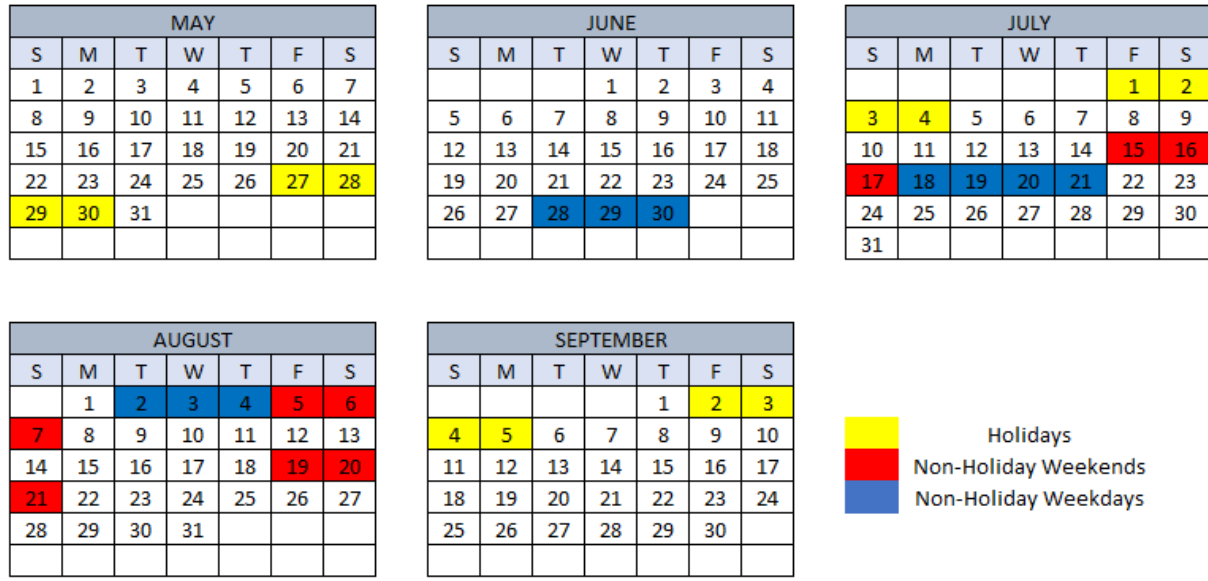


Figure 9: Data Collection Days (Summer 2022)

6.4.1 Vessel Traffic Count

Counting of vessels exiting and entering Destin Harbor occurred daily and consecutively from 9AM to 6PM (except for Memorial Day weekend, which was from 8:30AM to 4:30PM). Groups of 2 counters began at 9AM and rotated every 3 hours. Vessel counts were split in half with one person responsible for 4 sets of vessel classifications and the other person responsible for the other set of 4 vessel classifications to ensure all vessels entering and exiting the Harbor were accounted for. The vessel count data has been separated into 3 distinct categories for comparison purposes: Holiday weekends, weekends, and weekdays. The total number of days observed for vessel traffic collection was 31, where there were 12 holidays, 9 non-holiday regular weekends, and 10 weekdays. The following graphs present total number of exits and entries by each vessel class.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

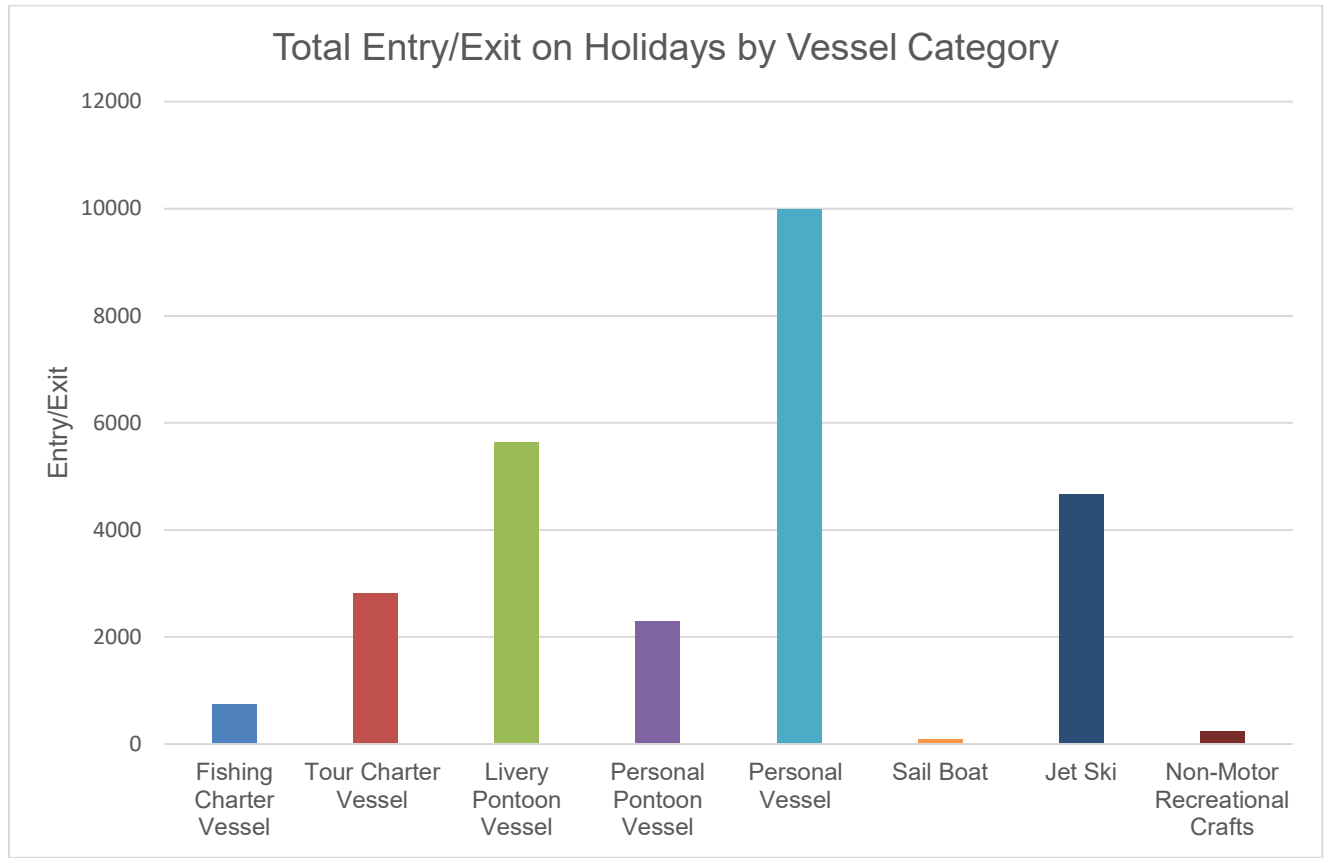


Figure 10: Total Vessel Traffic Observed

During holiday weekends, personal vessels recorded the most total entries/exits in the Harbor with about 10,000 trips through the Harbor mouth as shown in the above figure. Livery pontoons had the second most entries/exits with a little below 6,000 total trips. Jet skis were third, with just over 4,000 exits, while the rest of the vessel categories had less than 3,000 per category.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

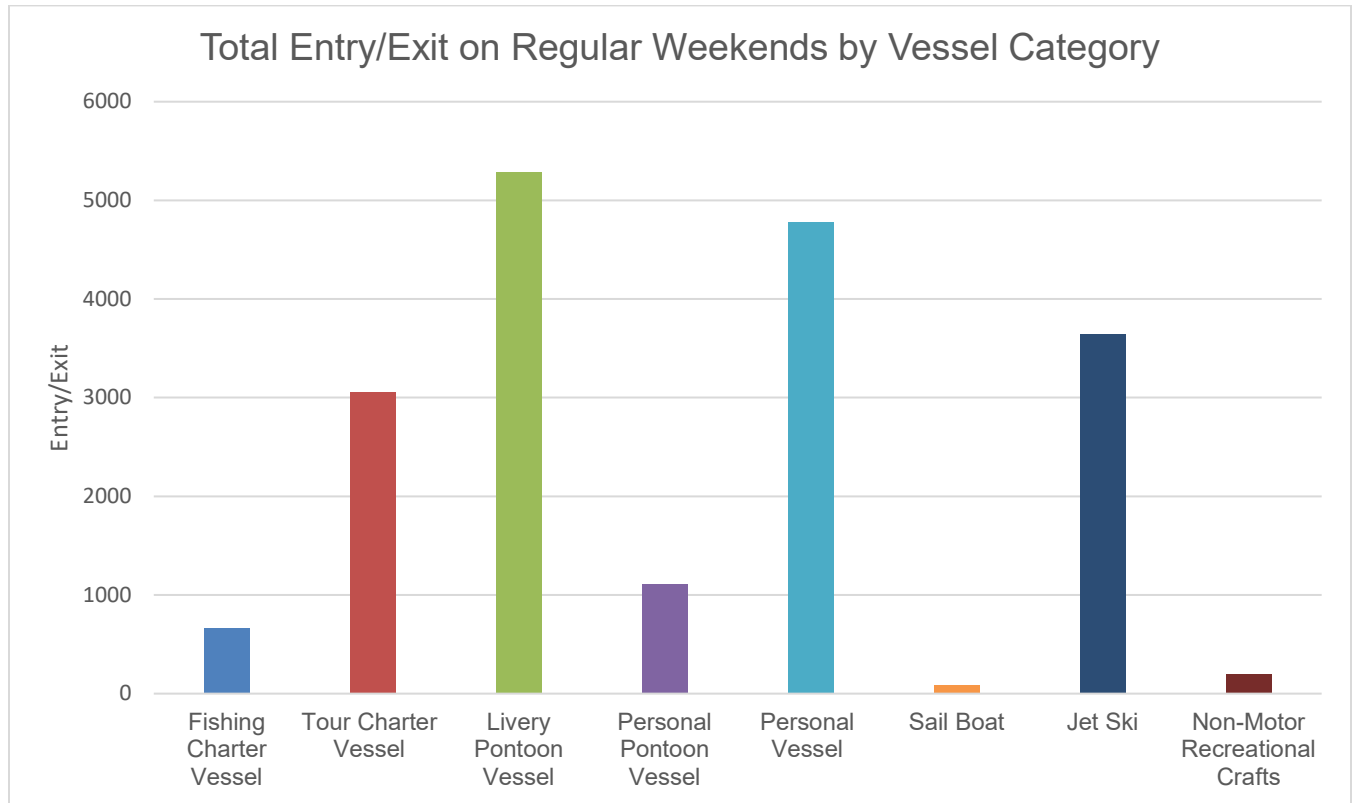


Figure 11: Total Vessel Traffic Observed on Regular Weekends

Vessel traffic at Destin Harbor was observed for a total of nine regular weekend days. Livery pontoons were the most recorded with over 5,000 trips to access the Harbor, followed closely by personal vessels and jet skis as presented in the above figure. As expected, regular weekends did not produce as much total vessel traffic compared to holiday weekends. Personal vessels led total entries/exits (9,990) in the holiday weekend recording but fell to second during the regular weekend recording (4,780).

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

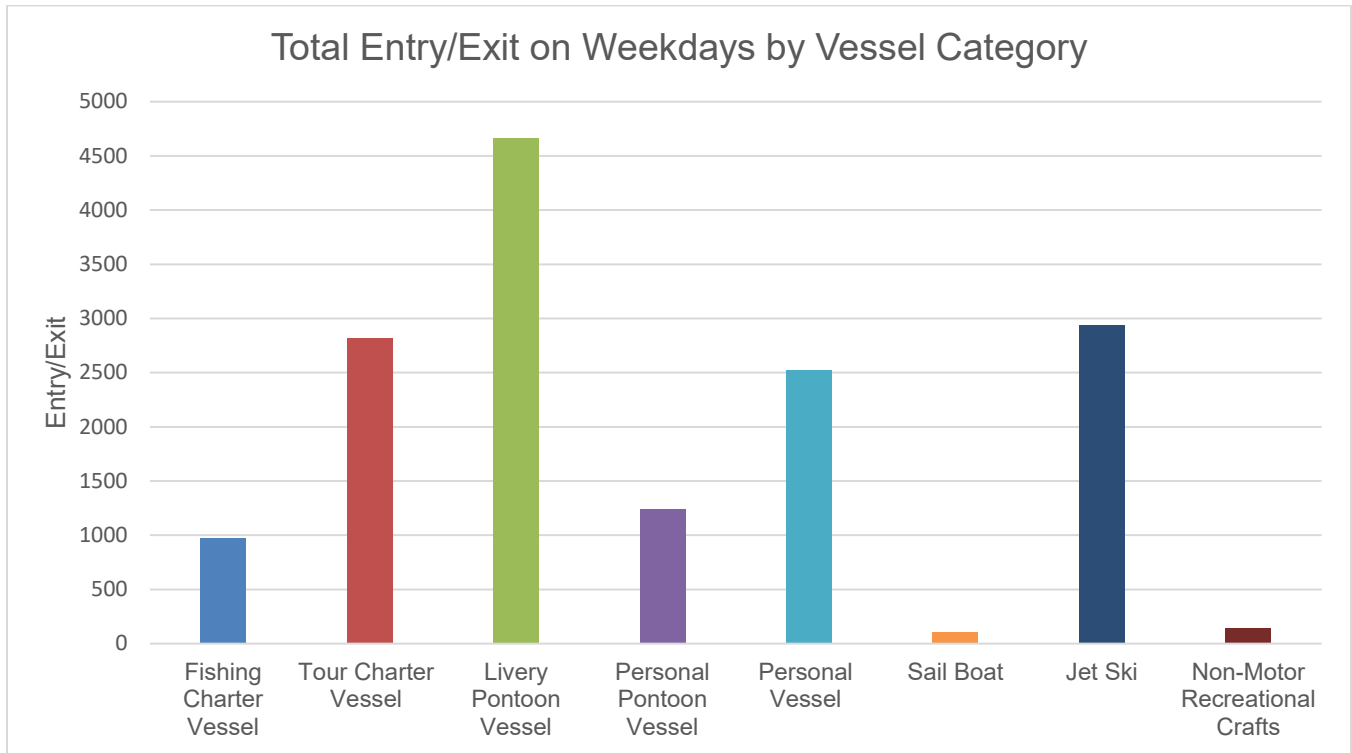


Figure 12: Total Vessel Traffic Observed on Weekdays

On regular weekdays, Harbor access by livery pontoons were the most recorded with a little over 4,600 trips, followed by jet-skis (2,938) and tour charters (2,817). Personal vessels once again fell from 2nd place in total entries/exits recorded on regular weekends to 4th in total entries/exits recorded on regular weekdays. It was assumed that less people take their personal vessels out during weekdays because those people have work commitments compared to a regular weekend/holiday weekend when people typically have less commitments.

6.4.2 Harbor Slip Counts

Counting of occupied vessel slips occurred 3 times per day at 10AM, 12PM, and 6PM (except for Memorial Day weekend, when they occurred twice a day at 8:30AM & 2:30PM). In reference to the following figures, the trips and their corresponding dates are listed below.

Table 3: Data Collection Trips

Trip 1	June 28th-July 4th
Trip 2	July 15th-July 21st
Trip 3	August 2nd-August 7th
Trip 4	August 19th-August 21st
Trip 5	September 2nd-September 5th

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

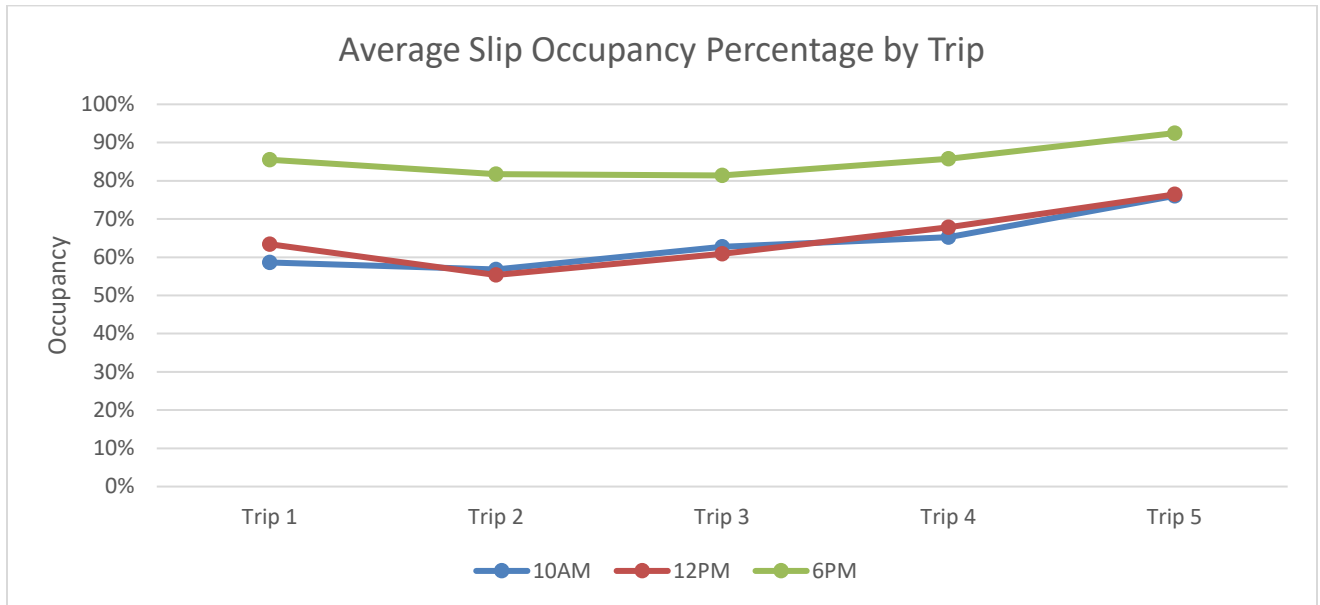


Figure 13: Slip Count Average Occupancy by Trip

Figure 13 shows the slip count totals at each time that data was recorded for each trip. There were only slight variances between 10AM counts and 12PM, but slips were consistently occupied during the 6PM count. This is likely because vessels that operate during the day have returned or are returning to a slip by 6PM. This is especially true for livery businesses, some fishing charters, and certain tour charters operating in Destin Harbor because they begin to close for the day at 6PM.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

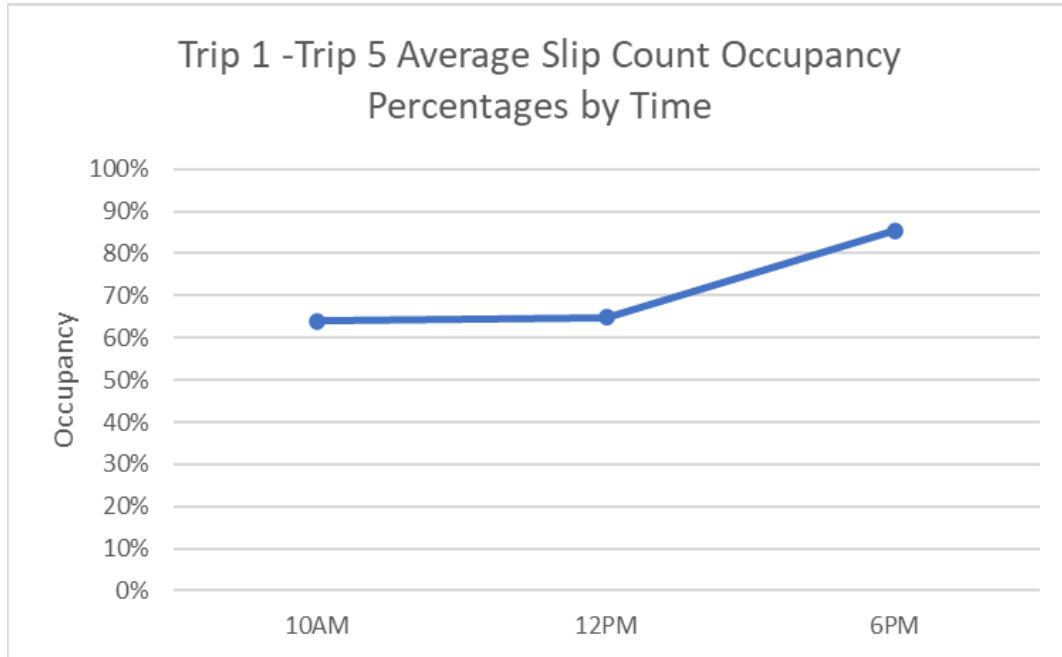


Figure 14: Average Slip Occupancy by Time

Figure 14 shows the average slip count occupancy between Trip 1 and Trip 5 at their respective time of recording. It reiterates Figure 13 in that the most slip usage occurred at 6PM. The daily trip slip counts are found in Appendix 1:Economics.

6.4.3 Parking Lot Counts

Parking counts occurred 3 times per day at 10AM, 12PM, and 6PM (with the exception being Memorial Day weekend, which were counted at 8:30AM & 2:30PM). Parking counts were separated into 2 groups: the Harbor District (12), and Other (2), which includes parking lots at two locations with boat launches and kayak launch facilities only.

Table 4: Parking Facility Groupings

Parking Facility Groupings	Lots
Harbor District (12 Parking Lots)	Coyote Ugly (east of Margaritaville), Margaritaville (west of Stahlman), and AJ's Private Parking, Marler Public Parking Lot, and Holiday Isle, Fatboy's Private Parking, Galati's, Happy's/Destin Yacht Club, Tailfin's, Dewey Destin's, Brotula's and Boathouse Oyster Bar
Other (2 Parking Lots)	Captain Leonard's Park, Joe's Bayou*

*Joe's Bayou also has a separate section created titled "Overflow," because unmarked overflow gravel parking was used at a parking lot adjacent to the regular lot. In some instances, trailers would occupy the overflow parking lot spots in favor of

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

maneuverability instead of open spots in the main parking lot. Joe's Bayou and Captain Leonard's parking occupancy was captured each day, while the other parking lots were observed approximately every three days.

Unlike the daily consistency in Vessel Traffic Count and Harbor Slippage Facility counts, there were too many parking lots to collect data on them all each day. Therefore, the team rotated through the list of parking lots each day. For example, on Monday, 6 parking lots would be observed 3 times in one day, at 10AM, 12PM, and 6PM. On Tuesday, the team would collect a total of 3 samples at 10AM, 12PM, and 6PM respectively, on the next 6 parking lots. To account for the gaps in data collected on individual lots, a regression model was developed to provide a snapshot of what could have occurred throughout the summer. The interpolated graphs and data will be shown in Section 6.5.

6.5 Interpolated Vessel Traffic

Vessel traffic data was consistent and plentiful, therefore that data was used to provide summer vessel count daily averages to show a snapshot of a typical week. This was used to interpolate each day throughout the summer that was not observed to provide a total for what could have occurred from May 27th-September 5th, 2022.

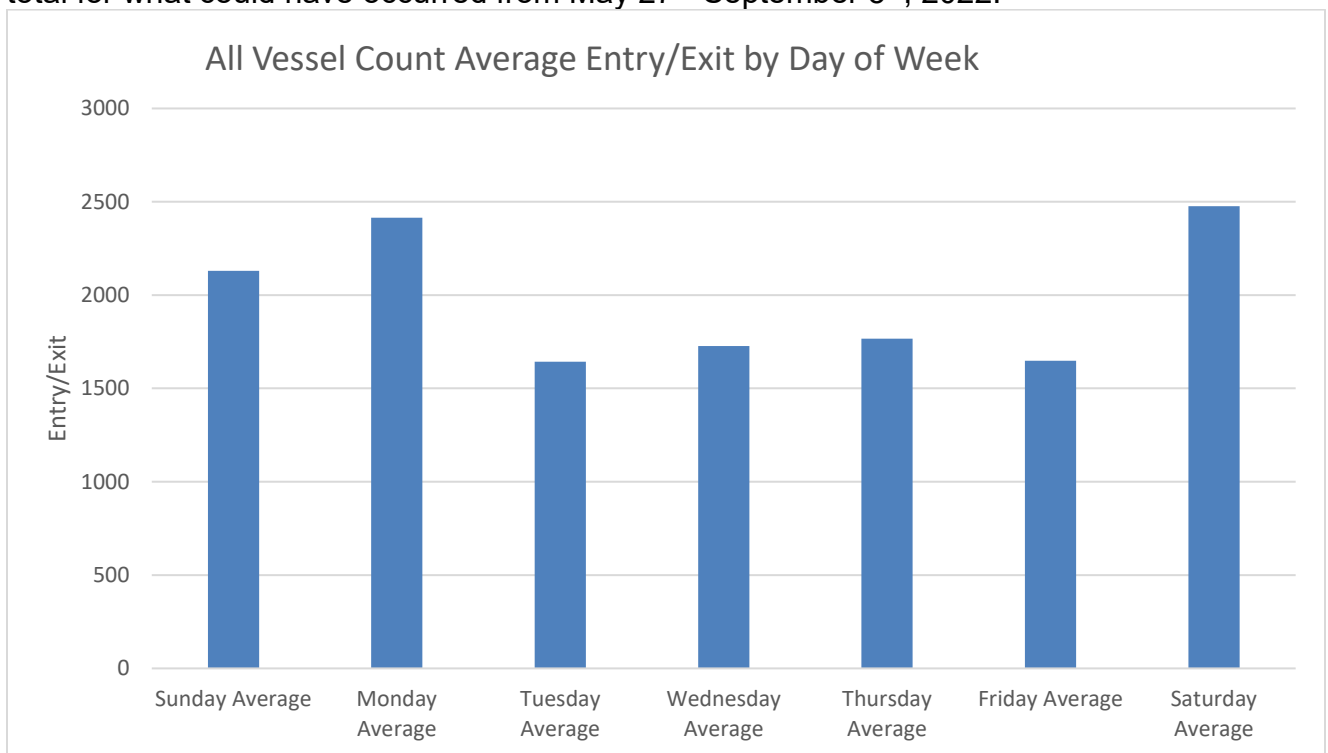


Figure 15: Vessel Count Average Entry/Exit by Day of Week

Figure 15 shows the average vessel entry/exits that occurred on each day of the week. The graph indicated that the highest daily average throughout the summer happened on Saturdays with a little under 2500 vessels per Saturday, and with Monday and Sunday

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

being the only other vessel count totals above 2000. The reason for Monday being higher than Sunday is because each recorded holiday (Memorial Day, July 4th, and Labor Day) fell on a Monday. Holiday Mondays had a much higher vessel count average than typical days.

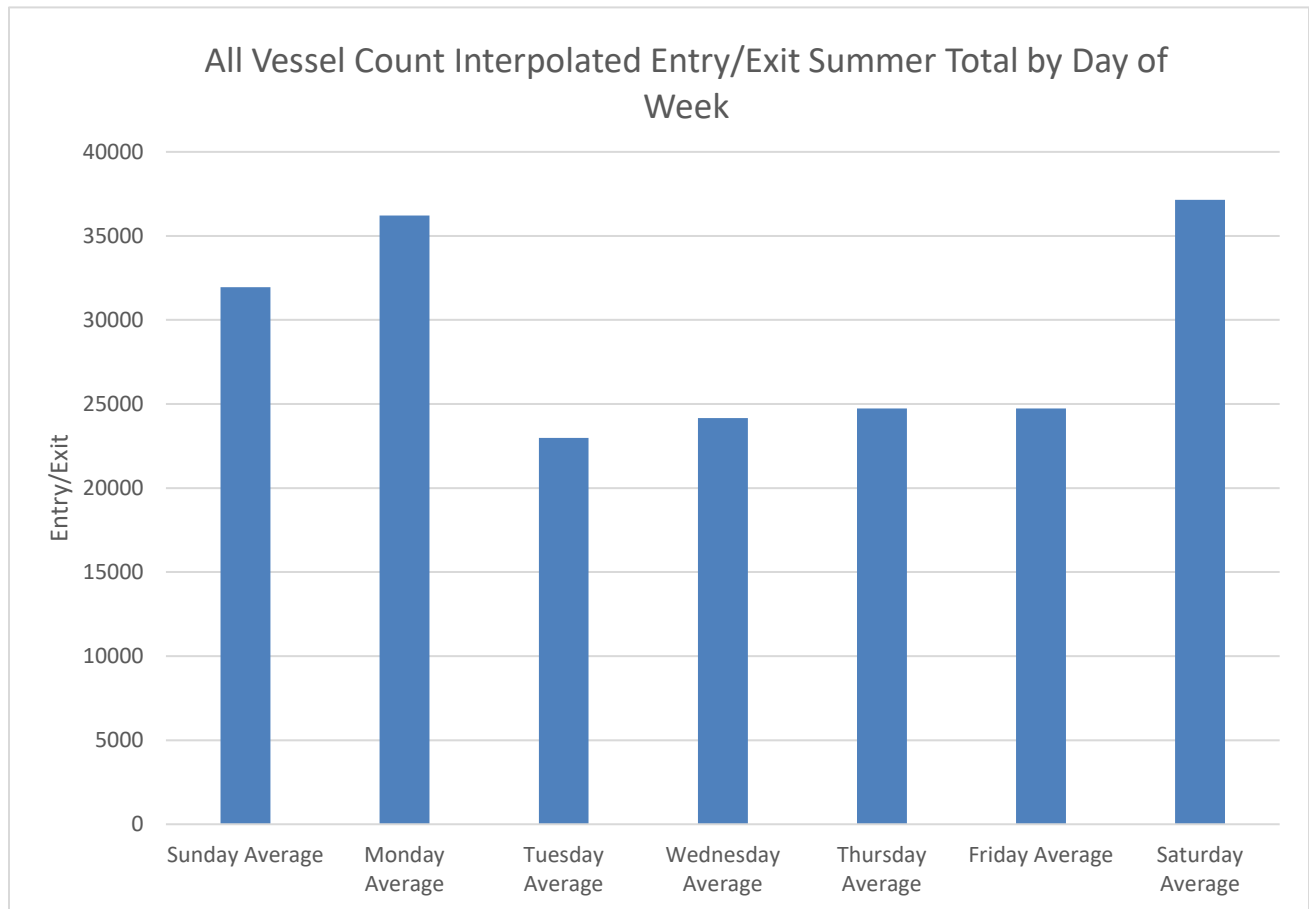


Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week

Figure 16 shows the daily vessel count interpolated entry/exit summer totals by day of the week. This includes every vessel classification combined into a daily total. That daily total was then interpolated throughout the summer ranging from May 27th-September 5th to show what could have occurred if every single interpolated day totals were combined. The Saturday average is still the highest total of entry/exits throughout the summer followed by Monday and Sunday.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

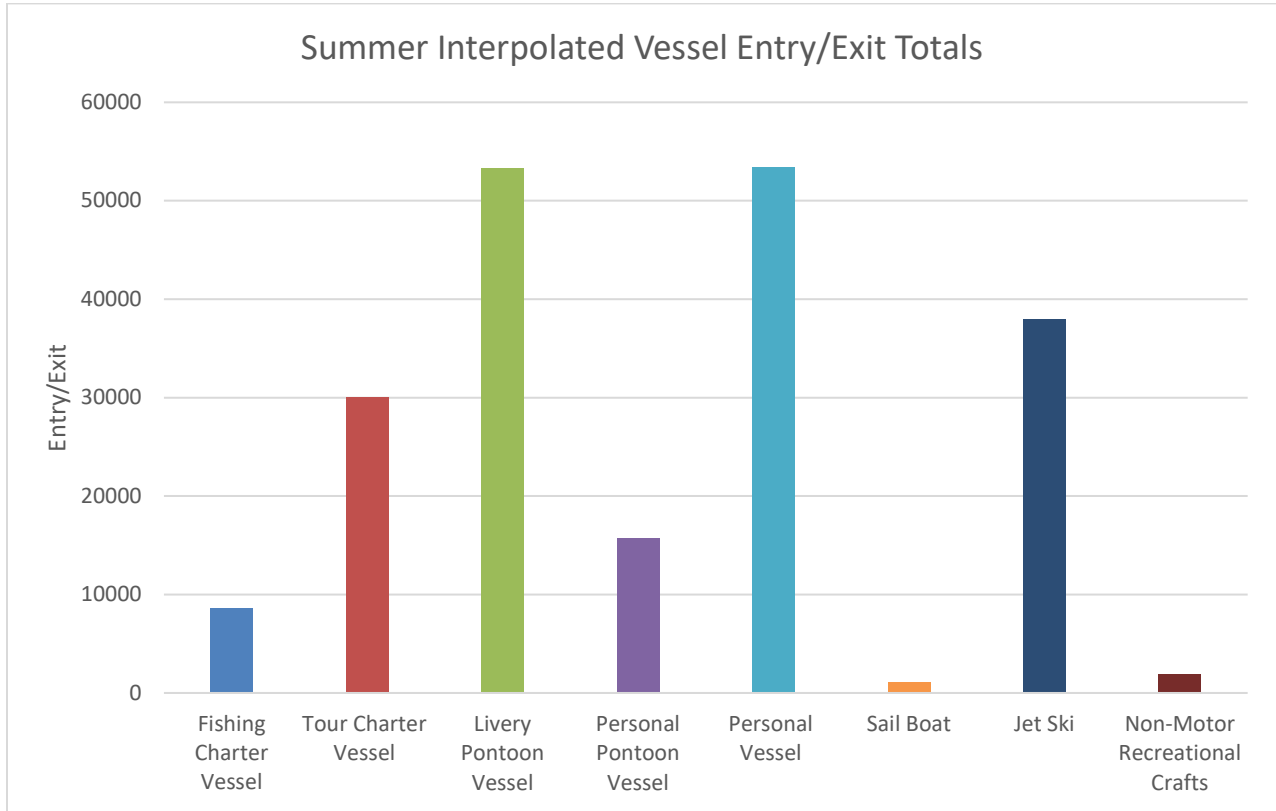


Figure 17: Summer Interpolated Vessel Entry/Exit Totals

While Figure 16 shows the total interpolated vessel entry/exits, Figure 17 is broken down by vessel classification. Personal vessels (53,410) and livery pontoons (53,295) by far account for the most entry/exits in Destin Harbor, while Jet skis (37,957) are a distant third and tour charter vessels (30,014) being fourth. The rest of the classifications were all below 20,000 projected summer entry/exits.

6.6 Parking Lot Analysis

Parking lots were not counted every day; therefore, interpolation of the observed parking data offers a prediction of parking data for the entire summer. This is useful for understanding the typical existing parking conditions during the peak season. The interpolation is only meant to be representative for the Summer of 2022. It cannot forecast future conditions or conditions outside of the peak season.

Linear regression was used to predict the parking inventory for lots that were not counted every day. This regression model is listed below.

$$Inventory_{ijkm} = \beta_0 + \beta_1 Lot_i + \beta_2 Time_j + \beta_3 Trip_k + \beta_4 Holiday_m + \beta_5 Lot_i \times Time_j + \epsilon_{ijkm}$$

Here, i refers to the parking lot, j refers to the time of day (10AM, 12PM, 6PM), k refers to the data collection trip, and m refers to whether the observation day occurs on a

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

holiday weekend, non-holiday weekend, or non-holiday weekday. Based on this, β_1 are fixed effects for each parking lot, β_2 are fixed effects for the time of day, β_3 are fixed effects for each trip, β_4 are fixed effects for whether it is a holiday, non-holiday weekend, or non-holiday weekday, and β_5 are interaction fixed effects between each parking lot and the time of day. ϵ_{ijkm} is the error term, which accounts for uncertainty in the model. This was used to predict the inventory for observations that were not directly observed.

Parking lot capacities were counted on the initial Destin reconnaissance visit to determine the maximum amount of parking spaces that were available at each parking lot. The Harbor District restaurant's total parking capacity is as follows:

Table 5: Harbor District Total Parking Capacity

Restaurant Parking Lot	Total Parking Spaces
Coyote Ugly	276
Margaritaville	129
AJ's	108
Fatboy's	26
Galati's Yacht Sales	75
Happy's/Destin Yacht Club	54
Tailfin's	77
Dewey Destin's	72
Brotula's	245
Boathouse Oyster Bar	110
Marler Public Parking	146
Holiday Isle	65

Joe's Bayou and Captain Leonard's Parking Lots are not located in the Harbor District, but Joe's Bayou has boat launches and Captain Leonard's has a kayak launch. Joe's Bayou has 83 total parking spaces with the overflow lot included and Captain Leonard's has 33 parking spaces. Because the Joe's Bayou overflow lot has unmarked parking spaces, GIS technology was used to estimate the total number of parking spaces based on the average length of a truck and boat trailer of 20 feet (refer to Figure 18). Holiday Isle is also included in the total occupancy percentages with 65 parking spaces. These parking lot totals were then used to determine the below parking lot capacity graphs as percentages of parking spaces occupied by vehicles. More detail on the interpolation can be found in Appendix 1: Economics.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



Figure 18: Joe's Bayou Overflow Lot - Total Capacity

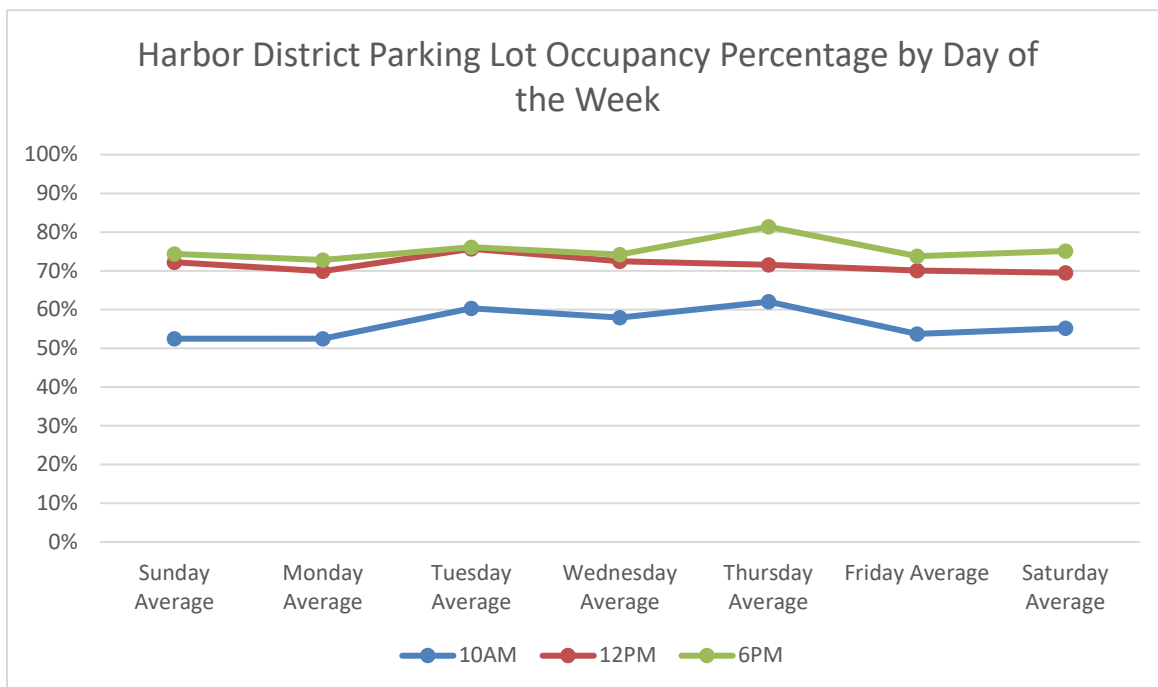


Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Figure 19 provides a weekly snapshot of Harbor District parking lot occupancy by percentage. 10AM had the lowest percentage occupancy consistently for each day of the week with the reasoning being that most people are showing up closer to 12PM which is also shown with the 20% increase in occupancy. 6PM is also slightly higher than 12PM but is similar in the above 70% occupancy. There were only 3 observations for Mondays – Thursdays so that data doesn't have as much variance as the weekend. Data was collected during the more frequent weekend trips, showing the consistent theme that 10AM occupancy is consistently less than 12PM and 6PM.

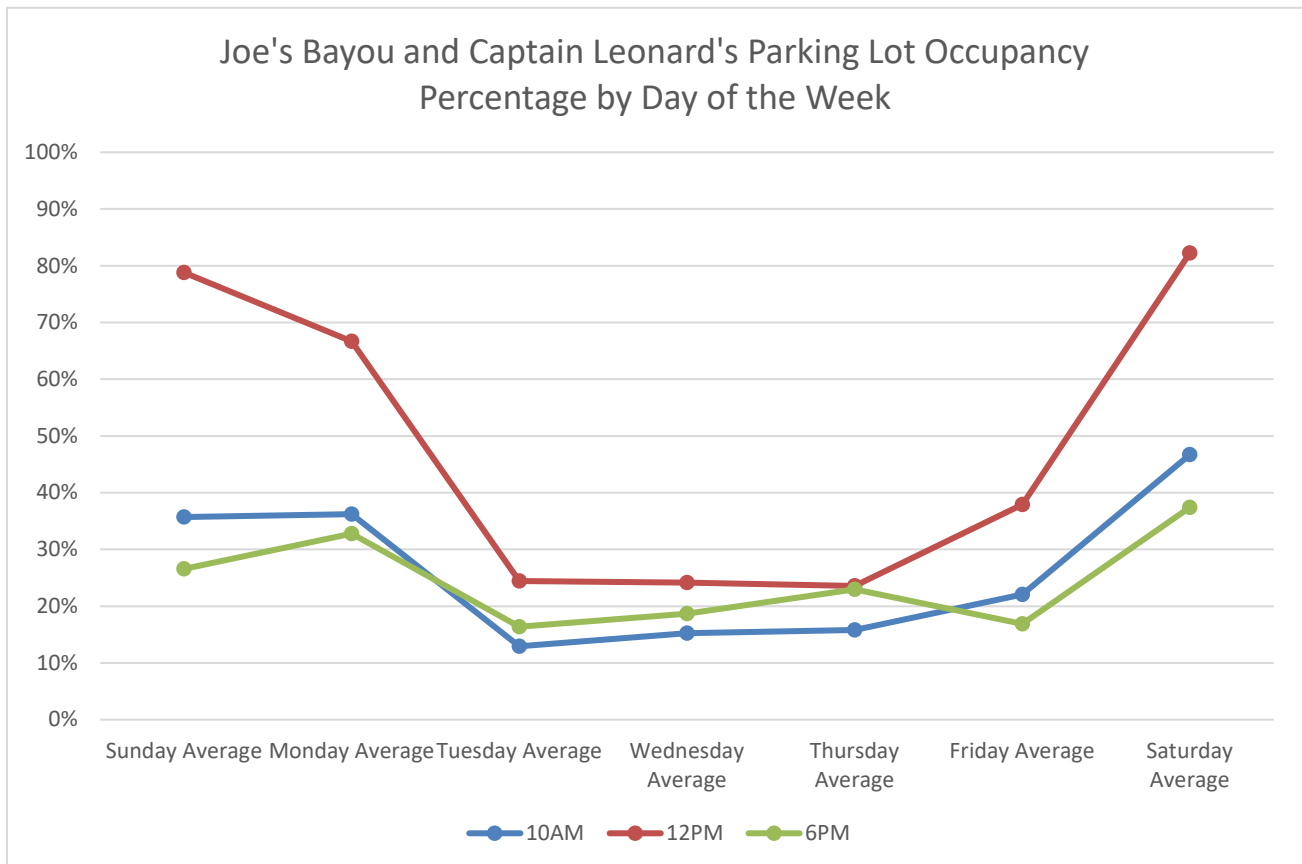


Figure 20: Joe's Bayou and Captain Leonard's Parking Lot Occupancy Percentage by Day of the Week

Figure 20 provides a snapshot of what a typical week would look like for Joe's Bayou and Captain Leonard's parking lot occupancy by percentage. Joe's Bayou and Captain Leonard's parking percentages have more variance than the boardwalk because they are used for parking, trailer parking, boat launching for Joe's Bayou, and a kayak launch for Captain Leonard's. 12PM has the highest parking occupancy especially on weekends because of more vessel usage/launches occurring on weekends. 10AM, 12PM, and 6PM show a significant drop in parking lot usage because of much less vessel usage occurring during the week because of work obligations. There is more unique data for Joe's Bayou and Captain Leonard's because they were counted each day compared to a rotation of Harborwalk parking.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

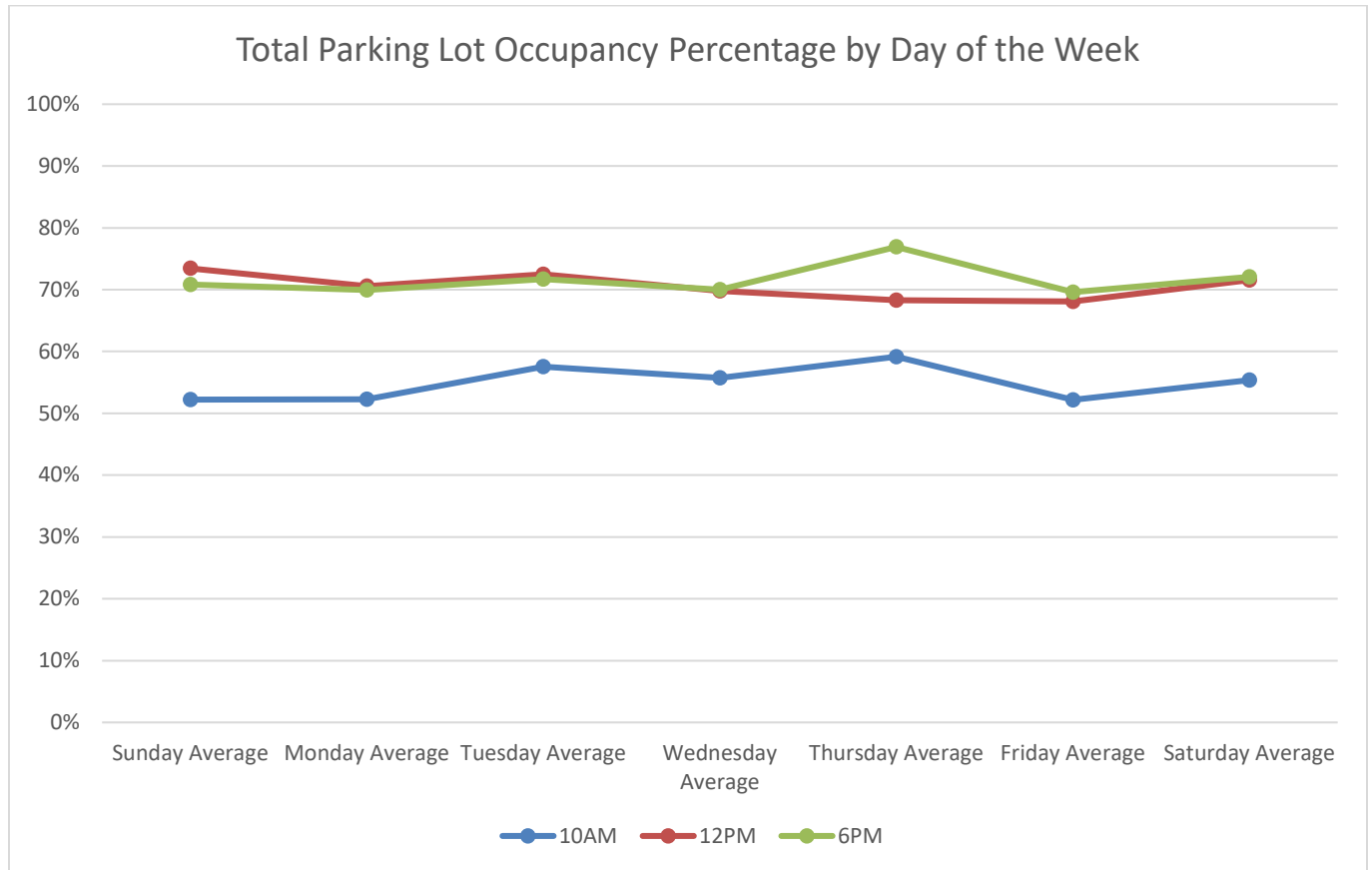


Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week

Figure 21 provides a weekly snapshot of what a typical week would look like for the total parking lot occupancy by percentage. There is a much larger concentration of parking and usage of parking occurring in the Harbor District parking compared to the Joe's Bayou and Captain Leonard's parking. The total parking lot percentages show the same overarching data theme that the 10AM consistently had the least amount of parking occupancy.

All data collected and analyzed over the summer of 2022 was then incorporated into the methodology used to calculate Destin Harbor's Carrying Capacity.

6.7 Carrying Capacity Analysis

There are four types of commonly used carrying capacity indicators used to assess the recreational carrying capacity of a Harbor or lake: ecological, facility, spatial, and social. Determining the carrying capacity can be identified using any combination of these four indicators. The approach taken in this study consists of three components: spatial carrying capacity, social carrying capacity and facility carrying capacity. Table 5 below summarizes the carrying capacity analysis. For the purposes of this analysis, study zones are identified as shown in Figure 22.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 6: Destin Harbor Carrying Capacity

Physical Carrying Capacity	Carrying Capacity Analysis
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 60-90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat Trailer Parking, Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity on weekend use



Figure 22: Study Zones

Source: City of Destin, Planning Division

Water and Land Recreation Opportunity Spectrum (WALROS)

The Water and Land Recreation Opportunity Spectrum (WALROS) methodology was developed by the Bureau of Reclamation to determine appropriate ranges of recreational carrying capacities or densities for boating (vessel activity) in an area (2011). WALROS uses physical, social, and managerial attributes that define a harbor or lake setting to systematically establish six classifications of recreation opportunities.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

A harbor or lake can be classified as urban, suburban, rural developed, rural natural, semi-primitive, or primitive recreation opportunities. The WALROS developed a set of boating capacity coefficients based on collaborative expert opinion, published articles and sound professional judgement. In depth descriptions of the WALROS methodology and classifications may be found in the WALROS Handbook.

Based on the WALROS classifications, Destin Harbor is best identified as urban. The WALROS handbook (2011) describes the urban setting classification as being in “extensively developed and populated cities and metropolitan spaces where virtually the entire landscape contains manmade structures.” The water resources tend to be channelized or altered with extensive recreation use that involves much diversity, socialization, and concentration (p. 9, Haas, et al, 2011). The following Figure 23 presents a range of reasonable vessel capacity coefficients by WALROS class. The vessel capacity coefficient is defined as the number of water surface acres adequate for each recreational vessel in a WALROS class. For the urban classification the acres per vessel range from 1 on the low end to 10 at the high end. The current vessel densities at Destin Harbor indicate that the spatial carrying capacity of the Harbor is exceeded.

WALROS class	Range of boating coefficients (acres per boat)	
	Low end	High end
Urban	1	10
Suburban	10	20
Rural developed	20	50
Rural natural	50	110 (¼ sq mi)
Semiprimitive	110	480 (¾ sq mi)
Primitive	480	3,200 (5 sq mi)

Figure 23: Reasonable Boating Coefficient by WALROS Class

6.7.1 Spatial Carrying Capacity

Spatial carrying capacity is the number of vessels that safely operate and recreate in a specific water surface area at a given time. Factors such as usable acres, vessel activity, and peak use density are used to quantify spatial carrying capacity. In this context, one shift was used to measure peak usage by hour for the purpose of the WALROS method. The study area is divided into three zones to distinguish spatial carrying capacity at each: Inside the harbor, Crab Island and East Pass.

Zone A: Inside the Harbor

For the purposes of the spatial carrying capacity, it is assumed that the Harbor consists of 240.6 acres of usable water surface for vessel activity including docking at Harbor slips. The observed vessel density for Destin Harbor is calculated by dividing usable

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

water surface acres by the maximum number of vessels for observed peak use by hour to identify the peak density. The vessel density was also calculated for the low density using the total number of observed vessels at the lowest use by hour:

Observed peak density: $240.6 \text{ acres} \div 444 \text{ vessels} = 0.54 \text{ usable acres per vessel}$

Observed low density: $240.6 \text{ acres} \div 27 \text{ vessels} = 8.91 \text{ usable acres per vessel}$

The current vessel density range for Zone A: Destin Harbor is estimated to be 0.54 – 8.91 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Destin Harbor during peak shift times.

Zone B: Crab Island

It is worth reiterating that the vessel traffic count was conducted only at the vantage point of the Harbor entrance. However, Crab Island is a common destination for boaters in Destin. Crab Island is commonly the destination for tour charters, pontoons, personal vessels, and jet skis. In the absence of vessel traffic counting directly at Crab Island, it is reasonable to assume that during peak shift, 90% (390 vessels) of the previously mentioned vessel classes counted at the Harbor entrance were bound for Crab Island. The number of vessels during the lowest-density shift is assumed to be 90% (14 vessels) of the total number of tour charters, pontoons, personal vessels, and jet skis.

Observed Peak Density: $160 \text{ acres} \div 390 \text{ vessels} = 0.41 \text{ usable acres per vessel}$

Observed Low Density: $160 \text{ acres} \div 14 \text{ vessels} = 11.85 \text{ usable acres per vessel}$

The current vessel density range for Zone B: Crab Island is estimated to be 0.41 – 11.85 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Crab Island during peak shift times.

Zone C: East Pass

East Pass is the inlet between Moreno Point in the City of Destin, and Okaloosa Island. As the tidal connection between Choctawhatchee Bay and the Gulf of Mexico, vessels traverse the East Pass to access the Gulf of Mexico. For the peak shift all fishing charters are assumed to frequent this zone in addition to 50% of tour charters, pontoons, jet skis and personal vessels (230 vessels). For the lowest-density shift, all fishing charters as well as 50% of tour charters, pontoons, jet skis, and personal vessels (20 vessels) traverse through East Pass:

Observed Peak Density: $227.2 \text{ acres} \div 230 \text{ vessels} = 0.98 \text{ usable acres per vessel}$

Observed Low Density: $227.2 \text{ acres} \div 20 \text{ vessels} = 11.65 \text{ usable acres per vessel}$

The current vessel density range for Zone C: East Pass is estimated to be 0.98 – 11.65 usable acres per vessel. This range suggests that during the summer season, there is

less than 1 acre of usable water surface for each vessel in East Pass during peak shift times.

6.7.2 Social Carrying Capacity

Social carrying capacity considers the users' perceptions of crowding and safety. Under this indicator, capacity is reached when conflict arises or when the user is deterred from participating in activities in the Harbor or surrounding waters. The social carrying capacity of Destin Harbor was assessed by administering a survey to a sample of boaters who use the Harbor and its surrounding waters. The purpose of the survey was to gather information on user experiences at Destin Harbor.

Enjoyment and Crowding

When asked how the number of other boaters affected enjoyment in the harbor, 59% of respondents indicated that the number of boaters "somewhat detracted, moderately detracted or extremely detracted" from their experience. Less than 10% of respondents indicated that the number of other boaters added to their experience, while 35% noted that other vessel activities present neither added nor detracted to their experience. Figure 24 below presents how crowding affected enjoyment.

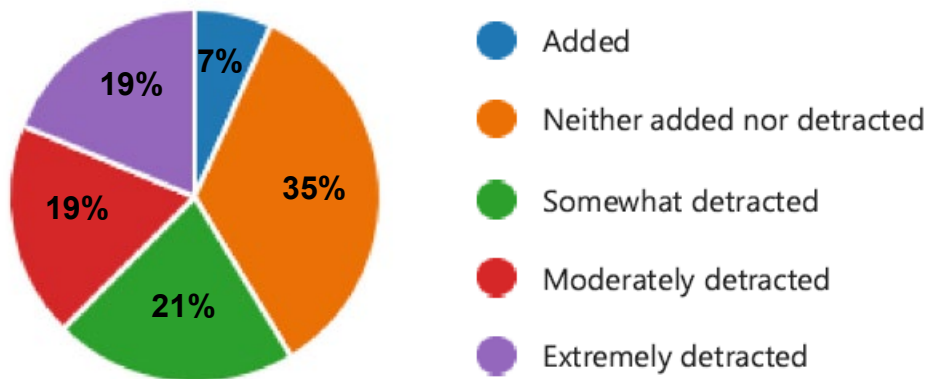


Figure 24: How the other boaters affect enjoyment of the Harbor

Survey questions also gauged user perceptions on crowding at three broad locations: at the boat ramp, out on the water or at the primary destination.

At the boat ramp facilities, 48% of respondents perceived that they were moderately to extremely crowded. An additional 28% indicated they were somewhat crowded while approximately 24% do not feel crowded at all. A combined 70% of respondents perceived that they were either "extremely crowded" or "moderately crowded" by the number of vessels on the water in the Harbor on any given day over the summer of 2022. When asked about crowding at their primary destinations, 58% of the Harbor users indicated either extremely crowded or moderately crowded.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

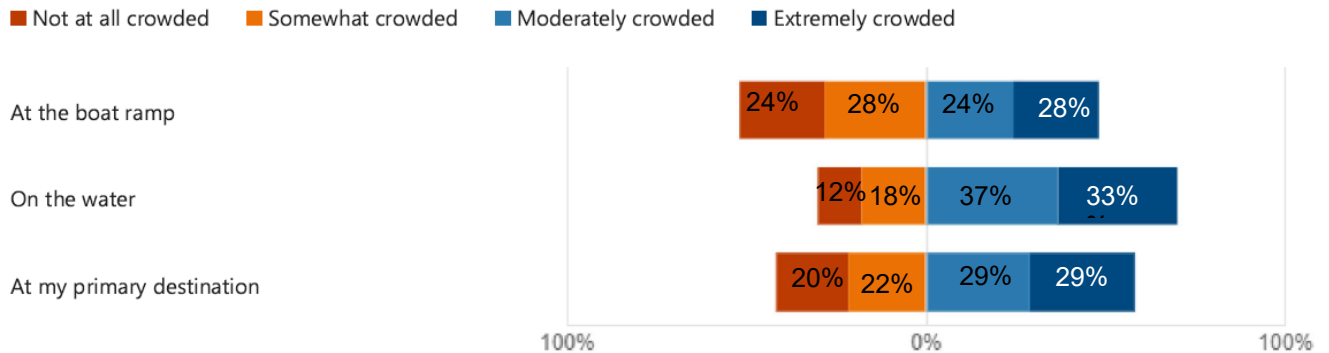


Figure 25: Crowding Perceptions

Avoidance and Safety

When asked whether there were locations in Destin Harbor or surrounding waterways avoided due to the presence of other vessels and watercrafts, more than half of the respondents (56%) indicated “no” while 44% responded “yes.” Respondents who responded in the affirmative identified Crab Island, areas in the Harbor congested by livery vessels, and the Harbor entrance as locations avoided due to the presence of other vessels. Respondents also frequently stated that they would avoid Destin Harbor on the weekends and holidays due to high vessel traffic.

Although more than half of the respondents stated that they do not avoid a location due to other vessels, when asked about safety, 53% indicated that there are locations they feel unsafe due to the presence of other vessels and watercrafts. Respondents commonly cited the Harbor entrance, Crab Island, East Pass entrance and passage under the bridge as unsafe locations.

Boating Under the Influence (BUI) and Inexperienced Boaters

Survey respondents described that in addition to congestion, they avoid certain locations or feel unsafe because of the prevalence of boaters operating vessels and watercrafts under the influence (BUI). This perceived concern is supported by the Okaloosa County Sheriff’s Office Marine Unit (OSCO) who reported the highest number of BUI arrests for all of Florida in 2020 (Rains, 2022). Some respondents highlighted inexperienced boaters who recreate on livery jet skis and pontoons impose similar effect of unsafe conditions at the congested areas in Destin Harbor and surrounding waters. Feedback obtained during focus groups also echoed BUI incidences as one of the deterrent factors for some Harbor users.

The social carrying capacity of Destin Harbor appears to be at full capacity. The perception survey results indicate that Harbor users avoid surrounding waters and sometimes the Harbor completely when they anticipate crowding at Destin. Moreover, conflicts associated with the high number of BUIs, and inexperienced boaters suggest that the social carrying capacity is at full capacity.

6.7.3 Facility Carrying Capacity

Facility carrying capacity is the ability of the facilities to accommodate the number of users. Facilities include parking lots, boat trailer parking, marina slips and boat launches. For this indicator, estimates of facility capacities were calculated based on available facilities during peak use periods.

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. Harbor slips serve not only tour charters, livery pontoons, fishing charters but also personal vessels or watercrafts who seek to dine at the restaurants along the harbor. There are less than 10 public transient slips for day use offered by the City of Destin at the Harbor District near 210 Harbor Blvd. These transient slips are included in the total inventory of Harbor slips counted. The layout of the Harbor slips varies in size and occupied by various sizes of vessels. In the cases of livery pontoons and small fishing charters, more than one vessel often docked in a single slip. To obtain a consistent estimate of the inventory of Harbor slips, a GIS-based count of the Harbor slips was conducted. The Harbor slip count assumed that each slip would be occupied by a vessel with 20 ft LOA. This approach uniformized the Harbor slip inventory while also accounting for observed conditions of two small vessels with (average 20 ft LOA) docking in a single slip.

The demand for vehicle parking lots servicing the Harbor is also mixed. Dining, tour charters, shopping and event attendees are among the users of parking lot stalls during peak seasons. Several businesses along Harbor walk. The sample of parking lot stalls counted during the summer peak season summed up to over 1,380.

Joe's Bayou facility consists of three boat launches and ample boat trailer parking. It is one of the main access points to Destin Harbor and surrounding waterways. It was determined that Joe's Bayou to have a total of 83 parking stalls. This includes the gravel lot next to the boat launch. Table 6 below shows the facility carrying capacity recorded on average for the data collection period.

Table 7: Facility Carrying Capacity Summary

Facility	Inventory	Capacity
Harbor Slips	335	Ave. 60-90% Capacity
Parking Lot Stalls	1383	Ave. 80% Capacity
Boat Trailer Parking at JB	83	Ave. 75% Capacity on Weekends

Based on the data collected over the summer season, the facilities at and around Destin Harbor are on average between 60-90% capacity. While this suggests that the carrying capacities have not been reached for the facilities some important factors are to be highlighted:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the facility carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

7.0 Perception Surveys

The perception surveys were developed to assess the quality of recreation and perception of resources at Destin Harbor. The survey was two-fold: 45 surveys were administered on the Destin Harborwalk in December 2022, and 1,200 surveys were mailed out in February 2023 and 184 were returned to USACE by March 2023 with results. A total of 229 responses were manually input into Microsoft Forms and automatically analyzed by the software. A high-level overview of the survey results, as well as a detailed list of responses, can be found in Appendix 4: Perception Survey Results. Clear trends resulted from the data and are as follows:

7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways

- 30% of respondents reside or own property in the 32541-zip code.
- 57% of respondents indicated using a pontoon boat during their last visit to Destin Harbor, making the pontoon boat the most popular vessel classification used in Destin Harbor according to survey results. Fishing/Bass vessels were used by 51% of respondents during their last visit. 35% of respondents indicated using a "V" Hull boat during their last visit, making it the third most used vessel type in the Harbor during respondents' last visit. It is important to note that respondents could choose as many vessel classifications as they used during their last trip. Please see Appendix 4: Perception Survey Results for more in-depth information.
- Only 11% of respondents indicated that Crab Island was their favorite place to recreate around the Harbor. Coupled with incident data provided by the Florida Fish and Wildlife Commission (see Figure 5), it's reasonable to assume that Crab Island is dangerously overcrowded, and that the Harbor takes the brunt of that crowd at certain times as indicated by Vessel Traffic Count data and Slip

Usage. Other favorite areas included the Harborwalk, either for restaurants or entertainment, and Norriego Point.

- Crab Island is consistently ranked as a location that is deliberately avoided because of other boats/watercrafts and safety concerns. 52% of respondents indicated Crab Island as the area they avoid. Additionally, 45% of respondents said that they felt unsafe because of other vessels and watercrafts in and around Crab Island.
- A combined 38% of respondents revealed that the number of other boaters “moderately” or “extremely” detracted from their enjoyment of the Harbor in the summer of 2022. Only 7% of respondents indicated that the number of other boaters added to their enjoyment of the Harbor.
- When asked what changes have been observed in the Harbor in the last three years, respondents continue to point out overcrowding; in fact, 69.9% of respondents felt “moderately crowded” or “extremely crowded” by the number of vessels on the water. Other negative changes that have been observed include lower water quality, littering, decrease in restaurant quality, increase in livery vessels, and boating incidents. Positive changes that have been observed include Harbor improvements (healthy dunes, dredging, widening of Harbor mouth), additional fuel stations, safety patrol, and water pump improvements.

7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways

- Another trending negative change is poor water quality in the Harbor, and when asked directly about water quality perception, 45% of respondents say the water quality is either “excellent” or “good.” Additionally, 79% of respondents say it is either “extremely important” or “very important” to consider costs and benefits when addressing environmental impacts related to water quality.
- When asked about impacts to resources on the Harbor, 65% of respondents indicated that littering is “extremely” concerning, followed by water pollution at 44%.
- Respondents were also prompted to list potential effects of recreational activities they observed they may cause harm to the environment. The top activities that were gleaned from this list include 1) environmental degradation in the form of vessel pollution, noise pollution, littering and destroying grass beds or other marine resources, and 2) overcrowding and inexperienced boaters, where livery jet skis and pontoons were specifically called out.

7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor

- Information revealing the quality, use, and potential use of boat ramps was also collected from the survey results, in which 63% of respondents indicated that they would consider using a public boat ramp to access Destin Harbor.
- Additionally, 84% of respondents indicated their satisfaction with the mix of uses and services in and around the Harborwalk area.

8.0 Management Measures

A management measure is a feature or activity that can be implemented at a specific geographic site to address one or more planning objective. As such, measures are not confined to only those that can be constructed. Measures can include outreach, proposed regulatory actions, or a programmatic approach to existing requirements. The shaded boxes below correspond with the three study goals identified by the City of Destin and the PDT at the beginning of the study. They include A) the promotion of safety and enjoyment of local waterways within the study area (shown in blue), B) the protection of environmental health of the Harbor and surrounding waterways (shown in green), and C) the promotion of economic development of business operations on or along the Harbor (shown in gray).

Screening is an iterative process of eliminating measures that will no longer be considered based on planning criteria. The screening process is also crucial to customize the management measure to better meet the City of Destin's immediate needs. Criteria were derived for the specific study based on the objectives, constraints, problems, and opportunities of the study area. The criteria used for the initial evaluation included screening management measures against how well they addressed the problem statements. Management measures were further screened on an appraisal of how well they met planning objectives and avoided planning constraints. The initial measure screening efforts focused on the ability of the measures to meet planning objectives through solving identified problems. Those measures which would not contribute to meeting planning objectives were eliminated, shown below with a text strikethrough. Table 8 lists the initial management measures that were developed prior to the full cycle of screening iterations. During these iterations, measures were not only screened but were revised and refined to a level of detail based on sharing more targeted information.

Table 8: Management Measures

Code	
A	SAFETY AND ENJOYMENT OF LOCAL WATERWAYS
A1	Better defined/additional channel markers
A2	General navigability and safety improvements
A3	Promote water taxi/tour vessels as alternatives to livery vessels
A4	Parking Garage, private public partnership, parking enforcement
A5	Patrol of personal watercrafts (PWC) AKA jet skis
A6	Creation of Destin-specific safety video to cover boating/traffic safety and boating under the influence
A7	Avoid BUIs on vessels and jet skis with more law enforcement presence
A8	Additional signage reminding patrons not to drink/boat
A9	Revisit regulations on issuing permits

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

A10	Regulate livery vessel traffic operations
A11	Boater's safety courses (not video)
B	ENVIRONMENTAL HEALTH OF HARBOR AND SURROUNDING WATERWAYS
B1	Pump out stations, private pump out laws, move pumps, install new pumps
B2	Water treatment for parking lot/roadway run-off, FDOT filtration updates, utility updates
B3	Repair, rehabilitate, replace pumping system, install pipe between Harbor and gulf
B4	Contain oil spillages
B5	Proper enforcement of fueling operation
B10	Hydrographic Study (supplemental intervention)
B9	Incorporate a more robust water quality monitoring system in the Harbor
B8	Coast Guard/Nonprofits conducting vessel inspection training
<i>The following measures were developed through iterative discussions with the City of Destin during the recommendation planning process.</i>	
B11	Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations
B7	Comprehensive water quality study (B9, B10, B11), including a hydrographic flow study on the pump to provide baseline data and optimize pump usage
C	ECONOMIC DEVELOPMENT OF BUSINESSES OPERATING ALONG THE HARBOR
C1	Move the navigation channel to allow dock extensions
C2	Extend docks to expand more slips – allow property owner the ability to expand slips
C3	Reconfigure public slips
C4	Add additional transient slips in convenient location
<i>The following measures were developed through iterative discussions with the City of Destin during the recommendation planning process.</i>	
C5	Optimize slip configuration in the Harbor based on user demand and to improve slip usage efficiency
C6	Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

9.0 Recommendations

Developing recommendations correspond with the last four watershed planning steps that are applied in this study. These steps are 3) Identify and Screen Measures, 4) Formulate Initial Array of Strategies, 5) Refine Initial Array and Evaluate Focused Array of Strategies and 6) Comparison and Selection of Strategies.

Recommendations are made up of a set of one or more management measures functioning together to address one or more planning objectives. The PDT identified a comprehensive list of potential measures and assessed each to determine its effectiveness.

9.1 Initial Array of Recommendations

After management measures were screened, recommendations were developed using the remaining measures by determining if they could address specific problems in the study area. The initial array of recommendations can be found below.

A1. Better defined/additional channel markers

Justification. Better defined/additional channel markers could be a standalone measure and still address problem statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1 with all. Better defined/additional channel markers in combination with any other viable measure

Justification. Better defined/additional channel markers could be combined with any viable measure to strengthen and support effectiveness to address problem statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1, A6. Better defined/additional channel markers and a Destin safety video on boating safety and responsible boating

Justification. Better defined/additional channel markers could be a standalone measure and still address issues and concerns. A safety video emphasizing boating safety and responsibility could allow viewers the knowledge to use those additional channel markers. These measures in combination could effectively address problem statements 2, 3, and 4, including main issues regarding high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A3, A10. Promote water taxis and tours as an alternative to livery vessels while regulating livery vessel traffic operations

Justification. Promoting shuttles to Crab Island may lead to fewer livery vessels congesting the Harbor entrance and fewer instances of boating under the influence, addressing problem statement 1, 2, and 4. Regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences, which could address problem statement 3. These measures in combination have the potential to address all problem statements.

A9, A10. Revisit regulations on issuing permits while regulating livery vessel traffic operations

Justification. Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. At the same time, regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences. This recommendation could address problem statements 1, 3, and 4.

A6, A7. Destin safety video on boating safety and responsible boating while avoiding BUIs on vessels and jet skis with more law enforcement presence

Justification. A safety video emphasizing boating safety and responsibility will teach boaters what to do and what to avoid on the water in certain scenarios. An increased law enforcement presence will also encourage boaters to abide by Harbor rules. This recommendation could address problem statements 2 and 3.

A6, B8. Destin safety video on boating safety and responsible boating while the Coastguard and/or Nonprofit groups conduct vessel inspection training

Justification. A Destin safety video emphasizing boating safety and responsibility in combination with vessel inspection training administered by the Coastguard and local Nonprofits, which could cover how to inspect vessels for leaking fuel and ensuring that equipment isn't faulty, could address problem statements 2 and 3.

A9, C3. Revisit regulations on issuing permits in combination with reconfiguring public slips

Justification. Revisiting regulations on issuing permits could identify if the City was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

A9, C3, C4. Revisit regulations on issuing permits in combination with reconfiguring public slips and adding transient slips where it is convenient

Justification. Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In relation to reconfiguring slips, adding transient slips in convenient locations could also improve efficiency dependent on slip usage. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

B7. Conduct a comprehensive water quality study (B9, B10, B11), including a hydrographic flow study on the pump to provide baseline data and optimize pump usage.

Justification. A comprehensive water quality study could include a comprehensive hydrographic study that can be incorporated with how the pump operates. The study could look at water quality, the effects the pump may have on water quality, and how to optimize the pump usage by understanding how water circulates throughout the Harbor. Based on the results of a comprehensive water quality study, water quality could be improved in the Harbor, which could address one of the main goals of the study which is the protection of environmental health of the Harbor and surrounding waterways.

The initial array of recommendations was evaluated based on technical knowledge and team expertise. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.
- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

9.2 Final Array Recommendations

The final array of recommendations is explained in-depth below. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.
- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs

Background. Summer field observation indicated a clear hotspot of vessel traffic congestion located at the Harbor entrance. The constant congestion included all types of vessels with various dimension and draft requirements. This led to issues such as jet

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

ski overtopping, where a large vessel not abiding by the "No Wake" signage creates a large wake and causes a launching jet ski to lose balance. There was also observed confusion, lack of knowledge, and/or disregard for right-of-way rules. Jet skis launching at the Harbor entrance exacerbate the congestion, prohibiting other vessel operators' access to the Harbor. In addition to field observations, 44% of survey respondents indicated that they deliberately avoid certain locations in the Destin Harbor or surrounding waterways because of other vessels or watercrafts. Crab Island was one of the most avoided areas according to 52% of survey results. Additionally, 45% of respondents indicated that they felt unsafe due to other vessels and watercrafts in certain locations in the Destin Harbor and surrounding waterways. The areas with the highest negative responses were the entrance, or mouth, of the Harbor and Crab Island. Further supportive evidence was gathered during focus group discussions in Destin, where safety was highlighted repeatedly as the main concern in and around the entrance of the Harbor due to overcrowding and a lack of understanding how to navigate the channel.

Description: Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. Lanes could be clearly labeled to improve understanding. Channel markers could be divided out under the bridge for a non-motorized channel starting on the far right because this area has the shallowest draft, small vessel lane to the left, and a channel marker to indicate deepest draft for largest vessels entering under the center of the bridge. Signs may delineate usage based on vessel dimensions, but ultimately, without constant law enforcement presence, it must be a vessel operator's call to follow signage. Channel markers may also be placed around the mouth of the Harbor near Norriego Point in obvious, visible locations to guide marine traffic and alleviate congestion/avoid collisions. Markers may be placed on Norriego Point to guide vessels entering and exiting East Pass, to position vessels to enter/exit the Harbor, and to traverse under the bridge. These markers could be standard US Coastguard red or green signs. All channel markers may include "NO MOORAGE" signage. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.

Background. According to observations from the field, livery vessels were consistently the most counted vessels moving through the Harbor for every weekend other than holidays. Livery pontoons comprised 26.4% of vessel congestion overall once data was interpolated. Livery pontoon vessels accounted for the most entry/exit totals on non-holiday weekdays and non-holiday weekends which amounted to 61% of the total days in the field. Focus group participants stated that there are livery pontoon

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

vendors who originate from other parts of the County that access the harbor further, adding to the livery pontoon traffic. Without proper regulation and monitoring of livery vessel traffic it is likely that livery pontoons from other locations would continue to contribute to traffic congestion. Some respondents also shared that a clear negative change in the Destin Harbor in the last 3 years is due to an increase in overall livery vessel presence; a combined 69.9% of respondents indicated that they felt either “extremely crowded” or “moderately crowded” by the number of vessels in the Harbor on any given day over the summer of 2022. In addition to the safety concerns associated with the sheer number of livery pontoons in the Harbor, vessel operators may not have adequate boating experience, as recognized during field observation, in survey results, and as a key theme from focus group discussions. Destin Harbor also lacks a Harbor Master to enforce State and local regulations regarding the Harbor and watercrafts that traverse it. The absence of a Harbor Master or consistent reinforcement to oversee Destin Harbor exacerbates the pre-existing concerns.

Description. Recommend promoting water taxis to shuttle folks out to primary destinations around the Harbor to decrease the number of livery pontoons causing congestion. The regulation of livery vessel traffic operations should include ensuring each vessel is properly registered to enforce responsible usage and safety on the water. To do so, it is suggested to develop a centralized database and a database management plan to track the number of permits registered and improve data gaps in the total number of permits available. Once baseline data is collected and analyzed, the City of Destin could collaborate with law enforcement to regulate liver vessel traffic operations. Concurrently, the City of Destin could identify appropriate, pre-existing Action plans and documents to incorporate language regarding visitor shuttling to disseminate information to the public. Using the City’s existing Action Plans to promote shuttle services could lead to anticipated benefits such as less livery traffic in the Harbor, which could alleviate congestion and encourage the use of more experienced vessel operators such as U.S. Coast Guard certified operators. Shuttling may indirectly alleviate the burden on the recreator as well. Recommendation supports the City of Destin’s Objective 1) Safety and Enjoyment of Local Waterways.

3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

Background. After informal discussion with Harborwalk visitors, recreators, and business owners, it was suggested that livery permit over issuance may be present in Destin Harbor. Observations from the field revealed a considerable number of livery vessels moving through the Harbor, supported by the fact that livery vessels made most of the total vessel traffic from the entire summer. In addition to revisiting regulation policy, a discussion with law enforcement unveiled a potential opportunity to regulate traffic operations to ensure livery vessels are properly registered.

Description. Recommend revisiting regulations on issuing permits to identify if and where permits may be overissued, especially for businesses that still have unused permits. This may lead to capping the number of permits available. The regulation of livery vessel traffic operations could ensure that each vessel is properly registered. Please see Recommendation #2 for more information on regulating livery vessel traffic operations. Anticipated benefits include avoiding overissuing permits with the larger goal of alleviating unnecessary congestion in the Harbor. Additional benefits may also be realized by improving overall Harbor management. Recommendation addresses the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

4. A1, A6, A7. Install better defined channel markers equipped with "NO MOORAGE" signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

Background. See Recommendation A1 for more background information on the suggestion of better-defined channel markers. Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. The video content is up to date, although the method of delivery and implementation needs improvement, both by individual livery businesses and collectively in Destin, to ensure understanding of safety and livery vessel usage in and around the Harbor. Focus group discussions also noted that the City of Destin's Community Redevelopment Agency has inquired about safety classes although nothing has come to fruition. When asked how the most previous trip compared to other boating experiences in the Harbor, a combined 37.8% of survey respondents indicated that boating safety had gotten "worse" or "much worse." A meeting with law enforcement conducted in the summer indicated that there is a lack of resources and manpower to properly enforce boating laws.

Description. Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. See Recommendation A1 for a more detailed description. The creation of a Destin safety video could cover basic boating safety, how to interpret channel markers and marine signage, the importance of sober boating, and the consequences of boating under the influence. The purpose of an implementation strategy is to ensure that viewers find meaningful value in the video before getting in the water. Increased law enforcement presence could include more agents monitoring the waterways, especially in congested areas and during busy times. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Background. Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. See Recommendation #4 for more information on creating a Destin safety video. The need for the Coast Guard (CG) Auxiliary/Nonprofits to conduct vessel inspection training stems from field observation and survey results that show 64.9% of respondents are extremely concerned with the impact that littering has on the Destin Harbor and surrounding waterways. When asked about potential negative actions observed in the Harbor, many respondents pointed to littering and pollution as the most observed harmful actions.

Description. See Recommendation #4 for a detailed description of a Destin safety video. Vessel inspection training could be led by a volunteer-based task force to educate people on the environmental considerations associated with boating, anything from littering to handling oil spills to checking for invasive species on a vessel. In addition to a video addressing safety, the combined efforts of the Coast Guard Auxiliary/Nonprofits may work to improve marine education and responsible boating. Expected benefits of this recommendation may ensure vessel operators know the basic rules of the water and encourage sobriety and safety when operating a vessel. Additionally, centralizing the current video delivery process may improve safety. For example, using a pop-up tent on the Harborwalk to show the video in a dim and quiet space to then be used as a ticket to rent a livery vessel may be a viable option. Expected benefits of vessel inspection trainings by the CG Auxiliary and/or Nonprofits may encourage outreach and education to recreators on the Harbor, with a targeted environmental component. This recommendation addresses the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 2) Environmental Health of the Harbor and Surrounding Waterways by uniting livery businesses for a quicker implementation than what may come from direct policy to improve safety or water quality data collection to encourage environmental awareness.

9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.

Background. Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. Water quality monitoring is currently performed by a local non-profit organization, the Choctawhatchee Basin Alliance. The Alliance provided USACE a time series of approximately 20 years' worth of water quality data during data collection. An examination of the sample frequency and locations showed that the data appeared to be collected in accordance with available EPA public guidance for volunteer estuary monitoring programs (EPA and Ocean Conservancy, 2006). This sampling was limited to two discrete locations in the harbor. Sampling was limited to approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters. A review of this data

did identify discrete periods of suboptimal water quality at the sampled locations and times.

Description. A comprehensive water quality monitoring system could provide a more robust, long term sampling framework plan for water quality data. Pinellas County is a coastal Florida county that has implemented a similar program (Janicki Environmental, Inc, 2003). This system could be staffed by trained City personnel. The increased resources afforded by the City of Destin could allow for randomized sampling locations and times. This randomized sampling is required to accurately characterize the sampled population, the Harbor waters (Helsel, 2020). It could also allow for sampling discrete events such as flowing outfalls or post-storm sampling. The combination of robust and flexible sampling could provide greater resolution to aid in the identification of discharges' shoreline locations (Overton, 1990). Recommendation supports the City of Destin's Objective 2) Environmental Health of the Harbor and Supporting Waterways.

7. B10. Conduct a hydrographic study to optimize pump usage.

Background. Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. The pump's actions are likely to affect the circulation of Harbor waters that could otherwise likely be primarily tidally driven. Current operation of the pump is based on meeting qualitative water quality targets.

Description. A hydrographic study, or flushing study, could model the circulation of seawater in the Harbor basin. This study could include periods of time where the pump was not engaged, as well as periods where the pump was operational. This could provide an understanding of the effects of the pump on the Harbor waters' circulation. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

Background. There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. Current operation of the pump is based on meeting qualitative water quality targets. The pump's actions are likely to affect the water quality of Harbor waters.

Description. Conduct a water quality study to obtain baseline, with and without the pump water quality data. This data could provide an understanding of the effects of the pump on the quality of the Harbor waters. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in

the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

9. B7. Conduct a comprehensive water quality study (B9, B10, B11), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Background. Water quality data provided by the City of Destin proved insufficient to make operation decisions (see Recommendation #6 for more detailed background information). Focus group discussions offered anecdotal evidence that water quality has decreased in the Harbor around Norriego Point, noting that some people litter in the area and use the bathroom in the water or dunes. According to the focus group discussions, the water quality within the Harbor is beautiful when the pump is running and less so when it is not being run.

Description. Recommend a comprehensive water quality study to be conducted based on field observation, focus group themes, and data from the field. This recommendation is a combination of the previous three (Recommendation #6, #7, and #8). The purpose of providing both is so that the City of Destin can decide what is feasibly now, and implement individual, actionable recommendations where appropriate. This type of plan formulation is standard and is in place so that the City of Destin can take appropriate action ranging from small scale to robust recommendations. A CWQS could be comprised of many measures. A hydrographic flow study could be incorporated into how the pump operates to understand how water moves through the Harbor. The hydrographic study could look specifically at WQ, how the pump affects it, and eventually see how to optimize pump usage by understanding how water circulates. Repairs, rehabilitation, and replacement of pump system could also be combined into a comprehensive water quality study that measures the current effectiveness of the pump. This could provide a baseline upon which to build any recommendation regarding changes to the current pump system or its operation. Expected benefits could include consistent, regularly updated, and comprehensive dataset to allow operational decision making and improved water quality. Indirect benefits could be realized through higher quality recreation and therefore economic development under the assumption that better water quality may have a positive correlation with more tourism. This recommendation addresses the City of Destin's Objectives 2) Environmental Health of the Harbor and Surrounding Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

Background. Inconsistent slip usage was observed during summer data collection (refer to Appendix 2: Field Photos and Section 6.0 Harbor Carrying Capacity), and summer data collection shows that livery pontoons and private vessels cause the most traffic in Destin Harbor. Currently, there are mixed-use slippage areas in Destin Harbor which cause traffic due to different vessel sizes with various drafts traversing the Harbor at once. However, redesignating individual slips is a property owner-driven process and is currently not possible under the City of Destin's authority. Traffic congestion leads to high slip usage in the Harbor; in fact, 21.4% of respondents indicated that pontoon vessels were the most used vessel type during their most recent visit. Many pontoon vessels were observed with up to four vessels in one slip that had been designed for a single, large vessel. Also, observed vessels parked in transient (noted by signage) slips and stayed for >6 hours, which is against City protocol. Observations and focus group discussions indicate a lack of enforcement measures that could be used as an opportunity to improve current slip usage. This observed slip misuse causes for more vessels in the Destin Harbor than expected.

Description. Efficient slip reconfiguration would not only minimize the amount of congestion that vessel operators experience in the Harbor, but reconfiguration also has the potential to allow more vessels to dock and enjoy the Harborwalk. There are two ways to reconfigure existing slips: by 1) length overall (LOA) or by 2) vessel activity. General recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

- 1) **Length Overall (LOA).** As stated, a safety concern that was continuously observed in and around the Harbor was the interaction between vessels of all sizes, lengths, wakes, etc. traversing the Harbor. Reconfiguring existing slips by LOA would categorize similar-sized vessels together. Although data was not collected on vessel LOA over the summer because it was outside the scope of a carrying capacity PAS, comparisons can be drawn from other Harbors that have successfully used vessel LOA as a basis for slip configuration.
- 2) **Vessel Activity.** Reconfiguring slips based on vessel activity is an alternative option. Rearranging slips in this way would optimize efficiency by placing certain vessel types (i.e., livery, personal, jet skis) in their respective sections. Designating certain slippage areas by usage may minimize the opportunity for collision and therefore lead to a safer Harbor. Better slip usage and zoning could also benefit enforcement officers. For example, an officer could be assigned to monitor a certain usage area, or an officer could be assigned to monitor public/private slip area. Currently, mixed-use slips increase time by having enforcement (if enforcement is occurring) determine what vessel could be in what area and how long they have been in that area. It cannot be ignored that by grouping vessels by activity, unnecessary tension between competing businesses in the Harborwalk area may develop (i.e., all livery vessel business would be grouped together).

11. C6. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

Background. Field observation and overwhelming public feedback from focus groups emphasized that targeted public and private parking lots were consistently overcapacity. Parking was consistently above 70% occupancy during 12PM and 6PM throughout the summer (see Section 6.6 for more detailed information). Major parking issues occur when cars parking in private area stay over the allotted time because there isn't a clear time limit nor law enforcement on parking. Also, some private entities only allow customer parking, which creates inefficient use of parking. Additionally, traffic congestion detracts from recreational experience and becomes a safety issue. The Destin Harbor Master Plan Sasaki Report (1998) provided multiple recommendations including, "create[ing] a TranDestin Authority to operate a transit system, develop[ing] an on-demand, computer commuter system, require[ing] future garages to be in mixed use structures, centrally locate new garages to allow for pedestrian access and expand the on-street parking" (Sasaki, 1998). The purpose of this recommendation is to glean implementable strategies from this report in combination with suggestions developed based on field observation, data collection, and stakeholder feedback.

Description. A Comprehensive Parking Strategy could include a list of sub-recommendations specific to Destin parking. Strategy development could analyze current issues of inconsistent parking management between public and private lots and address the Harbor's current and future parking needs. Comprehensive parking strategies could lay out options that may address the issues observed from summer data collection. Options may include using trolleys to shuttle people to the Harbor District, designate parking lots for certain usages and certain times, and/or pay-to-park mechanisms. Efficient parking is integral to maintaining a usable Harbor. These strategies could be used to inform decision making on future parking lot ownership and maintenance. If all private entities were on one accord with paid parking, efficiency could be increased. With this implementation there would need to be mall-style parking with enforcement monitoring private entities' parking area. Transit system could allow for parking to be nearby, reducing traffic on US-98. Garages, computer commuter system, and central locations of those garages all provide further relief to the current parking problem. Expected benefits of the comprehensive parking strategies may include offering the City of Destin targeted and specific options to minimize overcapacity parking and improve parking efficiency. Strategies are also intended to be used to inform decision making on future parking lot ownership and maintenance. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

12. Multi-Objective Recommendation: Navigational Improvements Investigation Under Continuing Authorities Program

Description: This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and throughout the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin

10.0 Conclusion

This carrying capacity study identifies the carrying capacity of Destin Harbor, outlines the existing and future use of Destin Harbor, and develops recommendations to support local government decision making towards its strategic objectives.

The carrying capacity analysis findings suggest that Destin Harbor and surrounding waterways have either reached or exceeded the carrying capacities under spatial, social, and facilities perspectives. Furthermore, the findings highlighted factors that were not clearly captured in the data collection but have impacts on the quality and efficiencies of recreation activities in and around Destin Harbor:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

The second charge of this study was the development of recommendations. This effort followed a rigorous, comprehensive approach under the six planning steps. One of the 12 recommendations is for the City of Destin to seek out the Continuing Authorities Program (CAP) Section 107 to investigate the feasibility of navigational improvements at Destin Harbor.

Final Recommendations

Objective 1: Promote Safety and Enjoyment of Local Waterways
1. A1 . Install better defined channel markers equipped with “NO MOORAGE” signs.
2. A10, A3 . Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.
3. A9, A10 . Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.
4. A1, A6, A7 . Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.
5. A6, B8 . Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.
Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways
6. B9 . Incorporate a more robust water quality monitoring system in the Harbor.
7. B10 . Conduct a hydrographic study to optimize pump usage.
8. B11 . Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.
9. B7 . Conduct a comprehensive water quality study (B9, B10, B11), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.
Objective 3: Promote Economic Development of Businesses Operating Along the Harbor
10. C5 . Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.
11. C6 . Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.
12. Multi-objective: Navigational Improvements Investigation Under Continuing Authorities Program

11.0 References

- Asplund, T. R. (2000). *The effects of motorized watercraft on aquatic ecosystems*. Madison: Wisconsin DNR.
- Choctawhatchee Basin Alliance. (2022, October 25). Historical Water Quality Data. *Personal Communication*. Santa Rosa Beach, FL.
- City of Destin. (2022, November 4). *History of Destin*. Retrieved from City of Destin Florida: <https://www.cityofdestin.com/119/History-of-Destin>
- City of Destin Public Works. (2022, October 18). *Personal Communication*.
- EPA and Ocean Conservancy. (2006). *Volunteer Estuary Monitoring A Methods Manual*. Washington D.C.: EPA.
- Florida Department of Environmental Protection. (2020). *Strategic Beach Management Plan*. Tallahassee: FDEP.
- Haas, G., Aukerman, Grizzle, V., Jackson, J., 2011. *Water and Land Recreation Opportunity Spectrum Handbook*. 2nd Edition. United States Department of Interior, Bureau of Reclamation, Program and Administration, Denver Federal Center, Denver, Colorado
- Harbuck, T. (2016). Destin Boasts Largest Fleet in North America. Retrieved November 15, 2022, <https://www.nwfdailynews.com/story/news/2016/05/28/destin-Harbor-boasts-largest-fleet-in-north-america/28414886007/>
- Helsel, D. R. (2020). *Statistical Methods in Water Resources*. Reston: USGS.
- Janicki Environmental, Inc. (2003). *A Design of a Surface Water Quality Monitoring Program for Pinellas County, Florida*. Clearwater: Pinellas Co. Dept. of Environmental Mgmt.
- Judnich, T. (2021, July 28). World's Luckiest Fishing Village: Multi-pronged Destin Harbor study could wrap up in '22. Northwest Florida Daily News <https://www.nwfdailynews.com/story/news/local/2021/07/28/destin-Harbor-s-environmental-public-safety-economic-health-study/8040254002/>
- National Park Service. (2022). *Crab Island Draft EA (Unpublished)*. NPS.
- NMFS. (2022, November 14). *NOAA Fisheries*. Retrieved from Essential Fish Habitat Mapper: https://www.habitat.noaa.gov/apps/efhmapper/?data_id=dataSource_1-17aaba05881-layer-6-EFH_1%3A3&page=page_1
- NMFS. (2022, July 26). *Why Is Submerged Aquatic Vegetation Designated As Essential Fish Habitat?* Retrieved from NOAA Fisheries: <https://www.fisheries.noaa.gov/southeast/habitat-conservation/why-submerged-aquatic-vegetation-designated-essential-fish-habitat>
- Overton, W. W. (1990). *Design report for EMAP: Environmental monitoring and assessment program*. Corvallis: EPA.
- Rains, S. (March 2022). OCSO Marine Unit gears up for another busy season after record number of BUI arrests in 2021. Retrieved November 10, 2022, <https://www.nwfdailynews.com/story/news/local/2022/03/08/okaloosa-county-sheriff-office-cracking-down-boating-under-influence-arrests-2022-summer-season/9366945002/>

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

- Ruth, B., & Handley, L. (2002). *Seagrass status and trends in the Northern Gulf of Mexico*. USGS.
- U.S. Census Bureau. (2022, November 4). *City and Town Population Totals 2020-2021*. Retrieved from Census.gov: <https://www.census.gov/data/datasets/time-series/demo/popest/2020s-total-cities-and-towns.html>
- USFWS. (2022, November 14). *Explore location - Florida ESFO*. Retrieved from IPaC: <https://ipac.ecosphere.fws.gov/location/GVMVDDDBRZCXHPPVU6FJJSLMTA/resources>
- Williams, J. (2022). City of Destin rolls out new plan for livery vessels that fail to register before season deadline. Retrieved November 07, 2022, from <https://www.getthecoast.com/city-of-destin-rolls-out-new-plan-for-livery-vessels-that-fail-to-register-before-season-deadline/>
- Sasaki Report. (1998). *Destin Harbor Area Master Plan Destin, Florida Prepared by Sasaki Associates, Inc.* City of Destin

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.F.

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Announcements

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**
- D. Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023

TYPE OF AGENDA ITEM: Public Hearing

AGENDA OUTLINE NUMBER: 5.A.

TO: City Council

THRU: Lance Johnson, City Manager

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

DATE: May 25, 2023

SUBJECT: First reading of Ordinance 23-07-CN - relating to livery vessels. Recognizing the Destin Harbor Carrying Capacity Study final report prepared by the U.S. Army Corps of Engineers and authorizing additional studies and evaluation of Destin Harbor. Providing a five-year temporary moratorium on livery vessel permits. **(May 15, 2023 Motion: To extend the livery vessel moratorium for 5 years passed 7-0).**

I.

BACKGROUND: WHEREAS, the waterways adjacent to the landward municipal limits of the City of Destin, particularly Destin Harbor, are severely overcrowded resulting in a dangerous congestion of Vessels; and

WHEREAS, Livery Vessel rental businesses significantly contribute to the above-described congestion by renting livery vessels to an abnormally high number of inexperienced and ineffective Livery Vessel operators, which severely increases the danger to the public's health, safety, and welfare; and

WHEREAS, Livery Vessel rental businesses significantly contribute to the deterioration of water quality in the waterways of the City of Destin and the waterways immediately adjacent to the City of Destin; and

WHEREAS, the City of Destin City Council determined that the above-recited facts have resulted in significant danger to the health, safety, and welfare of the public; and

WHEREAS, the City of Destin City Council adopted Ordinance number 17-02-CC at its regular meeting on February 21, 2017, creating Code of Ordinances Article VIII, Permitting of Livery Vessels; and

WHEREAS, the City of Destin City Council adopted ordinance number 17-07-CC at its regular meeting on March 20, 2017, which amended Code of Ordinances Article VIII, Permitting of Livery Vessels; and

WHEREAS, the City Council directed City staff to procure a qualified expert capable of performing a study and producing a report quantifying the uses, congestion, overcrowding, and resulting water quality of Destin Harbor and other waterways adjacent to the City of Destin; and

WHEREAS, on September 16, 2019, the City Council passed Resolution 19-21, authorizing an agreement with the US Army Corps of Engineers (“USACE”) for assistance with funding and contracting service for a Harbor Carrying Capacity Study and directing a 12 month extension of Ordinance 19-08-CN (the existing temporary moratorium on livery vessel permits); and

WHEREAS, the two-fold purpose of the report to be prepared by the Army Corps of Engineers was to (1) determine the existing carrying capacity of the Destin Harbor, and (2) formulate management recommendations to support strategic objectives for Destin Harbor and surrounding waterways; and

WHEREAS, on November 16, 2020, the City Council passed Ordinance 20-33-CN, which extended the existing temporary moratorium on livery vessel permits until November 1, 2021; and

WHEREAS, on November 15, 2021, the City Council passed Ordinance 21-23-CN, which extended the existing temporary moratorium on livery vessel permits until May 16, 2022; and

WHEREAS, on November 17, 2021, the City of Destin and the USACE Mobile Unit executed the Technical Assistance Project Partnership Agreement (“PPA”), as authorized under Section 22 of the Water Resources Development Act (“WRDA”), 1974, as amended; and

WHEREAS, Section 22 authorizes USACE to partner with local and State entities to provide technical assistance supporting efforts related to the management of state water resources; and

WHEREAS, in performing the Destin Harbor carrying capacity study, the USACE followed the USACE six planning steps as defined in the Planning Guidance Notebook (ER 1105-2-100), and was additionally guided by the USACE Planning Bulletin on Watershed Studies (PB 2019-01); and

WHEREAS, the six planning steps utilized by the USACE are summarized as follows: (1) identify problems and opportunities, (2) inventory and forecasting conditions, (3) identify and screen measures, (4) formulate initial array of strategies, (5) refine initial array and evaluate focused array of strategies and (6) strategy comparison and selection; and

WHEREAS, on May 11, 2022, the City Council passed Ordinance 22-08-CN, which extended the existing temporary moratorium on livery vessel permits until December 31, 2022; and

WHEREAS, during the summer 2022 season, the USACE assessed vessel patterns at the entrance to the Destin Harbor, and observed usage of key Harbor facilities and surrounding areas including the Harborwalk, slippage occupancy, vehicle parking, boat trailer parking, and boat launches; and

WHEREAS, on October 3, 2022, Staff presented the City Council with preliminary data from the Army Corp pursuant to the ongoing Harbor Carrying Capacity Study, including but not limited to data indicating that livery pontoons were recorded with over 5,000 trips on regular weekend days, and about 4,500 trips on regular weekdays during the time period further detailed in the preliminary report; and

WHEREAS, on November 7, 2022, the City Council passed Ordinance 22-16-CN which extended the existing temporary moratorium on livery vessel permits until June 30, 2023; and

WHEREAS, in early 2023 at various public meetings, the City of Destin Harbor Carrying Capacity Steering Committee reviewed and analyzed the preliminary report prepared by the Army Corp of Engineers, and subsequently reviewed and analyzed the Destin Harbor Carrying Capacity Study Final Report (“**USACE Final Report**”) beginning in April, 2023; and

WHEREAS, the USACE Final Report is attached hereto as **Exhibit “A”**, and fully incorporated herein by this reference; and

WHEREAS, on May 4, 2023, the City Council held a workshop to review the USACE Final Report; and

WHEREAS, the USACE Final Report recognizes that balancing between economic development, public safety, and maintaining environmental health is crucial to water resource management; and

WHEREAS, the USACE’s approach consisted of three components: spatial carrying capacity, social carrying capacity, and facility carrying capacity; and

WHEREAS, for the spatial carrying capacity, three zones were identified as representative of Destin Harbor and surrounding waters, and vessel densities were calculated for each zone to determine the number of usable acres of usable surface waters per vessel; and

WHEREAS, the observed boating densities were then compared to optimal boating densities published in previous studies and the Water and Land Recreation Opportunities Spectrum (WALROS) method; and

WHEREAS, based on the published literature, the reasonable range of water surface acreage per vessel for an urban setting like Destin is 1-10 acres per vessel, yet the USACE determined that the actual existing peak densities in Destin are below 1 acre of usable water

surface per vessel for each and every zone; and

WHEREAS, the USACE determined that Zone A, (Inside Destin Harbor) has a peak existing density of 0.54 acres of usable water surface/vessel, and **capacity is exceeded for Zone A**; and

WHEREAS, the USACE determined that Zone B, (Crab Island) has a peak existing density of 0.41 acres of usable water surface/vessel and **capacity is exceeded for Zone B**; and

WHEREAS, the USACE determined that Zone C, (East Pass) has a peak existing density of 0.98 acres of usable water surface/vessel and **capacity is exceeded for Zone C**; and

WHEREAS, the USACE recognized that the mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are mixed and nuanced, and determined that both the social and facility carrying capacity for the Destin Harbor and surrounding waterways are at **full capacity**; and

WHEREAS, the City of Destin currently lacks adequate regulations to reduce, mitigate, or eliminate the adverse effects of a proliferation of Livery Vessels in the Destin Harbor and other waterways adjacent to the City of Destin; and

WHEREAS, the final recommendations of the USACE include but are not limited to a recommendation to revisit regulations on issuing vessel permits to minimize over-issuance, and to conduct additional studies of the Destin Harbor; and

WHEREAS, the City of Destin's Harbor Carrying Capacity Steering Committee recommended that an eight (8) year moratorium be put in place in order for a "CAP 107" study to be implemented, which would delve into potential re-configuration of the channel as well as solving navigational, public safety and environmental concerns in the Destin Harbor and surrounding waterways; and

WHEREAS, Section 107 of the Continuing Authorities Program (CAP) provides the Corps of Engineers the authority to study, adopt, construct and maintain navigation projects, typically occurring in small boat harbors and related navigational channels; and

WHEREAS, after further discussion with the USACE, it appears that fulfillment of a CAP 107 Study will take at least five years, with approximately one year needed to ensure federal interest, funding, and develop a scope, followed by 2-3 years of performance of the actual study and at least another two years for implementation of study recommendations; and

WHEREAS, the City Council of the City of Destin has determined that due to the findings of the USACE that the Destin Harbor and surrounding waterways are at or exceed capacity, it is necessary to immediately impose a five-year temporary moratorium on livery vessel permitting to ensure the health, safety and welfare of residents and tourists alike; and

WHEREAS, it is intended that during the five (5) year moratorium on livery vessel permitting, the City will take the necessary steps to pursue a CAP 107 Study for further evaluation of the Destin Harbor and surrounding waterways in order to address potential re-

configuration of the channel and solving of navigational, public safety and environmental concerns.

II. DISCUSSION: Despite the City of Destin's reasonable efforts to control the number of Livery Vessels in the waterways adjacent to the municipal limits of the City of Destin through a permitting structure described in ordinance number 17-07-CC, an inordinately high number of Livery Vessels originating from the City of Destin remain in these adjacent waterways and pose a heightened risk to the public's health, safety, and welfare when compared to vessels that are not Livery Vessels. Without further regulation preventing the increased proliferation of Livery Vessels, the risk to the public's health, safety, and welfare will continue to increase. The moratorium described herein is meant to ensure that the risk to the public's health, safety, and welfare is not further exacerbated by the increased proliferation of Livery Vessels.

The City Council of the City of Destin has determined that due to the findings of the USACE that the Destin Harbor and surrounding waterways are at or exceed capacity, it is necessary to immediately impose a five-year temporary moratorium on livery vessel permitting to ensure the health, safety and welfare of residents and tourists alike.

It is intended that during the five (5) year moratorium on livery vessel permitting, the City will take the necessary steps to pursue a CAP 107 Study for further evaluation of the Destin Harbor and surrounding waterways in order to address potential re-configuration of the channel and solving of navigational, public safety and environmental concerns.

- A. Link to Strategic Goals / Objectives:** #2. A green and sustainable environment
#3. Improve mobility and connectivity
#4. Enhanced quality of life and safety for families
#5. Economic development and revitalization
#6. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): Existing livery registrations help offset the costs of enforcing the moratorium.

C. Level of Service (LOS): Any change in regulations that change how property and business owners or users interact with the Harbor may have positive or negative impacts to access, operations, and overall perception of the Harbor depending on the individual user.

D. Legislative Sponsor: City Council May 15, 2023

III. CONCLUSION: Staff recommends approval of Ordinance 23-07-CN.

IV. RECOMMENDED MOTION: I move to approve Ordinance 23-07-CN on first reading, and direct the City Clerk to advertise the Ordinance for second reading on June 20, 2023.

Attachments:

1. 23-07-CN FIVE YEAR
MORATORIUM JUNE 23 TO 28
2. EXHIBIT A Destin PAS Final Report
May 2023

ORDINANCE 23-07-CN

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO LIVERY VESSELS; PROVIDING FOR FINDINGS OF FACT; RECOGNIZING THE DESTIN HARBOR CARRYING CAPACITY STUDY FINAL REPORT PREPARED BY THE U.S. ARMY CORPS OF ENGINEERS AND AUTHORIZING ADDITIONAL STUDIES AND EVALUATION OF THE DESTIN HARBOR; PROVIDING FOR A FIVE YEAR TEMPORARY MORATORIUM ON LIVERY VESSEL PERMITS; DIRECTING STAFF TO DEVELOP RECOMMENDATIONS FOR REGULATION OF LIVERY VESSELS; MODIFYING THE DEFINITION OF LIVERY VESSELS FOR COMPLIANCE WITH STATE LAW; PROVIDING FOR SEVERABILITY; PROVIDING FOR EXPIRATION OF MORATORIUM ON JUNE 30, 2028; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the waterways adjacent to the landward municipal limits of the City of Destin, particularly Destin Harbor, are severely overcrowded resulting in a dangerous congestion of Vessels; and

WHEREAS, Livery Vessel rental businesses significantly contribute to the above-described congestion by renting livery vessels to an abnormally high number of inexperienced and ineffective Livery Vessel operators, which severely increases the danger to the public's health, safety, and welfare; and

WHEREAS, Livery Vessel rental businesses significantly contribute to the deterioration of water quality in the waterways of the City of Destin and the waterways immediately adjacent to the City of Destin; and

WHEREAS, the City of Destin City Council determined that the above-recited facts have resulted in significant danger to the health, safety, and welfare of the public; and

WHEREAS, the City of Destin City Council adopted Ordinance number 17-02-CC at its regular meeting on February 21, 2017, creating Code of Ordinances Article VIII, Permitting of Livery Vessels; and

WHEREAS, the City of Destin City Council adopted ordinance number 17-07-CC at its regular meeting on March 20, 2017, which amended Code of Ordinances Article VIII, Permitting of Livery Vessels; and

WHEREAS, the City Council directed City staff to procure a qualified expert capable of performing a study and producing a report quantifying the uses, congestion, overcrowding, and resulting water quality of Destin Harbor and other waterways adjacent to the City of Destin; and

WHEREAS, on September 16, 2019, the City Council passed Resolution 19-21, authorizing an agreement with the US Army Corps of Engineers (“USACE”) for assistance with funding and contracting service for a Harbor Carrying Capacity Study and directing a 12 month extension of Ordinance 19-08-CN (the existing temporary moratorium on livery vessel permits); and

WHEREAS, the two-fold purpose of the report to be prepared by the Army Corps of Engineers was to (1) determine the existing carrying capacity of the Destin Harbor, and (2) formulate management recommendations to support strategic objectives for Destin Harbor and surrounding waterways; and

WHEREAS, on November 16, 2020, the City Council passed Ordinance 20-33-CN, which extended the existing temporary moratorium on livery vessel permits until November 1, 2021; and

WHEREAS, on November 15, 2021, the City Council passed Ordinance 21-23-CN, which extended the existing temporary moratorium on livery vessel permits until May 16, 2022; and

WHEREAS, on November 17, 2021, the City of Destin and the USACE Mobile Unit executed the Technical Assistance Project Partnership Agreement (“PPA”), as authorized under Section 22 of the Water Resources Development Act (“WRDA”), 1974, as amended; and

WHEREAS, Section 22 authorizes USACE to partner with local and State entities to provide technical assistance supporting efforts related to the management of state water resources; and

WHEREAS, in performing the Destin Harbor carrying capacity study, the USACE followed the USACE six planning steps as defined in the Planning Guidance Notebook (ER 1105-2-100), and was additionally guided by the USACE Planning Bulletin on Watershed Studies (PB 2019-01); and

WHEREAS, the six planning steps utilized by the USACE are summarized as follows: (1) identify problems and opportunities, (2) inventory and forecasting conditions, (3) identify and screen measures, (4) formulate initial array of strategies, (5) refine initial array and evaluate focused array of strategies and (6) strategy comparison and selection; and

WHEREAS, on May 11, 2022, the City Council passed Ordinance 22-08-CN, which extended the existing temporary moratorium on livery vessel permits until December 31, 2022; and

WHEREAS, during the summer 2022 season, the USACE assessed vessel patters at the

entrance to the Destin Harbor, and observed usage of key Harbor facilities and surrounding areas including the Harborwalk, slippage occupancy, vehicle parking, boat trailer parking, and boat launches; and

WHEREAS, on October 3, 2022, Staff presented the City Council with preliminary data from the Army Corp pursuant to the ongoing Harbor Carrying Capacity Study, including but not limited to data indicating that livery pontoons were recorded with over 5,000 trips on regular weekend days, and about 4,500 trips on regular weekdays during the time period further detailed in the preliminary report; and

WHEREAS, on November 7, 2022, the City Council passed Ordinance 22-16-CN which extended the existing temporary moratorium on livery vessel permits until June 30, 2023; and

WHEREAS, in early 2023 at various public meetings, the City of Destin Harbor Carrying Capacity Steering Committee reviewed and analyzed the preliminary report prepared by the Army Corp of Engineers, and subsequently reviewed and analyzed the Destin Harbor Carrying Capacity Study Final Report (“**USACE Final Report**”) beginning in April, 2023; and

WHEREAS, the USACE Final Report is attached hereto as **Exhibit “A”**, and fully incorporated herein by this reference; and

WHEREAS, on May 4, 2023, the City Council held a workshop to review the USACE Final Report; and

WHEREAS, the USACE Final Report recognizes that balancing between economic development, public safety, and maintaining environmental health is crucial to water resource management; and

WHEREAS, the USACE’s approach consisted of three components: spatial carrying capacity, social carrying capacity, and facility carrying capacity; and

WHEREAS, for the spatial carrying capacity, three zones were identified as representative of Destin Harbor and surrounding waters, and vessel densities were calculated for each zone to determine the number of usable acres of usable surface waters per vessel; and

WHEREAS, the observed boating densities were then compared to optimal boating densities published in previous studies and the Water and Land Recreation Opportunities Spectrum (WALROS) method; and

WHEREAS, based on the published literature, the reasonable range of water surface acreage per vessel for an urban setting like Destin is 1-10 acres per vessel, yet the USACE

determined that the actual existing peak densities in Destin are below 1 acre of usable water surface per vessel for each and every zone; and

WHEREAS, the USACE determined that Zone A, (Inside Destin Harbor) has a peak existing density of 0.54 acres of usable water surface/vessel, and **capacity is exceeded for Zone A;** and

WHEREAS, the USACE determined that Zone B, (Crab Island) has a peak existing density of 0.41 acres of usable water surface/vessel and **capacity is exceeded for Zone B;** and

WHEREAS, the USACE determined that Zone C, (East Pass) has a peak existing density of 0.98 acres of usable water surface/vessel and **capacity is exceeded for Zone C;** and

WHEREAS, the USACE recognized that the mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are mixed and nuanced, and determined that both the social and facility carrying capacity for the Destin Harbor and surrounding waterways are at **full capacity;** and

WHEREAS, the City of Destin currently lacks adequate regulations to reduce, mitigate, or eliminate the adverse effects of a proliferation of Livery Vessels in the Destin Harbor and other waterways adjacent to the City of Destin; and

WHEREAS, the final recommendations of the USACE include but are not limited to a recommendation to revisit regulations on issuing vessel permits to minimize over-issuance, and to conduct additional studies of the Destin Harbor; and

WHEREAS, the City of Destin's Harbor Carrying Capacity Steering Committee recommended that an eight (8) year moratorium be put in place in order for a "CAP 107" study to be implemented, which would delve into potential re-configuration of the channel as well as solving navigational, public safety and environmental concerns in the Destin Harbor and surrounding waterways; and

WHEREAS, Section 107 of the Continuing Authorities Program (CAP) provides the Corps of Engineers the authority to study, adopt, construct and maintain navigation projects, typically occurring in small boat harbors and related navigational channels; and

WHEREAS, after further discussion with the USACE, it appears that fulfillment of a CAP 107 Study will take at least five years, with approximately one year needed to ensure federal interest, funding, and develop a scope, followed by 2-3 years of performance of the actual study and at least another two years for implementation of study recommendations; and

WHEREAS, the City Council of the City of Destin has determined that due to the findings of the USACE that the Destin Harbor and surrounding waterways are at or exceed capacity,

it is necessary to immediately impose a five-year temporary moratorium on livery vessel permitting to ensure the health, safety and welfare of residents and tourists alike; and

WHEREAS, it is intended that during the five (5) year moratorium on livery vessel permitting, the City will take the necessary steps to pursue a CAP 107 Study for further evaluation of the Destin Harbor and surrounding waterways in order to address potential re-configuration of the channel and solving of navigational, public safety and environmental concerns; and

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN AS FOLLOWS:

*NOTE: Language in Sections 2 through 16 of this ordinance that is ~~struckthrough~~ is language proposed to be deleted, underlined language is language proposed to be added, language that is not ~~struckthrough~~ or underlined is not to be changed, and * * * represents sections of the Code of Ordinances that have been skipped and remain unchanged.*

SECTION 1. FINDINGS. The above stated findings are hereby adopted.

SECTION 2. PURPOSE. Despite the City of Destin's reasonable efforts to control the number of Livery Vessels in the waterways adjacent to the municipal limits of the City of Destin through a permitting structure described in ordinance number 17-07-CC, an inordinately high number of Livery Vessels originating from the City of Destin remain in these adjacent waterways and pose a heightened risk to the public's health, safety, and welfare when compared to vessels that are not Livery Vessels. Without further regulation preventing the increased proliferation of Livery Vessels, the risk to the public's health, safety, and welfare will continue to increase. The moratorium described herein is meant to ensure that the risk to the public's health, safety, and welfare is not further exacerbated by the increased proliferation of Livery Vessels.

The City Council of the City of Destin has determined that due to the findings of the USACE that the Destin Harbor and surrounding waterways are at or exceed capacity, it is necessary to immediately impose a five-year temporary moratorium on livery vessel permitting to ensure the health, safety and welfare of residents and tourists alike.

It is intended that during the five (5) year moratorium on livery vessel permitting, the City will take the necessary steps to pursue a CAP 107 Study for further evaluation of the Destin Harbor and surrounding waterways in order to address potential re-configuration of the channel and solving of navigational, public safety and environmental concerns.

SECTION 3. DEFINITIONS.

Livery vessel is as defined in F.S. § 327.02, but does not mean: (1) a vessel under the

control at all times by a United States Coast Guard licensed Captain; or (2) paddleboards, kayaks, canoes, or any other vessel not powered by an internal combustion engine or a sail (sailboards excluded).

For the purpose of this ordinance, "**substantial hardship**" means a demonstrable, direct, financial detriment in excess of \$10,000.00 suffered by a Vendor as a result of capital investments purchased in reliance on the terms of ordinance number 17-07-CC.

All other terms used herein shall have the same meanings as described in 13-141, City of Destin Code of Ordinances.

SECTION 4. TEMPORARY MORATORIUM.

- (a) There is hereby enacted a Temporary Moratorium on the permitting and operation of all Livery Vessels originating from within the municipal limits of the City of Destin and adjacent waterways. A Vendor shall not be issued a Permit unless the Vendor provides proof that the number of Livery Vessels for which the Vendor seeks permit(s) is equal to or less than the number of permits that the City of Destin issued to the Vendor in the previous year ending December 31, 2022 except as provided herein.
- (b) The City of Destin shall not issue any Permit or any other document which would have the effect of permitting or otherwise authorizing the operation of any Livery Vessels in excess of the number authorized by Section 4(a), of this Ordinance, unless either (1) the Vendor demonstrates a Substantial Hardship, as the term is defined herein, or (2) an agreement between the City of Destin and the Vendor exists, that has been authorized by the City Council.

SECTION 5. DIRECTION TO STAFF. City staff is directed to evaluate and develop such recommendations, as staff may deem appropriate, for adoption of appropriate regulations that consider, among other things, aesthetics, socioeconomic impact, quality of life for the public, tourism, and community character issues including population concentration, availability of open space, habitat diversity, and the diversity and health of existing species within the waterways adjacent to the City of Destin.

SECTION 6. EXPIRATION OF MORATORIUM. Unless extended by amendment of this Ordinance, this Temporary Moratorium shall expire on June 30, 2028.

SECTION 7. SEVERABILITY. If any section, phrase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 8. EFFECTIVE DATE. This ordinance shall become effective upon its

adoption by the City Council and signature by the mayor.

ADOPTED THIS 20TH DAY OF JUNE 2023

By:

Bobby Wagner, Mayor

The form and legal sufficiency of
the foregoing has been reviewed
and approved by the City Land Use
Attorney, for the City of Destin,
only.

ATTEST:

Kimberly Romano Kopp
City Land Use Attorney

Rey Bailey, City Clerk

EXHIBIT “A”

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



**US Army Corps
of Engineers®**



DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT
MAY 2023

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Contents

1.0 Executive Summary	5
1.1 Recommendations	6
1.2 Data Gaps and Limitations	7
2.0 Introduction	8
2.1 Study Scope	8
2.2 Location	9
2.3 Historical Reports	11
3.0 Problems, Opportunities, Objectives and Constraints	12
3.1 Problem Statement	12
3.2 Opportunities	12
3.3 Objectives	12
3.4 Constraints	12
3.5 Strategic Objectives and Recommendations Framework	13
4.0 Socioeconomic Conditions	14
4.1 Socioeconomics	14
4.2 Demographics	14
5.0 Environmental Setting	15
5.1 Regional Background	15
5.2 East Pass	15
5.3 Crab Island	15
5.4 Water Quality	16
5.5 Essential Fish Habitat	16
5.6 Threatened and Endangered Species	16
5.7 Cultural Resources	17
5.8 Human Safety	17
6.0 Harbor Carrying Capacity	17
6.1 Study Area	17
6.2 Harbor Facility Inventory and Vessel Classifications	18
6.3 Assumptions	19
6.3.1 Sample Characteristics	19
6.3.2 Methodology Assumptions and Definitions	20
6.4 Capacity Count Overview	24

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

6.4.1 Vessel Traffic Count.....	25
6.4.2 Harbor Slip Counts.....	28
6.4.3 Parking Lot Counts.....	30
6.5 Interpolated Vessel Traffic	31
6.6 Parking Lot Analysis	33
6.7 Carrying Capacity Analysis	37
6.7.1 Spatial Carrying Capacity.....	39
6.7.2 Social Carrying Capacity	41
6.7.3 Facility Carrying Capacity.....	43
7.0 Perception Surveys	44
7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways	44
7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways.....	45
7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor.....	45
8.0 Management Measures.....	46
9.0 Recommendations	47
9.1 Initial Array of Recommendations	47
9.2 Final Array Recommendations.....	50
9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways	50
9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways	54
9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor	56
10.0 Conclusion	59
11.0 References	61

Tables

Table 1: Destin Harbor Carrying Capacity.....	5
Table 2: Data Gaps and Limitations	8
Table 3: Data Collection Trips	28
Table 4: Parking Facility Groupings.....	30
Table 5: Harbor District Total Parking Capacity	34

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 6: Destin Harbor Carrying Capacity	38
Table 7: Facility Carrying Capacity Summary	43
Table 8: Management Measures	46

Figures

Figure 1: USACE Planning Process	9
Figure 2: Location of Destin, FL	11
Figure 3: Destin Harbor Location	11
Figure 4: Strategic Objectives within Planning Steps	14
Figure 5: FFWC Reported Boating Accidents 2017-2022	17
Figure 6: Map of Study Area	18
Figure 7: West side of GIS Slippage Capacity Count	22
Figure 8: East side of GIS Slippage Capacity Count	22
Figure 9: Data Collection Days (Summer 2022)	25
Figure 10: Total Vessel Traffic Observed	26
Figure 11: Total Vessel Traffic Observed on Regular Weekends	27
Figure 12: Total Vessel Traffic Observed on Weekdays	28
Figure 13: Slip Count Average Occupancy by Trip	29
Figure 14: Average Slip Occupancy by Time	30
Figure 15: Vessel Count Average Entry/Exit by Day of Week	31
Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week	32
Figure 17: Summer Interpolated Vessel Entry/Exit Totals	33
Figure 18: Joe's Bayou Overflow Lot - Total Capacity	35
Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week	35
Figure 20: Joe's Bayou and Captain Leonard's Parking Lot Occupancy Percentage by Day of the Week	36
Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week	37
Figure 22: Study Zones	38
Figure 23: Reasonable Boating Coefficient by WALROS Class	39
Figure 24: How the other boaters affect enjoyment of the Harbor	41
Figure 25: Crowding Perceptions	42

Appendices

Appendix 1: Economics
Appendix 2: Field Photos
Appendix 3: Data Collection Templates
Appendix 4: Perception Survey Results

1.0 Executive Summary

Balancing between economic development, public safety and maintaining environmental health is crucial to water resource management. In response to public concerns regarding safety issues related to Destin vessel congestion, the City of Destin enacted a moratorium on livery vessel permitting and commissioned a carrying capacity study. This carrying capacity study has two purposes:

1. Determine the existing carrying capacity of Destin Harbor
2. Formulate management recommendations to support strategic objectives for Destin Harbor and surrounding waterways.

Vessel traffic patterns were assessed at the Destin Harbor entrance over the 2022 summer season. Observations of usage at key Harbor facilities and surrounding area were also conducted. Key facilities include slippage occupancy along a sample portion of the Harborwalk, vehicle parking, boat trailer parking, and boat launches.

The approach consists of three components: spatial carrying capacity, social carrying capacity, and facility carrying capacity. Table 1 below summarizes the carrying capacities for Destin Harbor and surrounding waterways.

Table 1: Destin Harbor Carrying Capacity

Spatial Carrying Capacity	Carrying Capacity
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity weekend use

For the spatial carrying capacity, three zones were identified as representative of Destin Harbor and its surrounding waters. Vessel densities were calculated for each zone to determine the number of usable acres of usable surface waters per vessel. The observed boating densities were then compared to optimal boating densities published in previous studies and the Water and Land Recreation Opportunities Spectrum (WALROS) method. Based on the published literature, the reasonable range of water surface acreage per vessel for an urban setting like Destin is 1-10 acres per vessel. The existing peak densities are below 1 acre of usable water surface per vessel for each zone.

- Zone A: Inside Destin Harbor: 0.54 acres of usable water surface/vessel
- Zone B: Crab Island: 0.41 acres of usable water surface/vessel
- Zone C: East Pass: 0.98 acres of usable water surface/vessel

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. The social and facility carrying capacities were analyzed both quantitatively and qualitatively.

The USACE planning process was used to formulate the recommendations. The six planning steps are summarized as follows:

1. Identify Problems and Opportunities
2. Inventory and Forecasting Conditions
3. Identify and Screen Measures
4. Formulate Initial Array of Strategies
5. Refine Initial Array and Evaluate Focused Array of Strategies
6. Strategy Comparison and Selection

In partnership with the City of Destin, three strategic objectives were identified under which recommendations were formulated.

1.1 Recommendations

Objective 1: Promote Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs.
2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.
3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.
4. A1, A6, A7. Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.
5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.
7. B10. Conduct a hydrographic study to optimize pump usage.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

11. C7. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

12. Multi -Objective Recommendation: Navigational Improvements Investigations under Continuing Authorities Program

This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project.

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin.

1.2 Data Gaps and Limitations

While considerable effort was taken to gather sufficient data to better understand the existing conditions of Destin Harbor, data gaps remain as a constraint in the analyses presented in this report. It is beyond the scope of this study to produce in-depth analyses that evaluate the full spectrum of benefits and costs associated with each recommendation. However, this provides an opportunity for documenting specific data needs that may be necessary for further navigational study investigation. Table 2 shows the data gathered as part of this study.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 2: Data Gaps and Limitations

Data Category	Description
Vessel Fleet	Data on the number and characteristics of the existing Destin Harbor fleet such as draft, length overall (LOA) was unavailable.
Harbor Slippage layout	Data information was received after USACE collection analysis began, and data on the number and characteristics of existing slips received was either inconsistent or unavailable.
Pre-existing water quality data	Water quality data provided by the City of Destin was limited and inconsistent; and USACE efforts to further analyze existing water quality data would have been outside the scope of a PAS. The Choctawhatchee Alliance provided USACE a time series of approximately 20 years' worth of water quality data. An examination of the sample frequency and locations showed that sampling was limited to two discrete locations and occurred approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters.

2.0 Introduction

This carrying capacity study was conducted under the Planning Assistant to States (PAS) program as authorized under Section 22 of the Water Resources Development Act (WRDA), 1974 as amended. Section 22 authorizes USACE to partner with local and State entities to provide technical assistance supporting efforts related to the management of state water resources. The City of Destin is the sponsor for this PAS study. The Technical Assistance Project Partnership Agreement (PPA) was signed between the City of Destin and USACE Mobile District on November 17, 2021. The purpose of this technical assistance is to identify the carrying capacity of Destin Harbor and develop recommendations informing the local government relating to the continued use of Destin Harbor.

2.1 Study Scope

The USACE planning process is a structured approach to problem solving and provides the framework for decision making. Thus, this carrying capacity study follows the USACE six planning steps as defined in the Planning Guidance Notebook (ER 1105-2-100). Additionally, the USACE Planning Bulletin on Watershed Studies (PB 2019-01) provides some guidance to this study. Given that technical assistance is to support State preparation of comprehensive water and related resources development plans; the six step watershed planning steps in PB 2019-01 were followed for the Capacity study. The scope of this capacity study develops and evaluates recommendations that are comprehensive and strategic to support the City of Destin's water resources plans. Figure 1 is a flow chart presenting the USACE six planning steps for feasibility studies on the left and the watershed studies six planning steps on the right which are adopted

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

in this study. More information regarding the USACE planning process is contained in the Planning Guidance Notebook.

Three strategic objectives from the City of Destin's management plans are considered in this capacity study:

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The management measures and subsequent recommendations formulated presented in this report are organized under the above local objectives. The City of Destin also noted that identifying the carrying capacity of the Harbor and supporting the above local objectives also supports a goal in its comprehensive strategic plan, 2020: Enhance the quality of life.

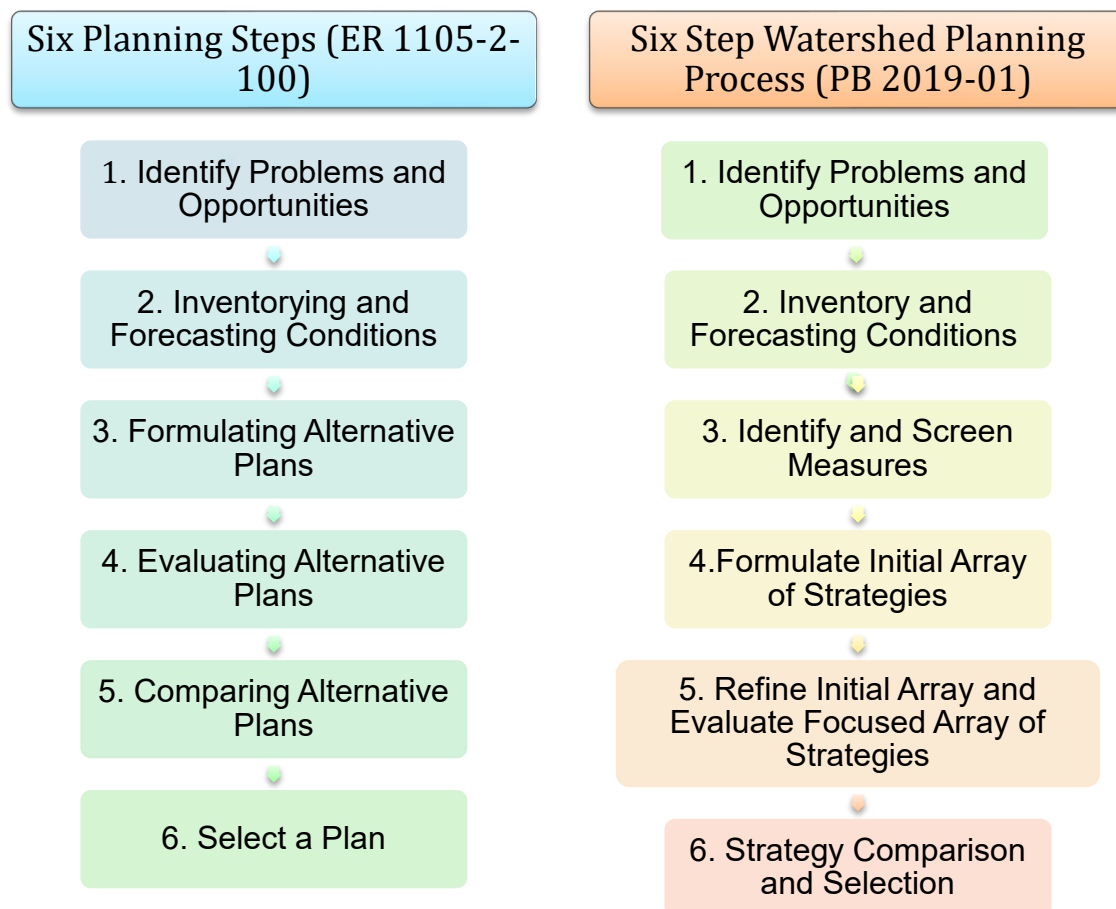


Figure 1: USACE Planning Process

2.2 Location

Destin is in the Florida Panhandle, in the Okaloosa County as shown in Figure 2. Destin Harbor is located adjacent to East Pass near the entrance to Choctawhatchee Bay.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Figure 3 shows Destin Harbor and Choctawhatchee Bay. Destin is named for Captain Leonard Destin, a fisherman that settled in the area around 1851. Destin grew over time from a fishing village to a major tourist destination with a population of approximately 13,956 (U.S. Census Bureau, 2022). Destin is known as the “World’s Luckiest Fishing Village” and was incorporated as the City of Destin in 1984 (City of Destin, 2022). Destin is in Florida Congressional District 1, represented by congressional representative Matt Gaetz.

DESTIN HARBOR CARRYING CAPACITY STUDY FINAL REPORT

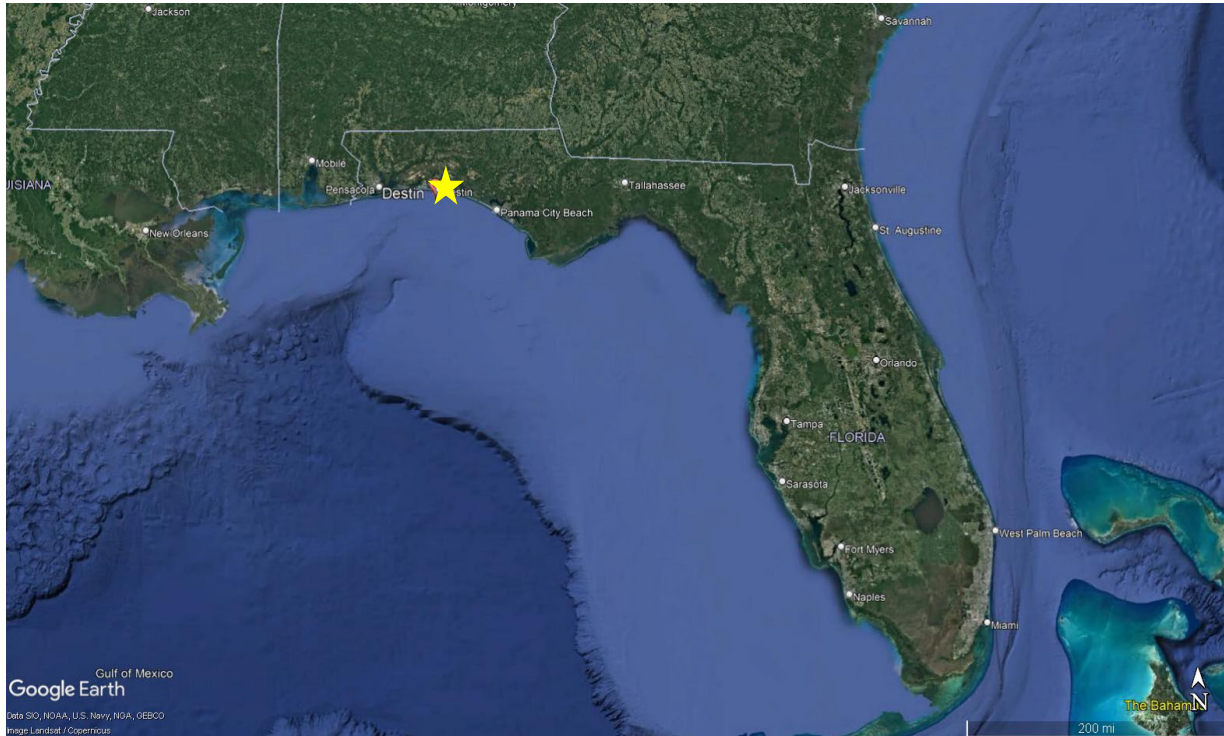


Figure 2: Location of Destin, FL



Figure 3: Destin Harbor Location

2.3 Historical Reports

There are limited historical reports on Destin Harbor. During the preparation of this effort, the study team reviewed the Destin Harbor Area Master Plan published in 1998.

3.0 Problems, Opportunities, Objectives and Constraints

The first planning step is identifying problems, opportunities, objectives, and constraints (POOC's).

3.1 Problem Statement

Through iterations of scoping, the following problem statements were identified and developed in coordination with the City of Destin:

1. The high volume of vessel traffic leads to high number of incidences of vessel collisions and costs associated with potential damages.
2. Inefficient channel layout and inadequate navigational aids reduce vessel operators' ability to properly navigate the channel.
3. The narrow Harbor entrance becomes a bottleneck, and coupled with the high current, can become extremely dangerous for both inexperienced and experienced vessel operators.
4. Existing slip configurations at fueling stations experience congestion and lead to traffic delays.

3.2 Opportunities

Opportunities are defined as a favorable juncture of circumstances because of the study, a chance for advancement or progress towards a positive impact. For the capacity study the following opportunities were identified:

1. Update vessel traffic data of the Harbor.
2. Update imagery of the Harbor and surrounding facilities that the City of Destin may use to inform future local water resources planning.
3. Identification of existing data gaps. There is an opportunity to compile an inventory of data needs associated with local government objectives over the course of the Capacity study.

3.3 Objectives

Study objectives specific to the carrying capacity study have been identified as follows:

1. Identify the carrying capacity of the Destin Harbor.
2. Identify uses of Destin Harbor.
3. Identify existing and future conditions of Destin Harbor at a level appropriate for a PAS study.
4. Develop recommendations that address study problems and inform the City's decisions on policymaking.

3.4 Constraints

Planning constraints are significant barriers or restrictions that limit the extent of the planning process and are unique to each planning study. Based on the study scope the following constraints have been identified for the capacity study:

1. No changes may be made to the existing Federal project at Norriego Point.
2. No major impacts may be made to threatened and endangered species, general environmental resources, or cultural resources as a result of recommendations.
3. The level of detail of analyses is limited and constrained by the scope of PAS compared to a general investigations study.

3.5 Strategic Objectives and Recommendations Framework

The preceding section identified the POOCs in accordance with the USACE planning process. The planning objectives laid out in the preceding POOCs subsection refer to the objectives met by the technical assistance. Three local strategic objectives related to Harbor management by the City of Destin are also incorporated into the planning steps consistent with PAS guidance for technical assistances. These objectives are recognized as shared vision for Destin Harbor, its surrounding waters, and facilities. The following objectives are local goals striven towards through programmatic approaches, over a designated time period of water resource and related land management plans.

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The problems identified in Section 3.0 impede the safety, enjoyment, and the environmental health of waterways, as well as the economic development of businesses. The strategic objectives are integral to the identification of management measures through recommendation formulation (planning steps 3-6). In other words, the recommendations formulated in this study aim to support the strategic objectives. Figure 4 summarizes the integration of local strategic objectives into the planning process and recommendation development.

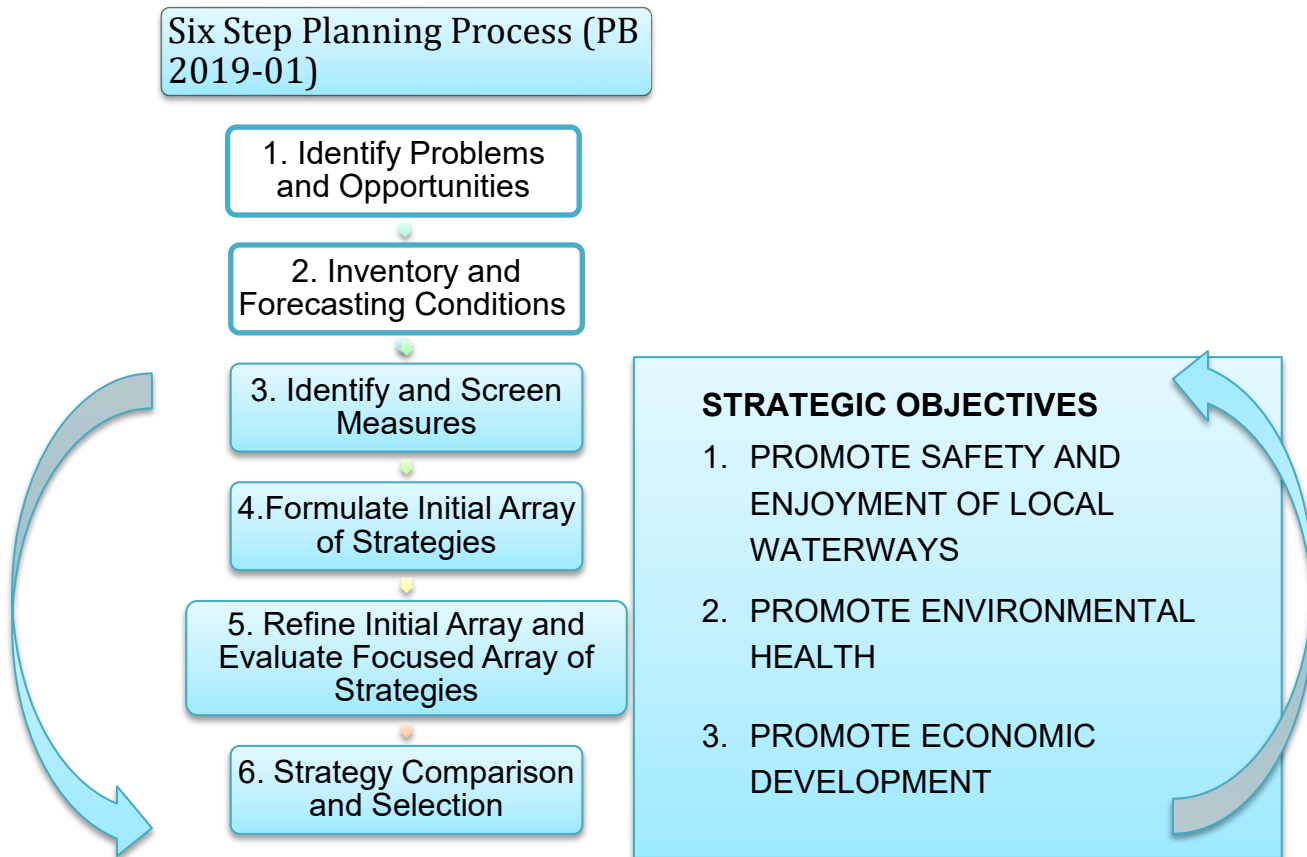


Figure 4: Strategic Objectives within Planning Steps

4.0 Socioeconomic Conditions

4.1 Socioeconomics

Tourism is a critical component for the City of Destin. The Destin area is considered one of the world's premier beach vacation destinations. Destin Harbor is the hub for almost all the commercial and recreational fishing businesses operating in the area. Choctawhatchee Bay waters may be used for boating but are generally calm and suited for paddle boarding, kayaking, and canoeing.

4.2 Demographics

The City of Destin has a total land area of 7.53 square miles and Destin Harbor encompasses approximately 240 acres, with an average depth of 15-20 feet (Judnich, 2021). The 2022 estimated census population of Destin is approximately 13,956 (U.S. Census Bureau, 2022). The per capita income for Destin in the past 12 months (in 2020 dollars), was \$49,999, compared to \$32,848 for the state of Florida. The median household income (in 2020 dollars) for the City of Destin was \$81,468, compared to \$57,703 for the state of Florida. About 9.6% of Destin's population was living below the poverty level in 2020.

The rate of home ownership is 64.8%. The median value of owner-occupied housing units is \$346,000 with the median monthly owner mortgage costs being \$1,917. Median gross rent is \$1,587 per month. The number of households in 2020 were 6,377 with the number of persons per household being an average of 2.25. 79.0% of those people were living in the same home the previous year. The makeup of the city in 2020 was 85.0% white, 5.1% African American and 8.8% of Hispanic or Latino origin. Other minorities residing in Destin of two or more races makeup 4.7%, and 1.8% Asian residents; collectively, about 0.2% of the population was comprised of American Indian/Alaska Native, and Native Hawaiian (U.S. Census, Destin 2020).

5.0 Environmental Setting

5.1 Regional Background

Destin Harbor is in the Florida Panhandle, adjacent to East Pass inlet and Choctawhatchee Bay (Bay). The bay is approximately 27 miles (mi) long, 1 to 6 mi wide, and its depth varies from 10 to 43 feet (Ruth & Handley, 2002). Freshwater input to the Bay comes primarily from the Choctawhatchee River. The bay is connected to the Gulf of Mexico by East Pass and lies within both Walton and Okaloosa Counties.

5.2 East Pass

East Pass is the inlet between Moreno Point, in the City of Destin, and Okaloosa Island. It provides a tidal connection between Choctawhatchee Bay and the Gulf of Mexico. The federal navigation channel was constructed by dredging in 1969 with two jetties. It is periodically dredged to maintain its authorized dimensions. The dredge material has been placed near the jetties, on Norriego Point, and on the nearby Gulf fronting beaches. Norriego Point constitutes a portion of the inlet shoreline of East Pass.

East Pass and storm activity are the primary drivers of erosion of the inlet shoreline and gulf fronting beaches. Norriego Point has been nourished with beach compatible material and several coastal protection structures have been built to stabilize Norriego point (Florida Department of Environmental Protection, 2020).

In 2006, 50,000 cubic yards of East Pass channel maintenance dredge material was placed east of East Pass following the 2005 hurricane season. After Tropical Storm Ida impacted the area material was placed along the Gulf fronting beaches, east of East Pass, in 2010. Approximately 487,000 cy was placed in this area as a part of a beach nourishment project completed in 2013 (Florida Department of Environmental Protection, 2020).

5.3 Crab Island

Crab Island is a submerged sand bar, heavily vegetated with seagrasses, located within Choctawhatchee Bay adjacent to East Pass. It is a notable attraction that draws recreational boaters from Destin Harbor and the surrounding region. Crab Island is located within the Gulf Island National Seashore, and commercial activities at the site are regulated by the National Park Service (National Park Service, 2022).

5.4 Water Quality

Destin Harbor saw a decline in water quality beginning in the 1980's. The City received complaints of "foul odors" and were able to attribute this to runoff into the Harbor (City of Destin Public Works, 2022). Growth of the Harbor and increased watercraft use likely also contributed to a decline in water quality. Combustion and fuel releases associated with vessel motors have been shown to have a negative effect on water quality. Propellers have also been shown to have a negative effect on water quality as they disturb and resuspend sediment and nutrients from the seabed (Asplund, 2000).

The City installed a pump to bring in water from the gulf to the Harbor at its southeastern boundary. This pump was built in the mid 1990's and its internal components were entirely rebuilt in 2021. The pump brings approximately 50 thousand gallons per minute of seawater into the Harbor. It runs for 6 to 7 hours per day, on every outgoing tide, during tourist season (Mar 1 to Oct 31) (City of Destin Public Works, 2022).

The Choctawhatchee Basin Alliance currently collects water quality data at two locations inside Destin Harbor. This includes color, conductivity, and nutrient data (Choctawhatchee Basin Alliance, 2022). Their data is being used within an upcoming National Park Service Environmental Assessment for the Gulf Islands National Seashore (National Park Service, 2022).

5.5 Essential Fish Habitat

The Bay and Harbor also provide essential fish habitat (EFH) protected under the Magnuson-Stevens Fishery Conservation and Management Act. EFH in the Gulf of Mexico includes estuarine and marine habitats such as hard bottoms, seagrasses, coral and coral reefs, marshes, algal flats, mangroves, and substrates such as mud, sand, shell and rock. The Harbor likely contains the various substrate types and seagrasses. The Harbor contains EFH for the following species: Shrimp, Red Drum, Reef Fish, and Coastal Migratory Pelagics (NMFS, 2022).

Submerged Aquatic Vegetation (SAV) is a commercially and recreationally important fish habitat. It includes seagrasses and the microalgae that attach to these grasses (NMFS, 2022). Shoal grass (*Halodule wrightii*) is the primary SAV in the bay. A recent study of SAV at Crab Island shows a slow decline in SAV over the last decade. The southeastern portion of Crab Island shows a particular pattern of SAV bed recession that coincides with increased vessel density in the area (National Park Service, 2022).

5.6 Threatened and Endangered Species

The Choctawhatchee Bay and Destin Harbor is a productive estuarine ecosystem with several federally and state protected species. These may include the Choctawhatchee Beach Mouse, West Indian Manatee, Eastern Black Rail, Piping Plover, Eastern Indigo Snake, Marine Turtles, and Gulf Sturgeon (USFWS, 2022). The Bay also provides habitat for the Bottlenose Dolphin (National Park Service, 2022). Several dolphins were observed in Destin Harbor during the study.

5.7 Cultural Resources

There have been various reports of submerged wrecks in the bay over the last century (National Park Service, 2022). A review of the Florida Master Site File (FMSF) shows multiple surveys have been conducted in the Bay and along the Gulf fronting coastline. Several upland locations, with possible historic properties, forming the perimeter of Destin Harbor have been evaluated. The FMSF shows no cultural resource surveys were conducted in the Harbor itself.

5.8 Human Safety

Vessel incident data obtained from the Florida Fish and Wildlife Commission (FFWC) shows that a “hot spot” of incidents occurs at both the mouth of Destin Harbor and in the areas around Crab Island.

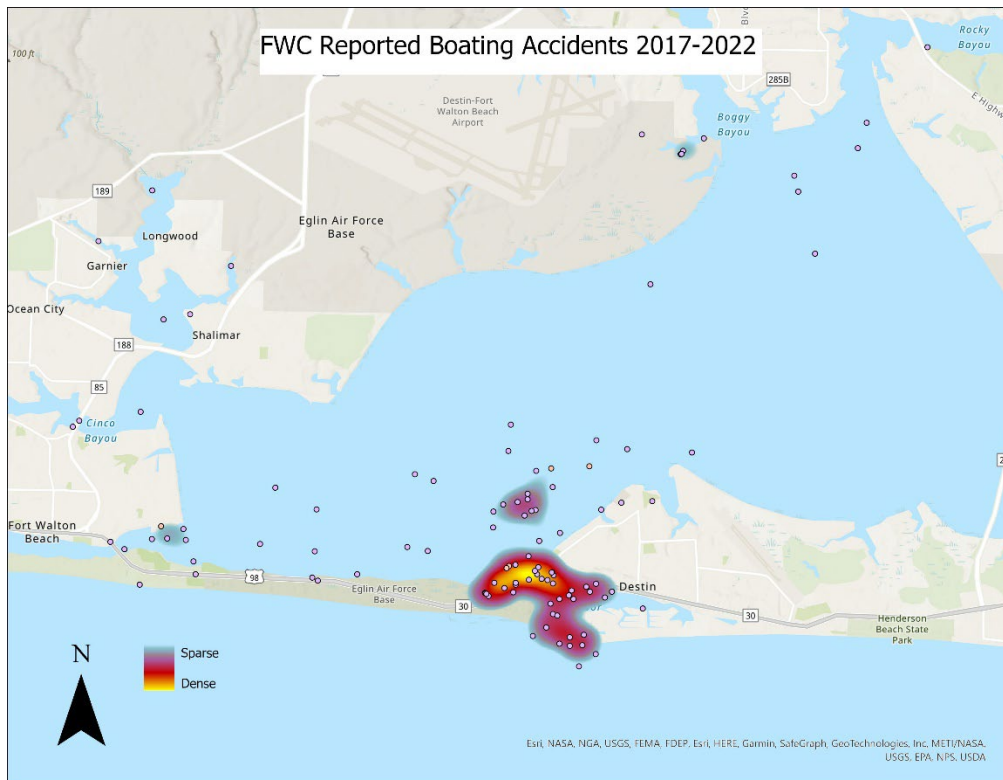


Figure 5: FFWC Reported Boating Accidents 2017-2022

6.0 Harbor Carrying Capacity

6.1 Study Area

This section describes the geographic footprint and characteristics of the study area. Destin Harbor encompasses approximately 240 acres (0.376 square miles). The average depth in the Harbor is 15-20 feet (Judnich, 2021). The length of the Harbor stretches two miles or approximately 8,700 linear feet (LF) from south of eastbound Highway 98 (also known as the East Pass Bridge), towards south-east boundary by the

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

residential area of Holiday Isle, as shown in Figure 6. The mouth of the channel is approximately 620 LF wide.



Figure 6: Map of Study Area

For the purposes of the carrying capacity analysis, data was collected at selected facilities, listed in 6.4.3

6.2 Harbor Facility Inventory and Vessel Classifications

To ensure that counters classified vessels using the same criteria the following definitions were used to classify the 8 vessel types. The vessel classifications were determined with inputs from the City of Destin.

1. **Fishing Charters.** Commonly observed fishing charters ranged from small (approximately 20 ft LOA vessels) accommodating four anglers to fishing charters with capacity for up to 65 anglers (approximately 70 ft LOA). This vessel class is defined by a captain and crew that takes guests out to fish in certain locations.
2. **Tour Charters.** Tour charters are assumed to be any vessel with a captain and crew that takes people on various tour activities. There is usually a business contact information on the vessel's port or starboard side.
3. **Livery Pontoons.** Livery vessels are vessels that are leased to others. In the context of Destin Harbor, livery vessels consist of livery pontoons or personal watercrafts that are registered with the city. Livery jet skis are not included in this category.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

4. **Personal Pontoons.** To differentiate from livery pontoons, this vessel class is assumed to be personally owned and operated pontoons. Personal pontoons are not registered as livery and are not leased to others. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin.
5. **Personal Vessels.** This vessel class refers to all motor vessels observed and based on best judgement in the field to be personally operated by owner(s) recreating in Destin Harbor. This vessel class excludes chartered tours, fishing charters, and livery pontoons. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin. It is important to note that all jet skis were captured in a separate vessel classification,
6. **Sailboats.** Personal sailboats that are home-docked at Holiday Isle and are separate from chartered sailboats which are captured under the Tour Charters category.
7. **Jet Skis.** For the purposes of this study, this vessel class refers to all jet ski traffic including both livery and privately-owned jet skis. Based on field observation conditions (visibility, etc.) and for this level of analysis, it was determined that it was reasonable to all jet skis are captured in the same classification.
8. **Non-Motor Vessels.** This class included kayaks, standup paddleboards, canoes, and vessels with trolling motors only.

6.3 Assumptions

Water and related land resources planning requires making decisions under uncertainty. USACE planning processes merges risk informed decision-making with water resource planning. PAS level studies have shorter execution timeframes and smaller scopes relative to a feasibility study. Therefore, assumptions are necessarily developed to inform analyses under uncertainties. This section describes the assumptions in the capacity study, documents the risks identified, and any corresponding risk-informed decisions made. This approach with regards to risk and uncertainties is appropriate for the level of detail of the capacity study's scope.

It is important to note that the following assumptions and decisions are in the context of data collection design and analyses in the capacity study. Any assumptions associated with recommendations will be explicitly stated.

6.3.1 Sample Characteristics

- I. **Slip Facilities.** For the carrying capacity analysis of the Harbor slippage, it was determined that slip occupancy data would be collected at slip facilities located at the Harbor entrance eastward along the Harbor District up to the Destin Yacht Club, and *not* inclusive of the entire perimeter of the Harbor. This is because the targeted slips are the most utilized public slips within the Harbor. It was assumed that these slips were a sufficient sample and representation of Harbor slip capacity. Additionally, slips in other areas of the Harbor were either private or not easily accessible by land and therefore the data collection team would not have been able to record that usage accurately and consistently.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

- II. **Parking Lot Facilities.** The sample of parking lots was determined in collaboration with the City of Destin based on the proximity of the parking facilities that service the Harbor and/or if they provide recreational opportunities for patrons. Parking lots include 1) restaurant lots for patrons, located between the Harbor District and Highway 98, 2) public parking lots, under the assumption that people park and recreate at the Harbor and the Harbor District, 3) boat launch parking for locals to park trailers while enjoying the waterways and Harbor , and 4) Holiday Isle where it is assumed that beachgoers park and recreate near Norriego Point. The team initially conducted an inventory count of all parking lots associated with the study to gather data on maximum capacities for each lot.
- III. **Vessel Traffic Counts**
 - a. There were risks associated with human error during data collection, and the study team accounted for margin of errors during data analysis.
 - i. **Shift Times**
 - 1. The first data collection trip included two vessel counting shifts from 0800-1230 and 1230-1630. After analyzing the data, it was determined that much of the vessel traffic was being missed based on observed traffic patterns. For example, livery pontoons typically begin exiting the Harbor around 0800, and all types of vessels enter the Harbor after 1630, most likely to recreate at restaurants.
 - 2. After this risk was realized, shift times changed to 0900-1200; 1200-1500; 1500-1800 to account for morning, lunch, and dinner time traffic patterns consistently throughout the day and over the entire data collection period.
- IV. **Count Location**
 - a. The team began the first data collection trip by setting up at the end of Norriego Point, facing the mouth of the Harbor. It was quickly realized that parking was difficult to obtain throughout the day, hauling gear onto the beach was cumbersome and time consuming, and there was a lack of shade and facilities.
 - b. After identifying the restaurants as a more suitable count location with a better vantage point, the team began to count vessels from outside restaurant seating areas. This proved better in many ways: the team saved time, could more clearly observe jet ski movements (among other vessel movements), and could easily transition from vessel counting to facility (slip) counting.

6.3.2 Methodology Assumptions and Definitions

Data collection consisted of counting vessels entering and exiting the Harbor. A data collection sample representative of peak and non-peak recreation periods was taken between the months of May to September. Vessels were recorded by hourly shift time, entrance or exit movement, and classification. The goal was to account for traffic patterns, so each vessel was counted each time it entered or exited, regardless of if it had done so previously.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

I. Slip Capacity Count

- a. Parking lots and slippage facilities were counted three times a day, during anticipated peak traffic periods in the morning, afternoon, and evening. Unlike parking lot counts, maximum capacity amounts were not initially recorded along the Harbor District at the slippage facility. This is because it was observed that slip configurations changed depending on the orientation of vessel docking. For example, vessels docked parallel to a long pier may create a different number of delineated “slips” than if vessels were docked perpendicular to the pier. This made it difficult to initially track the exact maximum capacity in the field. However, maximum capacity was captured post-data collection using GIS technology and the dimensions of an average vessel (20 ft) to configure slip usage in an efficient and realistic way that was reflective of observations during data collection. See Figure 7 and Figure 8 below for more information.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



Figure 7: West side of GIS Slippage Capacity Count

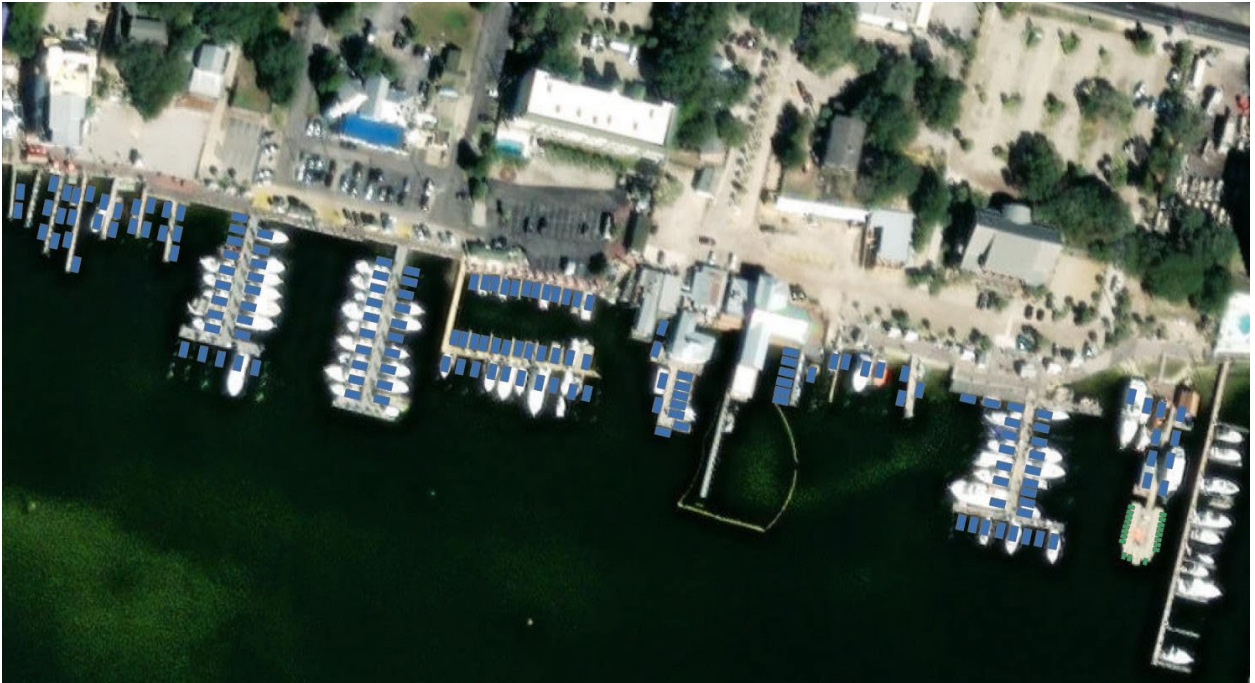


Figure 8: East side of GIS Slippage Capacity Count

- b. It was assumed that the most efficient way to count vessel slips was by counting the occupied slips. This is the opposite method that was used for parking lot counts. This decision was made in tandem with the lack of maximum capacity data in the beginning of data collection. Counting occupied spots proved to be more useful when maximum capacity was later found to provide a baseline of slip usage and capacity. In this context, a regular, occupied slip is defined below.
- c. Define:

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

1. A regular, occupied slip is defined as a slip containing one to two vessels, where both vessels could exit the slip with ease (i.e., neither vessel is blocked in). This also includes locations that are not easily defined by pilings, such as long docks with areas to tie up a vessel parallel to the dock.
2. During data collection, the team needed a clear and consistent definition of jet ski slips due to rotating team members and the nature of the study. Therefore, the team defined jet ski slips based on their physical structure and purpose: mobile, floating docks primarily used for jet ski storage.
3. Overcapacity slips are defined as a slip that contains more than two vessels. This is applicable to regular slips that are clearly delineated by pilings. The definition was developed by gauging the size of the average vessel entering and utilizing Harbor slips. It was decided that two vessels could comfortably fit in one slip and still easily exit the slip. Other areas that were consistently overcapacity include long docks with more than two vessels, with the first parallel parked alongside the dock, and the rest parked and tied to it. There were “hotspots” where overcapacity slips were recorded consistently including near Margaritaville.
4. Private slips were discovered east of AJs beyond a gate labeled *Galati's Yacht Sales*. These vessels are gated off from the public. To record counts for private slips, the team estimated based on the maximum capacity and the number of vessels that could be seen from beyond the gate.

V. Parking Capacity Counts

Data collection consisted of counting parking space capacities at select public parking lot locations servicing the Harbor facilities. This included public areas as well as boat trailer parking. A select number of public parking facilities were counted three times a day during anticipated peak traffic of morning, afternoon, and evening.

1. Shift Times. During the first data collection trip, parking spots were counted twice a day at 830AM and 2:30PM. These count times coincided with the vessel count shift times, allowing each team to complete a vessel count shift and facilities count shift in the allotted time. However, after observing traffic patterns throughout the day, it was determined that three shift counts would be necessary to accurately record and reflect the use of the Harbor's parking lots. Parking counts shifted from two a day to three a day, at 10AM, 12PM, and 6PM to account for morning, midday, and afternoon traffic, including mealtimes.
2. Parking Count Methodology. After discussing data collection methods with the City of Destin, the data collection team took staggered parking samples at different locations each day, rotating through each of the 14 locations during

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

each trip. Staggered sampling allowed the team to obtain a solid foundation of data that could be extrapolated to fill in the days that were not explicitly counted.

- a. Vacant handicapped parking spots are counted as vacant as they can be occupied
- b. Parking spots were recorded as occupied if there was reserved parking spot signage, cones, tape, or other indicators.
- c. Joe's Bayou overflow lot is added to Joe's Bayou total capacity
- d. Parking formula = $(m-v+o)/m$ where:
 - i. M=maximum capacity
 - ii. V = vacancy
 - iii. O = overflow

6.4 Capacity Count Overview

The capacity study for Destin Harbor establishes a basis for vessel traffic, Harbor facility occupancy, and parking lot occupancy. This provides numerical data on Harbor usage throughout the summer. Capacity study data for vessel traffic, Harbor facility counts, and parking lot occupancy was collected during the summer of 2022 on the following dates:

- May 27th-May 30th (Memorial Day weekend)
- June 28th- July 4th (Independence Day weekend)
- July 15th – July 21st
- August 2nd – August 7th
- August 19th-August 21st
- September 2nd - September 5th (Labor Day Weekend)

The capacity study provides each weekend's totals and compares data in relevant groups, such as with holiday to holiday or summer week to summer week. Using the data comparisons, the entire summer was interpolated for each data set collected to represent the anticipated counts each day of the entire summer. Figure 9 below presents the dates for capacity data collections during the summer.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

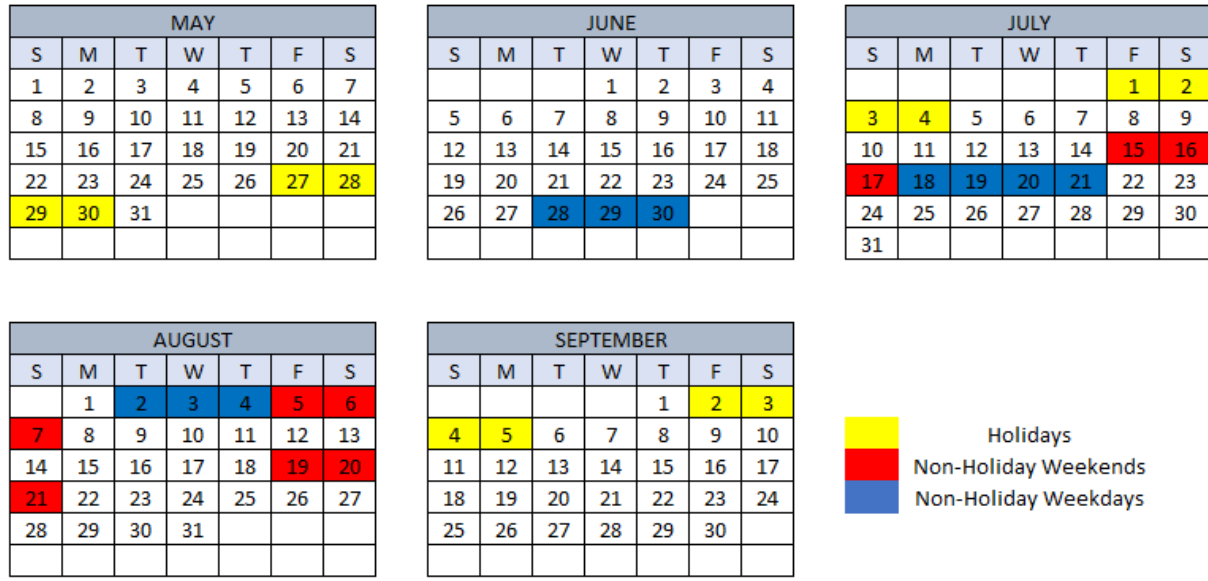


Figure 9: Data Collection Days (Summer 2022)

6.4.1 Vessel Traffic Count

Counting of vessels exiting and entering Destin Harbor occurred daily and consecutively from 9AM to 6PM (except for Memorial Day weekend, which was from 8:30AM to 4:30PM). Groups of 2 counters began at 9AM and rotated every 3 hours. Vessel counts were split in half with one person responsible for 4 sets of vessel classifications and the other person responsible for the other set of 4 vessel classifications to ensure all vessels entering and exiting the Harbor were accounted for. The vessel count data has been separated into 3 distinct categories for comparison purposes: Holiday weekends, weekends, and weekdays. The total number of days observed for vessel traffic collection was 31, where there were 12 holidays, 9 non-holiday regular weekends, and 10 weekdays. The following graphs present total number of exits and entries by each vessel class.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

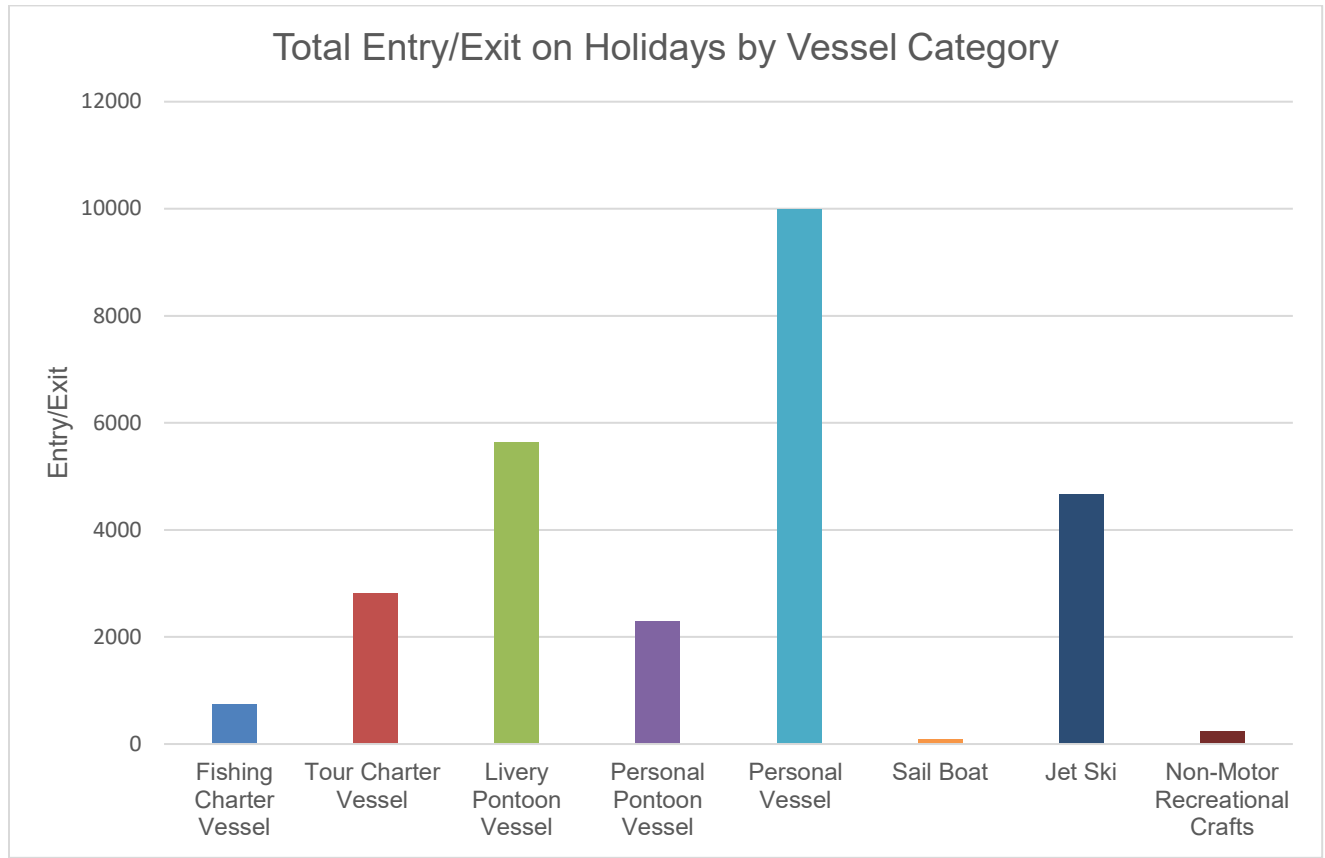


Figure 10: Total Vessel Traffic Observed

During holiday weekends, personal vessels recorded the most total entries/exits in the Harbor with about 10,000 trips through the Harbor mouth as shown in the above figure. Livery pontoons had the second most entries/exits with a little below 6,000 total trips. Jet skis were third, with just over 4,000 exits, while the rest of the vessel categories had less than 3,000 per category.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

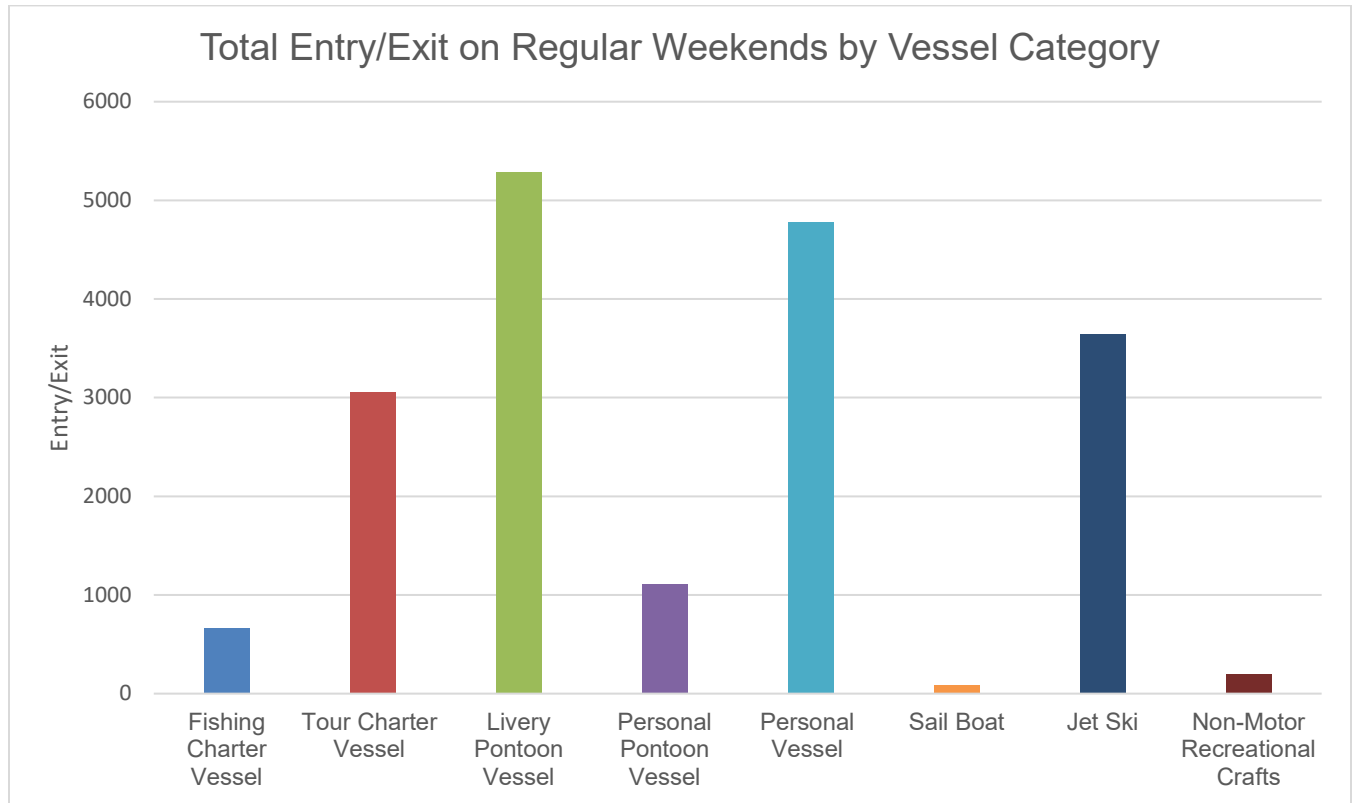


Figure 11: Total Vessel Traffic Observed on Regular Weekends

Vessel traffic at Destin Harbor was observed for a total of nine regular weekend days. Livery pontoons were the most recorded with over 5,000 trips to access the Harbor, followed closely by personal vessels and jet skis as presented in the above figure. As expected, regular weekends did not produce as much total vessel traffic compared to holiday weekends. Personal vessels led total entries/exits (9,990) in the holiday weekend recording but fell to second during the regular weekend recording (4,780).

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

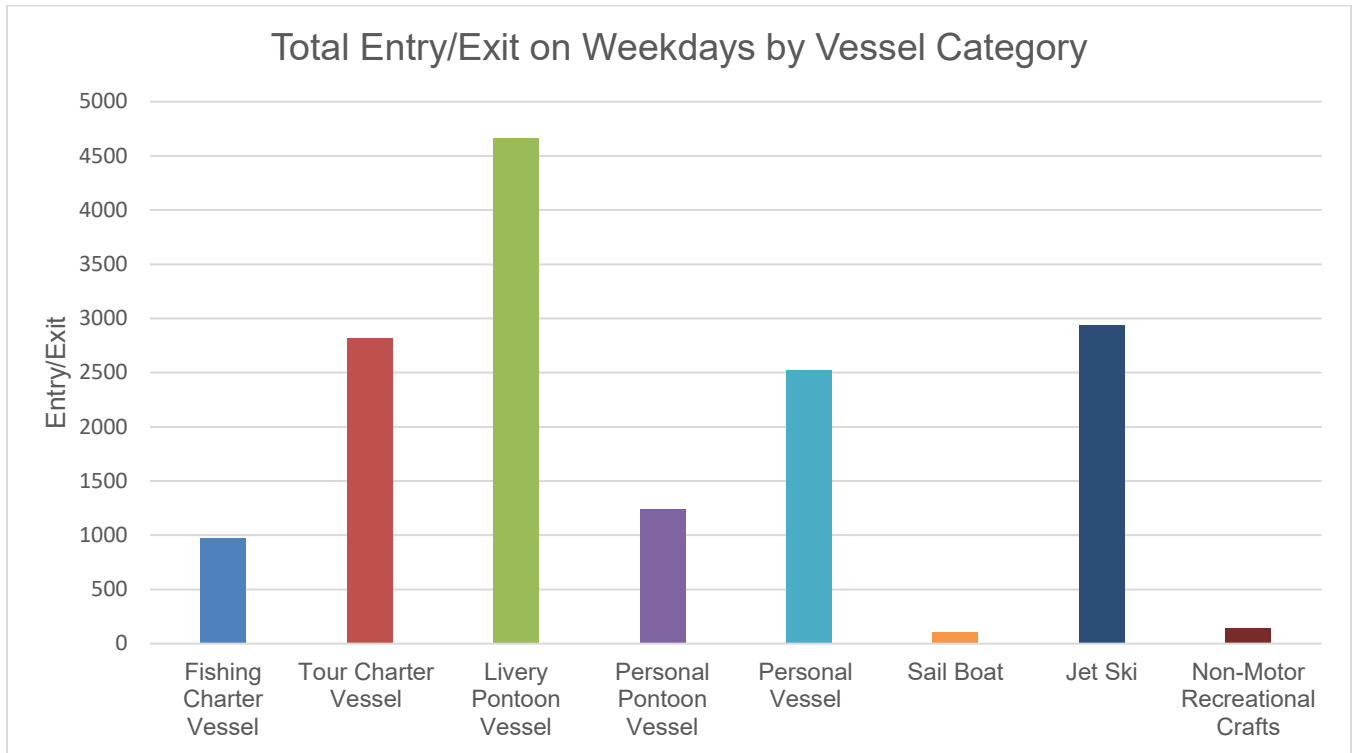


Figure 12: Total Vessel Traffic Observed on Weekdays

On regular weekdays, Harbor access by livery pontoons were the most recorded with a little over 4,600 trips, followed by jet-skis (2,938) and tour charters (2,817). Personal vessels once again fell from 2nd place in total entries/exits recorded on regular weekends to 4th in total entries/exits recorded on regular weekdays. It was assumed that less people take their personal vessels out during weekdays because those people have work commitments compared to a regular weekend/holiday weekend when people typically have less commitments.

6.4.2 Harbor Slip Counts

Counting of occupied vessel slips occurred 3 times per day at 10AM, 12PM, and 6PM (except for Memorial Day weekend, when they occurred twice a day at 8:30AM & 2:30PM). In reference to the following figures, the trips and their corresponding dates are listed below.

Table 3: Data Collection Trips

Trip 1	June 28th-July 4th
Trip 2	July 15th-July 21st
Trip 3	August 2nd-August 7th
Trip 4	August 19th-August 21st
Trip 5	September 2nd-September 5th

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

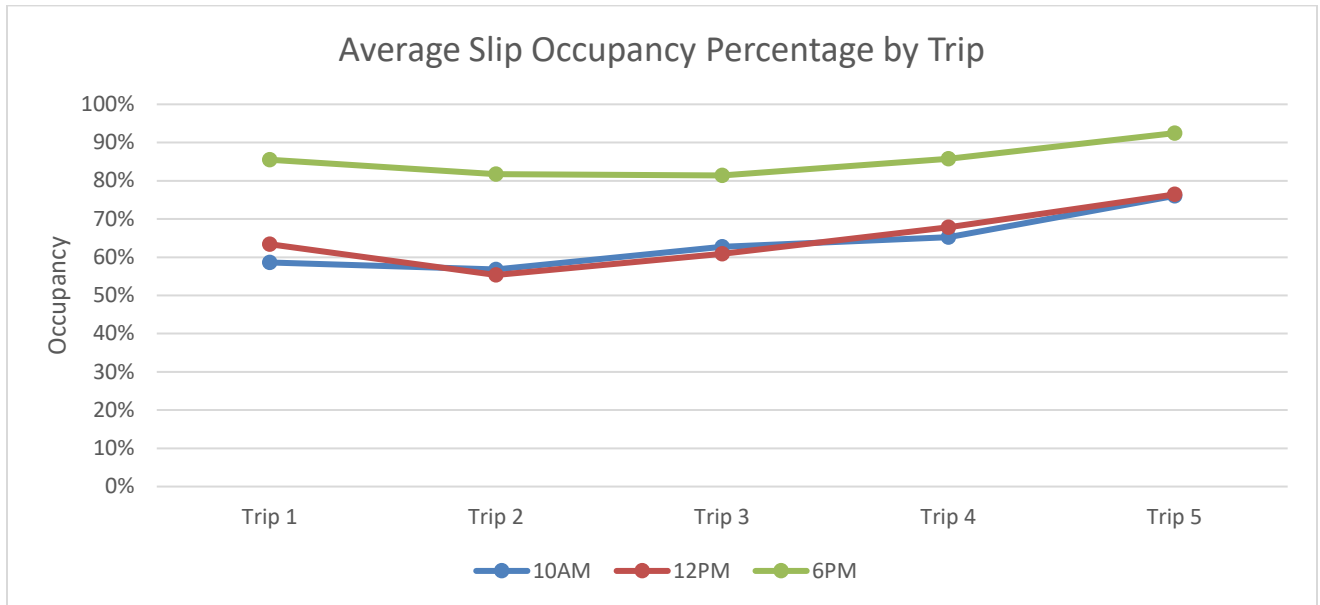


Figure 13: Slip Count Average Occupancy by Trip

Figure 13 shows the slip count totals at each time that data was recorded for each trip. There were only slight variances between 10AM counts and 12PM, but slips were consistently occupied during the 6PM count. This is likely because vessels that operate during the day have returned or are returning to a slip by 6PM. This is especially true for livery businesses, some fishing charters, and certain tour charters operating in Destin Harbor because they begin to close for the day at 6PM.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

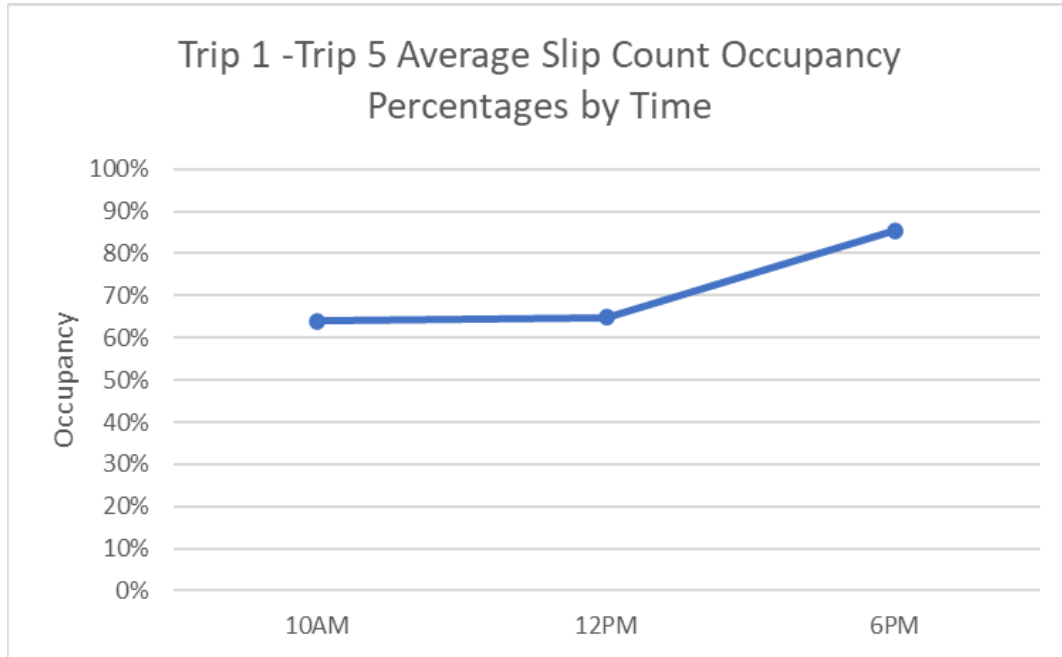


Figure 14: Average Slip Occupancy by Time

Figure 14 shows the average slip count occupancy between Trip 1 and Trip 5 at their respective time of recording. It reiterates Figure 13 in that the most slip usage occurred at 6PM. The daily trip slip counts are found in Appendix 1:Economics.

6.4.3 Parking Lot Counts

Parking counts occurred 3 times per day at 10AM, 12PM, and 6PM (with the exception being Memorial Day weekend, which were counted at 8:30AM & 2:30PM). Parking counts were separated into 2 groups: the Harbor District (12), and Other (2), which includes parking lots at two locations with boat launches and kayak launch facilities only.

Table 4: Parking Facility Groupings

Parking Facility Groupings	Lots
Harbor District (12 Parking Lots)	Coyote Ugly (east of Margaritaville), Margaritaville (west of Stahlman), and AJ's Private Parking, Marler Public Parking Lot, and Holiday Isle, Fatboy's Private Parking, Galati's, Happy's/Destin Yacht Club, Tailfin's, Dewey Destin's, Brotula's and Boathouse Oyster Bar
Other (2 Parking Lots)	Captain Leonard's Park, Joe's Bayou*

*Joe's Bayou also has a separate section created titled "Overflow," because unmarked overflow gravel parking was used at a parking lot adjacent to the regular lot. In some instances, trailers would occupy the overflow parking lot spots in favor of

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

maneuverability instead of open spots in the main parking lot. Joe's Bayou and Captain Leonard's parking occupancy was captured each day, while the other parking lots were observed approximately every three days.

Unlike the daily consistency in Vessel Traffic Count and Harbor Slippage Facility counts, there were too many parking lots to collect data on them all each day. Therefore, the team rotated through the list of parking lots each day. For example, on Monday, 6 parking lots would be observed 3 times in one day, at 10AM, 12PM, and 6PM. On Tuesday, the team would collect a total of 3 samples at 10AM, 12PM, and 6PM respectively, on the next 6 parking lots. To account for the gaps in data collected on individual lots, a regression model was developed to provide a snapshot of what could have occurred throughout the summer. The interpolated graphs and data will be shown in Section 6.5.

6.5 Interpolated Vessel Traffic

Vessel traffic data was consistent and plentiful, therefore that data was used to provide summer vessel count daily averages to show a snapshot of a typical week. This was used to interpolate each day throughout the summer that was not observed to provide a total for what could have occurred from May 27th-September 5th, 2022.

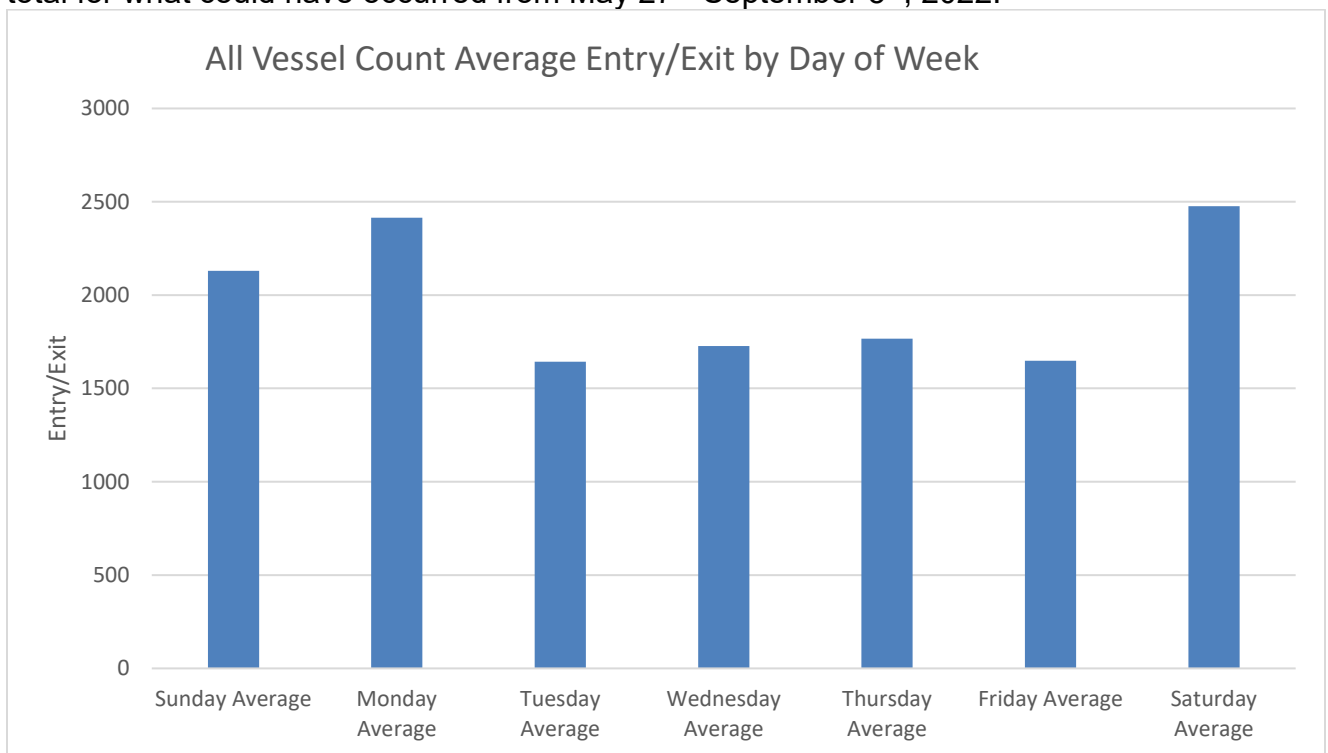


Figure 15: Vessel Count Average Entry/Exit by Day of Week

Figure 15 shows the average vessel entry/exits that occurred on each day of the week. The graph indicated that the highest daily average throughout the summer happened on Saturdays with a little under 2500 vessels per Saturday, and with Monday and Sunday

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

being the only other vessel count totals above 2000. The reason for Monday being higher than Sunday is because each recorded holiday (Memorial Day, July 4th, and Labor Day) fell on a Monday. Holiday Mondays had a much higher vessel count average than typical days.

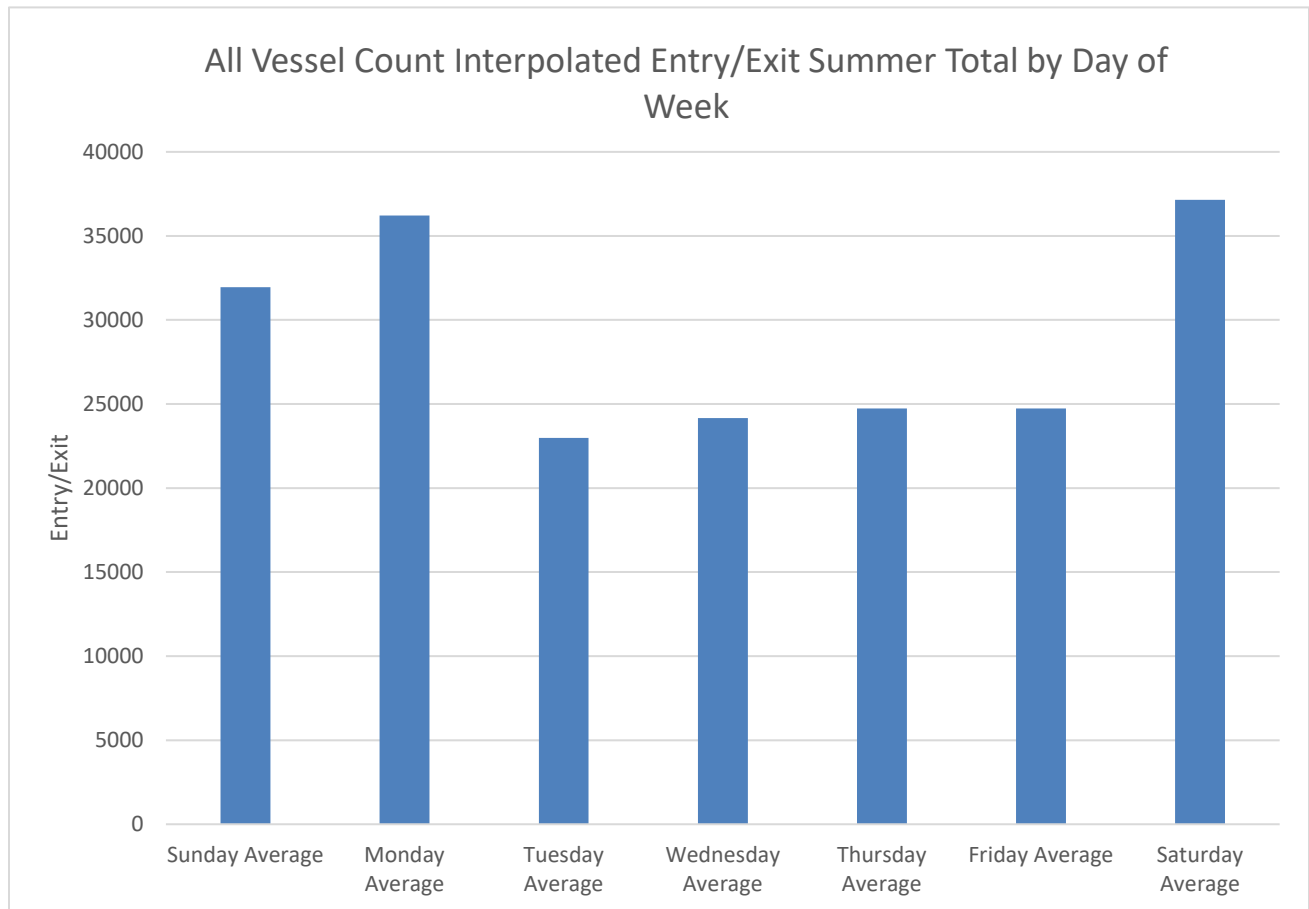


Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week

Figure 16 shows the daily vessel count interpolated entry/exit summer totals by day of the week. This includes every vessel classification combined into a daily total. That daily total was then interpolated throughout the summer ranging from May 27th-September 5th to show what could have occurred if every single interpolated day totals were combined. The Saturday average is still the highest total of entry/exits throughout the summer followed by Monday and Sunday.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

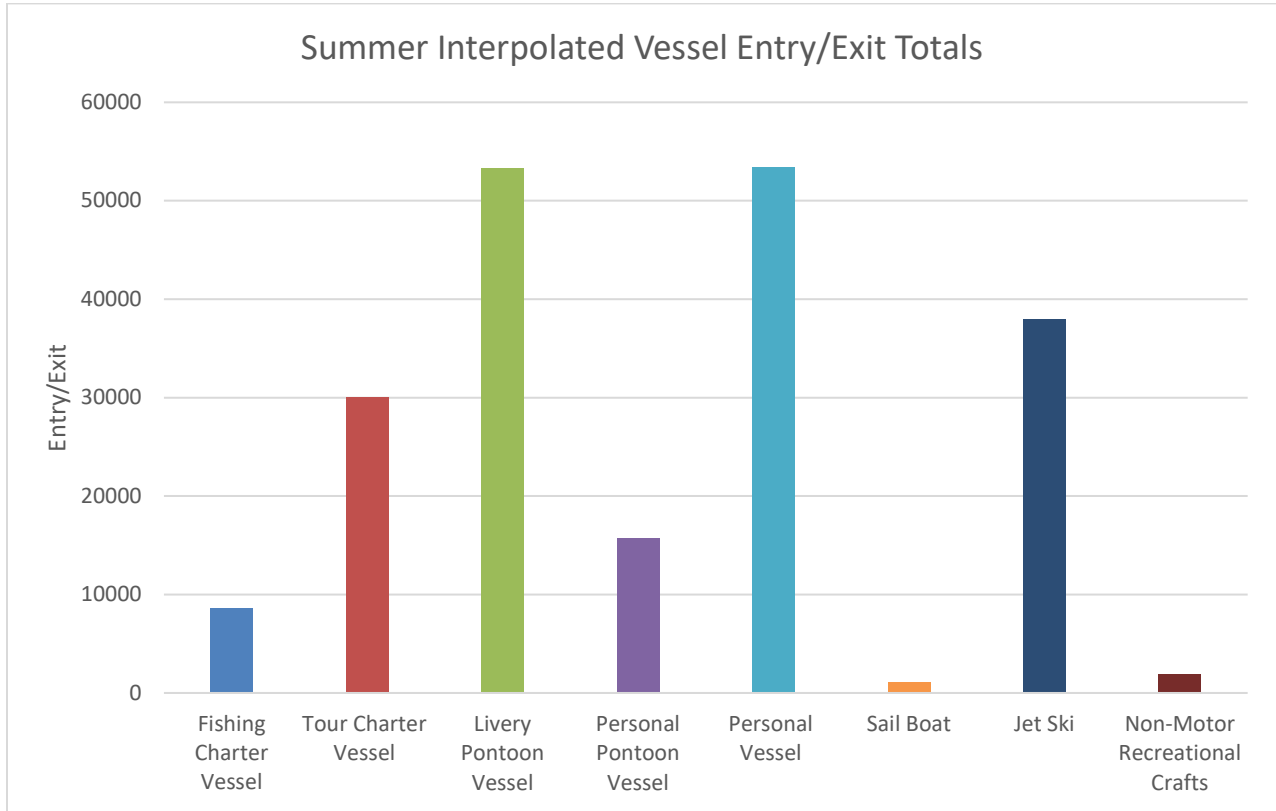


Figure 17: Summer Interpolated Vessel Entry/Exit Totals

While Figure 16 shows the total interpolated vessel entry/exits, Figure 17 is broken down by vessel classification. Personal vessels (53,410) and livery pontoons (53,295) by far account for the most entry/exits in Destin Harbor, while Jet skis (37,957) are a distant third and tour charter vessels (30,014) being fourth. The rest of the classifications were all below 20,000 projected summer entry/exits.

6.6 Parking Lot Analysis

Parking lots were not counted every day; therefore, interpolation of the observed parking data offers a prediction of parking data for the entire summer. This is useful for understanding the typical existing parking conditions during the peak season. The interpolation is only meant to be representative for the Summer of 2022. It cannot forecast future conditions or conditions outside of the peak season.

Linear regression was used to predict the parking inventory for lots that were not counted every day. This regression model is listed below.

$$Inventory_{ijkm} = \beta_0 + \beta_1 Lot_i + \beta_2 Time_j + \beta_3 Trip_k + \beta_4 Holiday_m + \beta_5 Lot_i \times Time_j + \epsilon_{ijkm}$$

Here, i refers to the parking lot, j refers to the time of day (10AM, 12PM, 6PM), k refers to the data collection trip, and m refers to whether the observation day occurs on a

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

holiday weekend, non-holiday weekend, or non-holiday weekday. Based on this, β_1 are fixed effects for each parking lot, β_2 are fixed effects for the time of day, β_3 are fixed effects for each trip, β_4 are fixed effects for whether it is a holiday, non-holiday weekend, or non-holiday weekday, and β_5 are interaction fixed effects between each parking lot and the time of day. ϵ_{ijkm} is the error term, which accounts for uncertainty in the model. This was used to predict the inventory for observations that were not directly observed.

Parking lot capacities were counted on the initial Destin reconnaissance visit to determine the maximum amount of parking spaces that were available at each parking lot. The Harbor District restaurant's total parking capacity is as follows:

Table 5: Harbor District Total Parking Capacity

Restaurant Parking Lot	Total Parking Spaces
Coyote Ugly	276
Margaritaville	129
AJ's	108
Fatboy's	26
Galati's Yacht Sales	75
Happy's/Destin Yacht Club	54
Tailfin's	77
Dewey Destin's	72
Brotula's	245
Boathouse Oyster Bar	110
Marler Public Parking	146
Holiday Isle	65

Joe's Bayou and Captain Leonard's Parking Lots are not located in the Harbor District, but Joe's Bayou has boat launches and Captain Leonard's has a kayak launch. Joe's Bayou has 83 total parking spaces with the overflow lot included and Captain Leonard's has 33 parking spaces. Because the Joe's Bayou overflow lot has unmarked parking spaces, GIS technology was used to estimate the total number of parking spaces based on the average length of a truck and boat trailer of 20 feet (refer to Figure 18). Holiday Isle is also included in the total occupancy percentages with 65 parking spaces. These parking lot totals were then used to determine the below parking lot capacity graphs as percentages of parking spaces occupied by vehicles. More detail on the interpolation can be found in Appendix 1: Economics.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT



Figure 18: Joe's Bayou Overflow Lot - Total Capacity

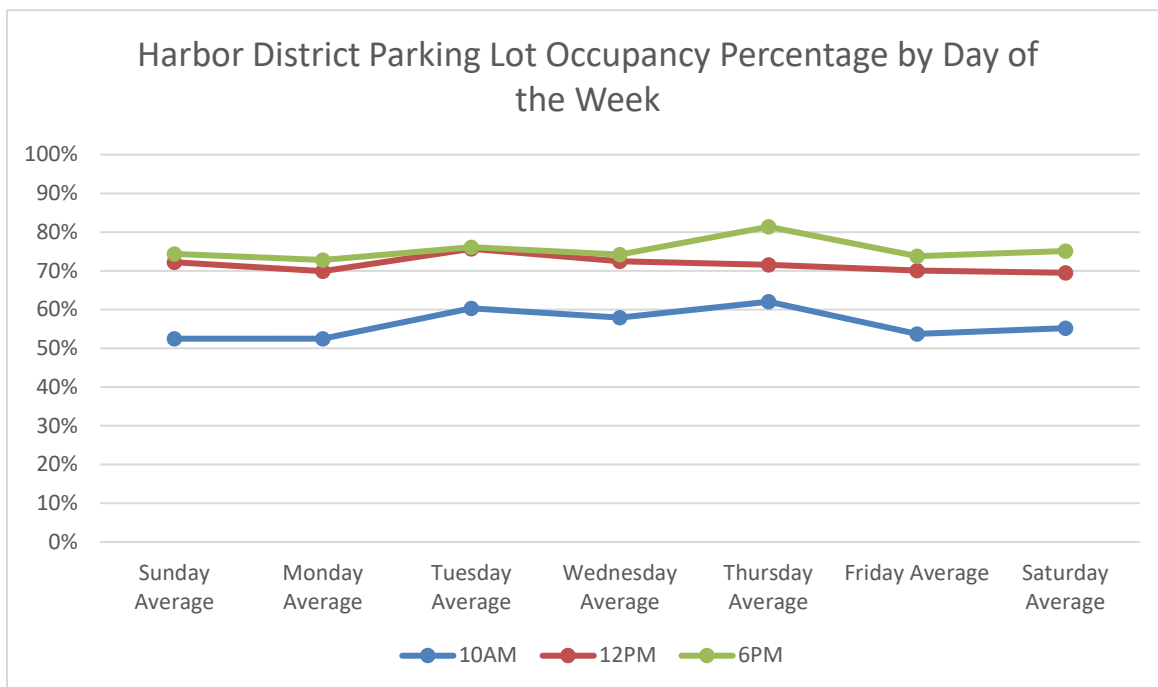


Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Figure 19 provides a weekly snapshot of Harbor District parking lot occupancy by percentage. 10AM had the lowest percentage occupancy consistently for each day of the week with the reasoning being that most people are showing up closer to 12PM which is also shown with the 20% increase in occupancy. 6PM is also slightly higher than 12PM but is similar in the above 70% occupancy. There were only 3 observations for Mondays – Thursdays so that data doesn't have as much variance as the weekend. Data was collected during the more frequent weekend trips, showing the consistent theme that 10AM occupancy is consistently less than 12PM and 6PM.

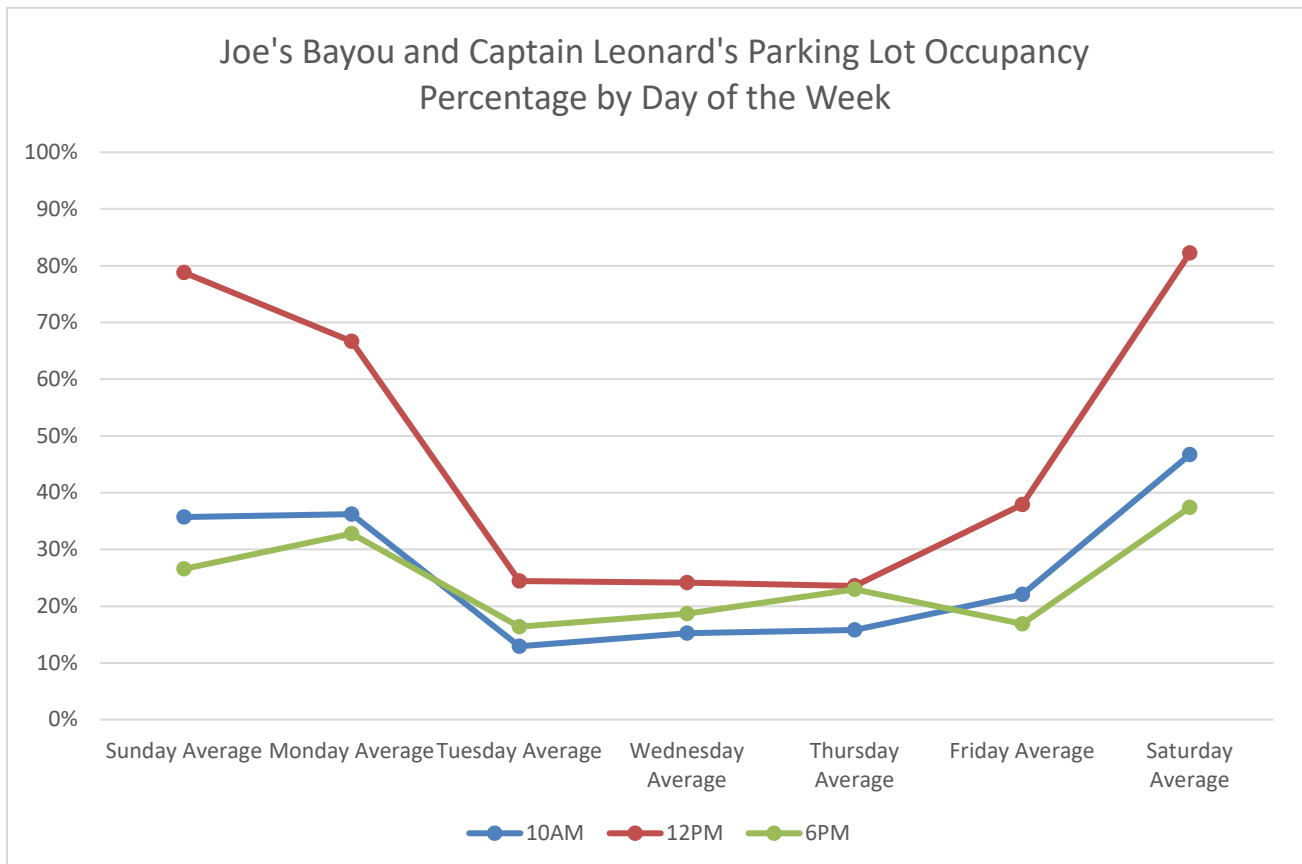


Figure 20: Joe's Bayou and Captain Leonard's Parking Lot Occupancy Percentage by Day of the Week

Figure 20 provides a snapshot of what a typical week would look like for Joe's Bayou and Captain Leonard's parking lot occupancy by percentage. Joe's Bayou and Captain Leonard's parking percentages have more variance than the boardwalk because they are used for parking, trailer parking, boat launching for Joe's Bayou, and a kayak launch for Captain Leonard's. 12PM has the highest parking occupancy especially on weekends because of more vessel usage/launches occurring on weekends. 10AM, 12PM, and 6PM show a significant drop in parking lot usage because of much less vessel usage occurring during the week because of work obligations. There is more unique data for Joe's Bayou and Captain Leonard's because they were counted each day compared to a rotation of Harborwalk parking.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

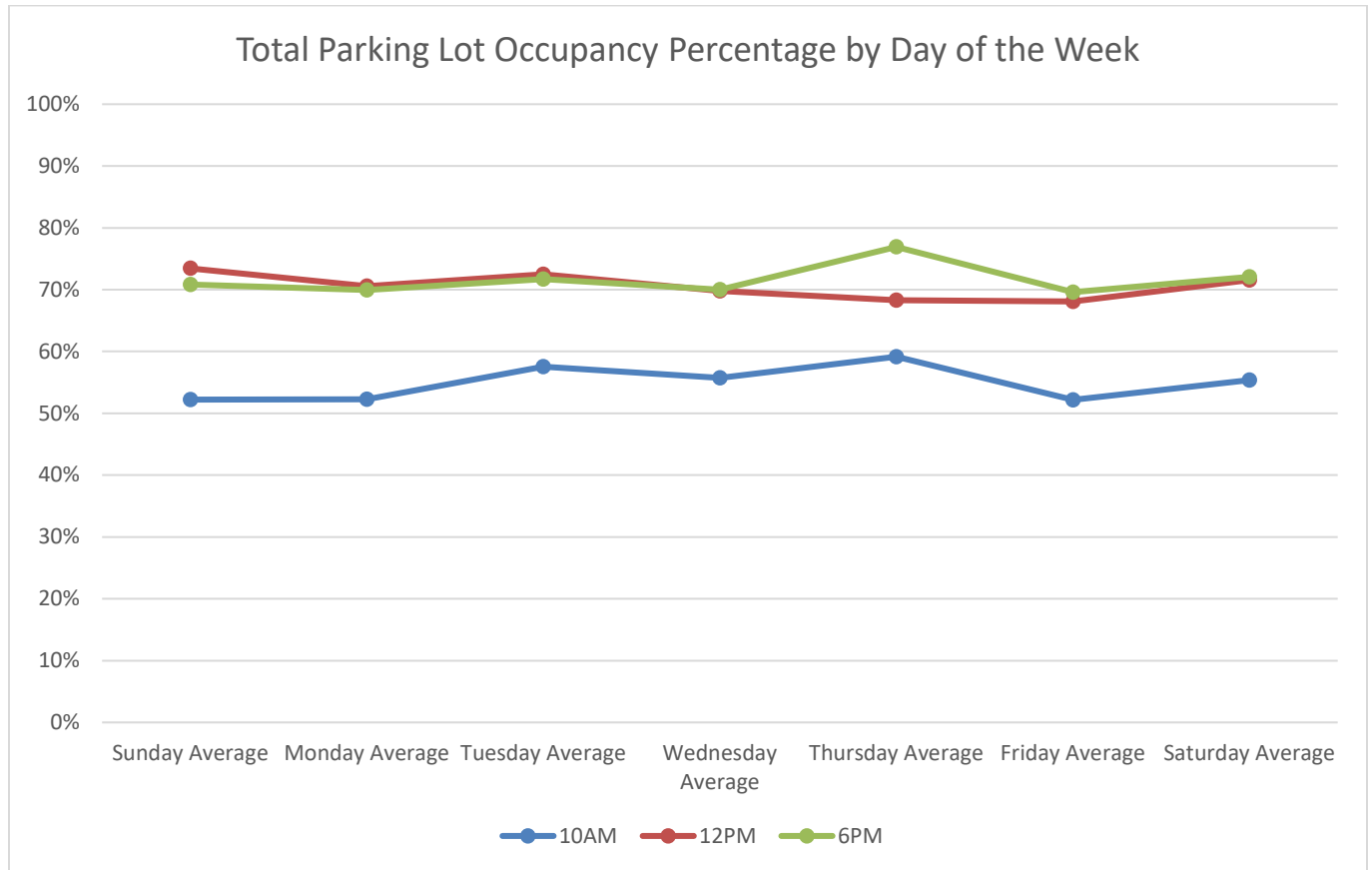


Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week

Figure 21 provides a weekly snapshot of what a typical week would look like for the total parking lot occupancy by percentage. There is a much larger concentration of parking and usage of parking occurring in the Harbor District parking compared to the Joe's Bayou and Captain Leonard's parking. The total parking lot percentages show the same overarching data theme that the 10AM consistently had the least amount of parking occupancy.

All data collected and analyzed over the summer of 2022 was then incorporated into the methodology used to calculate Destin Harbor's Carrying Capacity.

6.7 Carrying Capacity Analysis

There are four types of commonly used carrying capacity indicators used to assess the recreational carrying capacity of a Harbor or lake: ecological, facility, spatial, and social. Determining the carrying capacity can be identified using any combination of these four indicators. The approach taken in this study consists of three components: spatial carrying capacity, social carrying capacity and facility carrying capacity. Table 5 below summarizes the carrying capacity analysis. For the purposes of this analysis, study zones are identified as shown in Figure 22.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Table 6: Destin Harbor Carrying Capacity

Physical Carrying Capacity	Carrying Capacity Analysis
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 60-90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat Trailer Parking, Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity on weekend use



Figure 22: Study Zones

Source: City of Destin, Planning Division

Water and Land Recreation Opportunity Spectrum (WALROS)

The Water and Land Recreation Opportunity Spectrum (WALROS) methodology was developed by the Bureau of Reclamation to determine appropriate ranges of recreational carrying capacities or densities for boating (vessel activity) in an area (2011). WALROS uses physical, social, and managerial attributes that define a harbor or lake setting to systematically establish six classifications of recreation opportunities.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

A harbor or lake can be classified as urban, suburban, rural developed, rural natural, semi-primitive, or primitive recreation opportunities. The WALROS developed a set of boating capacity coefficients based on collaborative expert opinion, published articles and sound professional judgement. In depth descriptions of the WALROS methodology and classifications may be found in the WALROS Handbook.

Based on the WALROS classifications, Destin Harbor is best identified as urban. The WALROS handbook (2011) describes the urban setting classification as being in “extensively developed and populated cities and metropolitan spaces where virtually the entire landscape contains manmade structures.” The water resources tend to be channelized or altered with extensive recreation use that involves much diversity, socialization, and concentration (p. 9, Haas, et al, 2011). The following Figure 23 presents a range of reasonable vessel capacity coefficients by WALROS class. The vessel capacity coefficient is defined as the number of water surface acres adequate for each recreational vessel in a WALROS class. For the urban classification the acres per vessel range from 1 on the low end to 10 at the high end. The current vessel densities at Destin Harbor indicate that the spatial carrying capacity of the Harbor is exceeded.

WALROS class	Range of boating coefficients (acres per boat)	
	Low end	High end
Urban	1	10
Suburban	10	20
Rural developed	20	50
Rural natural	50	110 (¼ sq mi)
Semiprimitive	110	480 (¾ sq mi)
Primitive	480	3,200 (5 sq mi)

Figure 23: Reasonable Boating Coefficient by WALROS Class

6.7.1 Spatial Carrying Capacity

Spatial carrying capacity is the number of vessels that safely operate and recreate in a specific water surface area at a given time. Factors such as usable acres, vessel activity, and peak use density are used to quantify spatial carrying capacity. In this context, one shift (3 hours) was used to measure peak usage for the purpose of the WALROS method. The study area is divided into three zones to distinguish spatial carrying capacity at each: Inside the harbor, Crab Island and East Pass.

Zone A: Inside the Harbor

For the purposes of the spatial carrying capacity, it is assumed that the Harbor consists of 240.6 acres of usable water surface for vessel activity including docking at Harbor slips. The observed vessel density for Destin Harbor is calculated by dividing usable

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

water surface acres by the maximum number of vessels for observed peak use by hour to identify the peak density. The vessel density was also calculated for the low density using the total number of observed vessels at the lowest use by hour:

Observed peak density: $240.6 \text{ acres} \div 444 \text{ vessels} = 0.54 \text{ usable acres per vessel}$

Observed low density: $240.6 \text{ acres} \div 27 \text{ vessels} = 8.91 \text{ usable acres per vessel}$

The current vessel density range for Zone A: Destin Harbor is estimated to be 0.54 – 8.91 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Destin Harbor during peak shift times.

Zone B: Crab Island

It is worth reiterating that the vessel traffic count was conducted only at the vantage point of the Harbor entrance. However, Crab Island is a common destination for boaters in Destin. Crab Island is commonly the destination for tour charters, pontoons, personal vessels, and jet skis. In the absence of vessel traffic counting directly at Crab Island, it is reasonable to assume that during peak shift, 90% (390 vessels) of the previously mentioned vessel classes counted at the Harbor entrance were bound for Crab Island. The number of vessels during the lowest-density shift is assumed to be 90% (14 vessels) of the total number of tour charters, pontoons, personal vessels, and jet skis.

Observed Peak Density: $160 \text{ acres} \div 390 \text{ vessels} = 0.41 \text{ usable acres per vessel}$

Observed Low Density: $160 \text{ acres} \div 14 \text{ vessels} = 11.85 \text{ usable acres per vessel}$

The current vessel density range for Zone B: Crab Island is estimated to be 0.41 – 11.85 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Crab Island during peak shift times.

Zone C: East Pass

East Pass is the inlet between Moreno Point in the City of Destin, and Okaloosa Island. As the tidal connection between Choctawhatchee Bay and the Gulf of Mexico, vessels traverse the East Pass to access the Gulf of Mexico. For the peak shift all fishing charters are assumed to frequent this zone in addition to 50% of tour charters, pontoons, jet skis and personal vessels (230 vessels). For the lowest-density shift, all fishing charters as well as 50% of tour charters, pontoons, jet skis, and personal vessels (20 vessels) traverse through East Pass:

Observed Peak Density: $227.2 \text{ acres} \div 230 \text{ vessels} = 0.98 \text{ usable acres per vessel}$

Observed Low Density: $227.2 \text{ acres} \div 20 \text{ vessels} = 11.65 \text{ usable acres per vessel}$

The current vessel density range for Zone C: East Pass is estimated to be 0.98 – 11.65 usable acres per vessel. This range suggests that during the summer season, there is

less than 1 acre of usable water surface for each vessel in East Pass during peak shift times.

6.7.2 Social Carrying Capacity

Social carrying capacity considers the users' perceptions of crowding and safety. Under this indicator, capacity is reached when conflict arises or when the user is deterred from participating in activities in the Harbor or surrounding waters. The social carrying capacity of Destin Harbor was assessed by administering a survey to a sample of boaters who use the Harbor and its surrounding waters. The purpose of the survey was to gather information on user experiences at Destin Harbor.

Enjoyment and Crowding

When asked how the number of other boaters affected enjoyment in the harbor, 59% of respondents indicated that the number of boaters "somewhat detracted, moderately detracted or extremely detracted" from their experience. Less than 10% of respondents indicated that the number of other boaters added to their experience, while 35% noted that other vessel activities present neither added nor detracted to their experience. Figure 24 below presents how crowding affected enjoyment.

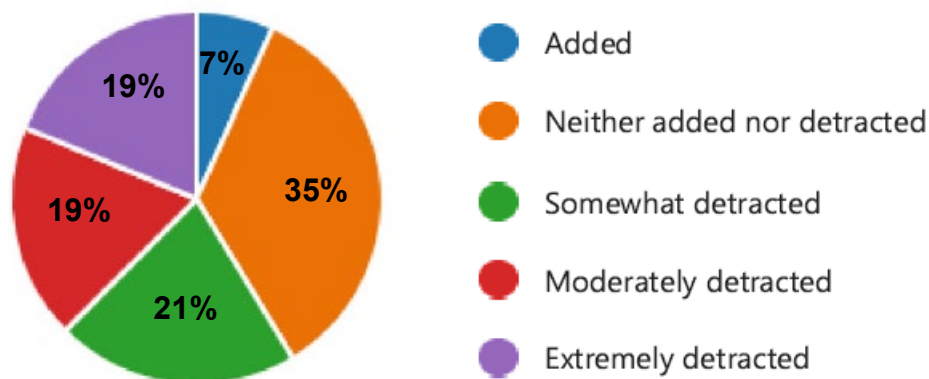


Figure 24: How the other boaters affect enjoyment of the Harbor

Survey questions also gauged user perceptions on crowding at three broad locations: at the boat ramp, out on the water or at the primary destination.

At the boat ramp facilities, 48% of respondents perceived that they were moderately to extremely crowded. An additional 28% indicated they were somewhat crowded while approximately 24% do not feel crowded at all. A combined 70% of respondents perceived that they were either "extremely crowded" or "moderately crowded" by the number of vessels on the water in the Harbor on any given day over the summer of 2022. When asked about crowding at their primary destinations, 58% of the Harbor users indicated either extremely crowded or moderately crowded.

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

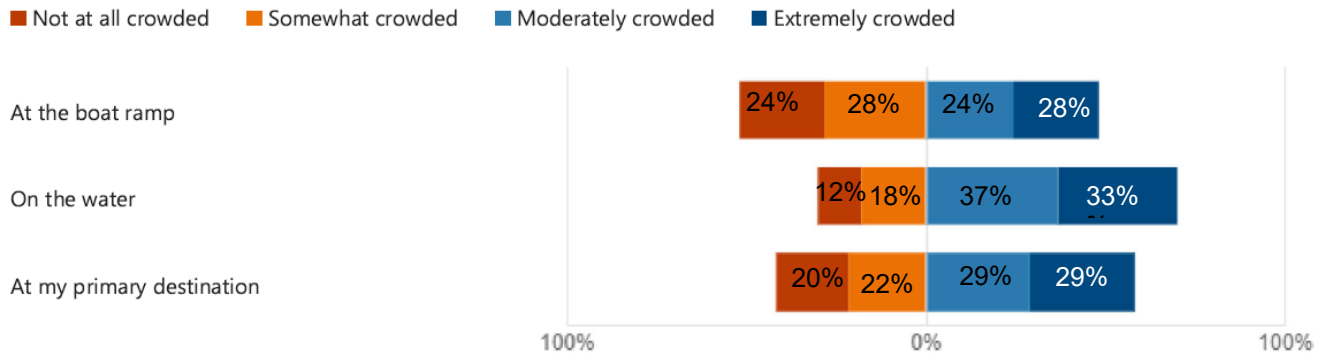


Figure 25: Crowding Perceptions

Avoidance and Safety

When asked whether there were locations in Destin Harbor or surrounding waterways avoided due to the presence of other vessels and watercrafts, more than half of the respondents (56%) indicated “no” while 44% responded “yes.” Respondents who responded in the affirmative identified Crab Island, areas in the Harbor congested by livery vessels, and the Harbor entrance as locations avoided due to the presence of other vessels. Respondents also frequently stated that they would avoid Destin Harbor on the weekends and holidays due to high vessel traffic.

Although more than half of the respondents stated that they do not avoid a location due to other vessels, when asked about safety, 53% indicated that there are locations they feel unsafe due to the presence of other vessels and watercrafts. Respondents commonly cited the Harbor entrance, Crab Island, East Pass entrance and passage under the bridge as unsafe locations.

Boating Under the Influence (BUI) and Inexperienced Boaters

Survey respondents described that in addition to congestion, they avoid certain locations or feel unsafe because of the prevalence of boaters operating vessels and watercrafts under the influence (BUI). This perceived concern is supported by the Okaloosa County Sheriff’s Office Marine Unit (OSCO) who reported the highest number of BUI arrests for all of Florida in 2020 (Rains, 2022). Some respondents highlighted inexperienced boaters who recreate on livery jet skis and pontoons impose similar effect of unsafe conditions at the congested areas in Destin Harbor and surrounding waters. Feedback obtained during focus groups also echoed BUI incidences as one of the deterrent factors for some Harbor users.

The social carrying capacity of Destin Harbor appears to be at full capacity. The perception survey results indicate that Harbor users avoid surrounding waters and sometimes the Harbor completely when they anticipate crowding at Destin. Moreover, conflicts associated with the high number of BUIs, and inexperienced boaters suggest that the social carrying capacity is at full capacity.

6.7.3 Facility Carrying Capacity

Facility carrying capacity is the ability of the facilities to accommodate the number of users. Facilities include parking lots, boat trailer parking, marina slips and boat launches. For this indicator, estimates of facility capacities were calculated based on available facilities during peak use periods.

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. Harbor slips serve not only tour charters, livery pontoons, fishing charters but also personal vessels or watercrafts who seek to dine at the restaurants along the harbor. There are less than 10 public transient slips for day use offered by the City of Destin at the Harbor District near 210 Harbor Blvd. These transient slips are included in the total inventory of Harbor slips counted. The layout of the Harbor slips varies in size and occupied by various sizes of vessels. In the cases of livery pontoons and small fishing charters, more than one vessel often docked in a single slip. To obtain a consistent estimate of the inventory of Harbor slips, a GIS-based count of the Harbor slips was conducted. The Harbor slip count assumed that each slip would be occupied by a vessel with 20 ft LOA. This approach uniformized the Harbor slip inventory while also accounting for observed conditions of two small vessels with (average 20 ft LOA) docking in a single slip.

The demand for vehicle parking lots servicing the Harbor is also mixed. Dining, tour charters, shopping and event attendees are among the users of parking lot stalls during peak seasons. Several businesses along Harbor walk. The sample of parking lot stalls counted during the summer peak season summed up to over 1,380.

Joe's Bayou facility consists of three boat launches and ample boat trailer parking. It is one of the main access points to Destin Harbor and surrounding waterways. It was determined that Joe's Bayou to have a total of 83 parking stalls. This includes the gravel lot next to the boat launch. Table 6 below shows the facility carrying capacity recorded on average for the data collection period.

Table 7: Facility Carrying Capacity Summary

Facility	Inventory	Capacity
Harbor Slips	335	Ave. 60-90% Capacity
Parking Lot Stalls	1383	Ave. 80% Capacity
Boat Trailer Parking at JB	83	Ave. 75% Capacity on Weekends

Based on the data collected over the summer season, the facilities at and around Destin Harbor are on average between 60-90% capacity. While this suggests that the carrying capacities have not been reached for the facilities some important factors are to be highlighted:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the facility carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

7.0 Perception Surveys

The perception surveys were developed to assess the quality of recreation and perception of resources at Destin Harbor. The survey was two-fold: 45 surveys were administered on the Destin Harborwalk in December 2022, and 1,200 surveys were mailed out in February 2023 and 184 were returned to USACE by March 2023 with results. A total of 229 responses were manually input into Microsoft Forms and automatically analyzed by the software. A high-level overview of the survey results, as well as a detailed list of responses, can be found in Appendix 4: Perception Survey Results. Clear trends resulted from the data and are as follows:

7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways

- 30% of respondents reside or own property in the 32541-zip code.
- 57% of respondents indicated using a pontoon boat during their last visit to Destin Harbor, making the pontoon boat the most popular vessel classification used in Destin Harbor according to survey results. Fishing/Bass vessels were used by 51% of respondents during their last visit. 35% of respondents indicated using a "V" Hull boat during their last visit, making it the third most used vessel type in the Harbor during respondents' last visit. It is important to note that respondents could choose as many vessel classifications as they used during their last trip. Please see Appendix 4: Perception Survey Results for more in-depth information.
- Only 11% of respondents indicated that Crab Island was their favorite place to recreate around the Harbor. Coupled with incident data provided by the Florida Fish and Wildlife Commission (see Figure 5), it's reasonable to assume that Crab Island is dangerously overcrowded, and that the Harbor takes the brunt of that crowd at certain times as indicated by Vessel Traffic Count data and Slip

Usage. Other favorite areas included the Harborwalk, either for restaurants or entertainment, and Norriego Point.

- Crab Island is consistently ranked as a location that is deliberately avoided because of other boats/watercrafts and safety concerns. 52% of respondents indicated Crab Island as the area they avoid. Additionally, 45% of respondents said that they felt unsafe because of other vessels and watercrafts in and around Crab Island.
- A combined 38% of respondents revealed that the number of other boaters “moderately” or “extremely” detracted from their enjoyment of the Harbor in the summer of 2022. Only 7% of respondents indicated that the number of other boaters added to their enjoyment of the Harbor.
- When asked what changes have been observed in the Harbor in the last three years, respondents continue to point out overcrowding; in fact, 69.9% of respondents felt “moderately crowded” or “extremely crowded” by the number of vessels on the water. Other negative changes that have been observed include lower water quality, littering, decrease in restaurant quality, increase in livery vessels, and boating incidents. Positive changes that have been observed include Harbor improvements (healthy dunes, dredging, widening of Harbor mouth), additional fuel stations, safety patrol, and water pump improvements.

7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways

- Another trending negative change is poor water quality in the Harbor, and when asked directly about water quality perception, 45% of respondents say the water quality is either “excellent” or “good.” Additionally, 79% of respondents say it is either “extremely important” or “very important” to consider costs and benefits when addressing environmental impacts related to water quality.
- When asked about impacts to resources on the Harbor, 65% of respondents indicated that littering is “extremely” concerning, followed by water pollution at 44%.
- Respondents were also prompted to list potential effects of recreational activities they observed they may cause harm to the environment. The top activities that were gleaned from this list include 1) environmental degradation in the form of vessel pollution, noise pollution, littering and destroying grass beds or other marine resources, and 2) overcrowding and inexperienced boaters, where livery jet skis and pontoons were specifically called out.

7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor

- Information revealing the quality, use, and potential use of boat ramps was also collected from the survey results, in which 63% of respondents indicated that they would consider using a public boat ramp to access Destin Harbor.
- Additionally, 84% of respondents indicated their satisfaction with the mix of uses and services in and around the Harborwalk area.

8.0 Management Measures

A management measure is a feature or activity that can be implemented at a specific geographic site to address one or more planning objective. As such, measures are not confined to only those that can be constructed. Measures can include outreach, proposed regulatory actions, or a programmatic approach to existing requirements. The shaded boxes below correspond with the three study goals identified by the City of Destin and the PDT at the beginning of the study. They include A) the promotion of safety and enjoyment of local waterways within the study area (shown in blue), B) the protection of environmental health of the Harbor and surrounding waterways (shown in green), and C) the promotion of economic development of business operations on or along the Harbor (shown in gray).

Table 8: Management Measures

Code	
A	SAFETY AND ENJOYMENT OF LOCAL WATERWAYS
A1	Better defined/additional channel markers
A2	General navigability and safety improvements
A3	Promote water taxi/tour vessels as alternatives to livery vessels
A4	Parking Garage, private public partnership, parking enforcement
A5	Patrol of personal watercrafts (PWC) AKA jet skis
A6	Creation of Destin-specific safety video to cover boating/traffic safety and boating under the influence
A7	Avoid BUIs on vessels and jet skis with more law enforcement presence
A8	Additional signage reminding patrons not to drink/boat
A9	Revisit regulations on issuing permits
A10	Regulate livery vessel traffic operations
A11	Boater's safety courses (not video)
B	ENVIRONMENTAL HEALTH OF HARBOR AND SURROUNDING WATERWAYS
B1	Pump out stations, private pump out laws, move pumps, install new pumps
B2	Water treatment for parking lot/roadway run-off, FDOT filtration updates, utility updates
B3	Repair, rehabilitate, replace pumping system, install pipe between Harbor and gulf
B4	Contain oil spillages
B5	Proper enforcement of fueling operation
B6	Hydrographic Study (supplemental intervention)
B7	Comprehensive water quality study (B1 & B6)
B8	Coast Guard/Nonprofits conducting vessel inspection training
C	ECONOMIC DEVELOPMENT OF BUSINESSES OPERATING ALONG THE HARBOR

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

C1	Move the navigation channel to allow dock extensions
C2	Extend docks to expand more slips allow property owner the ability to expand slips
C3	Reconfigure public slips
C4	Add additional transient slips in convenient location

Screening is an iterative process of eliminating measures that will no longer be considered based on planning criteria. Criteria were derived for the specific study based on the objectives, constraints, problems, and opportunities of the study area. The criteria used for the initial evaluation included screening management measures against how well they addressed the problem statements. Management measures were further screened on an appraisal of how well they met planning objectives and avoided planning constraints. The initial measure screening efforts focused on the ability of the measures to meet planning objectives through solving identified problems. Those measures which would not contribute to meeting planning objectives were eliminated, shown below with a text strikethrough.

9.0 Recommendations

Developing recommendations correspond with the last four watershed planning steps that are applied in this study. These steps are 3) Identify and Screen Measures, 4) Formulate Initial Array of Strategies, 5) Refine Initial Array and Evaluate Focused Array of Strategies and 6) Comparison and Selection of Strategies.

Recommendations are made up of a set of one or more management measures functioning together to address one or more planning objectives. The PDT identified a comprehensive list of potential measures and assessed each to determine its effectiveness.

9.1 Initial Array of Recommendations

After management measures were screened, recommendations were developed using the remaining measures by determining if they could address specific problems in the study area. The initial array of recommendations can be found below.

A1. Better defined/additional channel markers

Justification. Better defined/additional channel markers could be a standalone measure and still address problem statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1 with all. Better defined/additional channel markers in combination with any other viable measure

Justification. Better defined/additional channel markers could be combined with any viable measure to strengthen and support effectiveness to address problem

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1, A6. Better defined/additional channel markers and a Destin safety video on boating safety and responsible boating

Justification. Better defined/additional channel markers could be a standalone measure and still address issues and concerns. A safety video emphasizing boating safety and responsibility could allow viewers the knowledge to use those additional channel markers. These measures in combination could effectively address problem statements 2, 3, and 4, including main issues regarding high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A3, A10. Promote water taxis and tours as an alternative to livery vessels while regulating livery vessel traffic operations

Justification. Promoting shuttles to Crab Island may lead to fewer livery vessels congesting the Harbor entrance and fewer instances of boating under the influence, addressing problem statement 1, 2, and 4. Regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences, which could address problem statement 3. These measures in combination have the potential to address all problem statements.

A9, A10. Revisit regulations on issuing permits while regulating livery vessel traffic operations

Justification. Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. At the same time, regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences. This recommendation could address problem statements 1, 3, and 4.

A6, A7. Destin safety video on boating safety and responsible boating while avoiding BUIs on vessels and jet skis with more law enforcement presence

Justification. A safety video emphasizing boating safety and responsibility will teach boaters what to do and what to avoid on the water in certain scenarios. An increased law enforcement presence will also encourage boaters to abide by Harbor rules. This recommendation could address problem statements 2 and 3.

A6, B8. Destin safety video on boating safety and responsible boating while the Coastguard and/or Nonprofit groups conduct vessel inspection training

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

Justification. A Destin safety video emphasizing boating safety and responsibility in combination with vessel inspection training administered by the Coastguard and local Nonprofits, which could cover how to inspect vessels for leaking fuel and ensuring that equipment isn't faulty, could address problem statements 2 and 3.

A9, C3. Revisit regulations on issuing permits in combination with reconfiguring public slips

Justification. Revisiting regulations on issuing permits could identify if the City was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

A9, C3, C4. Revisit regulations on issuing permits in combination with reconfiguring public slips and adding transient slips where it is convenient

Justification. Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In relation to reconfiguring slips, adding transient slips in convenient locations could also improve efficiency dependent on slip usage. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

B7. Conduct a comprehensive water quality study

Justification. A comprehensive water quality study could include a comprehensive hydrographic study that can be incorporated with how the pump operates. The study could look at water quality, the effects the pump may have on water quality, and how to optimize the pump usage by understanding how water circulates throughout the Harbor. Based on the results of a comprehensive water quality study, water quality could be improved in the Harbor, which could address one of the main goals of the study which is the protection of environmental health of the Harbor and surrounding waterways.

The initial array of recommendations was evaluated based on technical knowledge and team expertise. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.

- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

9.2 Final Array Recommendations

The final array of recommendations is explained in-depth below: The initial array of recommendations was evaluated based on technical knowledge and team expertise. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.
- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

The final array of recommendations is explained in-depth below:

9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs

Background. Summer field observation indicated a clear hotspot of vessel traffic congestion located at the Harbor entrance. The constant congestion included all types of vessels with various dimension and draft requirements. This led to issues such as jet ski overtopping, where a large vessel not abiding by the "No Wake" signage creates a large wake and causes a launching jet ski to lose balance. There was also observed confusion, lack of knowledge, and/or disregard for right-of-way rules. Jet skis launching at the Harbor entrance exacerbate the congestion, prohibiting other vessel operators' access to the Harbor. In addition to field observations, 44% of survey respondents indicated that they deliberately avoid certain locations in the Destin Harbor or surrounding waterways because of other vessels or watercrafts. Crab Island was one of the most avoided areas according to 52% of survey results. Additionally, 45% of respondents indicated that they felt unsafe due to other vessels and watercrafts in certain locations in the Destin Harbor and surrounding waterways. The areas with the highest negative responses were the entrance, or mouth, of the Harbor and Crab Island. Further supportive evidence was gathered during focus group discussions in Destin, where safety was highlighted repeatedly as the main concern in and around the entrance of the Harbor due to overcrowding and a lack of understanding how to navigate the channel.

Description: Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. Lanes could be clearly labeled to improve understanding. Channel markers could be divided out under the bridge for a non-motorized channel starting on the far right because this area has the shallowest draft, small vessel lane to the left, and a channel marker to indicate deepest draft for largest vessels entering under the center of the bridge. Signs may delineate usage based on vessel dimensions, but ultimately, without constant law enforcement presence, it must be a vessel operator's call to follow signage. Channel markers may also be placed around the mouth of the Harbor near Norriego Point in obvious, visible locations to guide marine traffic and alleviate congestion/avoid collisions. Markers may be placed on Norriego Point to guide vessels entering and exiting East Pass, to position vessels to enter/exit the Harbor, and to traverse under the bridge. These markers could be standard US Coastguard red or green signs. All channel markers may include "NO MOORAGE" signage. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.

Background. According to observations from the field, livery vessels were consistently the most counted vessels moving through the Harbor for every weekend other than holidays. Livery pontoons comprised 26.4% of vessel congestion overall once data was interpolated. Livery pontoon vessels accounted for the most entry/exit totals on non-holiday weekdays and non-holiday weekends which amounted to 61% of the total days in the field. Focus group participants stated that there are livery pontoon vendors who originate from other parts of the County that access the harbor further, adding to the livery pontoon traffic. Without proper regulation and monitoring of livery vessel traffic it is likely that livery pontoons from other locations would continue to contribute to traffic congestion. Some respondents also shared that a clear negative change in the Destin Harbor in the last 3 years is due to an increase in overall livery vessel presence; a combined 69.9% of respondents indicated that they felt either "extremely crowded" or "moderately crowded" by the number of vessels in the Harbor on any given day over the summer of 2022. In addition to the safety concerns associated with the sheer number of livery pontoons in the Harbor, vessel operators may not have adequate boating experience, as recognized during field observation, in survey results, and as a key theme from focus group discussions. Destin Harbor also lacks a Harbor Master to enforce State and local regulations regarding the Harbor and watercrafts that traverse it. The absence of a Harbor Master or consistent reinforcement to oversee Destin Harbor exacerbates the pre-existing concerns.

Description. Recommend promoting water taxis to shuttle folks out to primary destinations around the Harbor to decrease the number of livery pontoons causing congestion. The regulation of livery vessel traffic operations should include ensuring each vessel is properly registered to enforce responsible usage and safety on the water. To do so, it is suggested to develop a centralized database and a database management plan to track the number of permits registered and improve data gaps in the total number of permits available. Once baseline data is collected and analyzed, the City of Destin could collaborate with law enforcement to regulate liver vessel traffic operations. Concurrently, the City of Destin could identify appropriate, pre-existing Action plans and documents to incorporate language regarding visitor shuttling to disseminate information to the public. Using the City's existing Action Plans to promote shuttle services could lead to anticipated benefits such as less livery traffic in the Harbor, which could alleviate congestion and encourage the use of more experienced vessel operators such as U.S. Coast Guard certified operators. Shuttling may indirectly alleviate the burden on the recreator as well. Recommendation supports the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

Background. After informal discussion with Harborwalk visitors, recreators, and business owners, it was suggested that livery permit over issuance may be present in Destin Harbor. Observations from the field revealed a considerable number of livery vessels moving through the Harbor, supported by the fact that livery vessels made most of the total vessel traffic from the entire summer. In addition to revisiting regulation policy, a discussion with law enforcement unveiled a potential opportunity to regulate traffic operations to ensure livery vessels are properly registered.

Description. Recommend revisiting regulations on issuing permits to identify if and where permits may be overissued, especially for businesses that still have unused permits. This may lead to capping the number of permits available. The regulation of livery vessel traffic operations could ensure that each vessel is properly registered. Please see Recommendation #2 for more information on regulating livery vessel traffic operations. Anticipated benefits include avoiding overissuing permits with the larger goal of alleviating unnecessary congestion in the Harbor. Additional benefits may also be realized by improving overall Harbor management. Recommendation addresses the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

4. A1, A6, A7. Install better defined channel markers equipped with "NO MOORAGE" signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

Background. See Recommendation A1 for more background information on the suggestion of better-defined channel markers. Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. The video content is up to date, although the method of delivery and implementation needs improvement, both by individual livery businesses and collectively in Destin, to ensure understanding of safety and livery vessel usage in and around the Harbor. Focus group discussions also noted that the City of Destin's Community Redevelopment Agency has inquired about safety classes although nothing has come to fruition. When asked how the most previous trip compared to other boating experiences in the Harbor, a combined 37.8% of survey respondents indicated that boating safety had gotten "worse" or "much worse." A meeting with law enforcement conducted in the summer indicated that there is a lack of resources and manpower to properly enforce boating laws.

Description. Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. See Recommendation A1 for a more detailed description. The creation of a Destin safety video could cover basic boating safety, how to interpret channel markers and marine signage, the importance of sober boating, and the consequences of boating under the influence. The purpose of an implementation strategy is to ensure that viewers find meaningful value in the video before getting in the water. Increased law enforcement presence could include more agents monitoring the waterways, especially in congested areas and during busy times. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Background. Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. See Recommendation #4 for more information on creating a Destin safety video. The need for the Coast Guard (CG) Auxiliary/Nonprofits to conduct vessel inspection training stems from field observation and survey results that show 64.9% of respondents are extremely concerned with the impact that littering has on the Destin Harbor and surrounding waterways. When asked about potential negative actions observed in the Harbor, many respondents pointed to littering and pollution as the most observed harmful actions.

Description. See Recommendation #4 for a detailed description of a Destin safety video. Vessel inspection training could be led by a volunteer-based task force to educate people on the environmental considerations associated with boating, anything from littering to handling oil spills to checking for invasive species on a vessel. In

addition to a video addressing safety, the combined efforts of the Coast Guard Auxiliary/Nonprofits may work to improve marine education and responsible boating. Expected benefits of this recommendation may ensure vessel operators know the basic rules of the water and encourage sobriety and safety when operating a vessel. Additionally, centralizing the current video delivery process may improve safety. For example, using a pop-up tent on the Harborwalk to show the video in a dim and quiet space to then be used as a ticket to rent a livery vessel may be a viable option. Expected benefits of vessel inspection trainings by the CG Auxiliary and/or Nonprofits may encourage outreach and education to recreators on the Harbor, with a targeted environmental component. This recommendation addresses the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 2) Environmental Health of the Harbor and Surrounding Waterways by uniting livery businesses for a quicker implementation than what may come from direct policy to improve safety or water quality data collection to encourage environmental awareness.

9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.

Background. Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. Water quality monitoring is currently performed by a local non-profit organization, the Choctawhatchee Basin Alliance. The Alliance provided USACE a time series of approximately 20 years' worth of water quality data during data collection. An examination of the sample frequency and locations showed that the data appeared to be collected in accordance with available EPA public guidance for volunteer estuary monitoring programs (EPA and Ocean Conservancy, 2006). This sampling was limited to two discrete locations in the harbor. Sampling was limited to approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters. A review of this data did identify discrete periods of suboptimal water quality at the sampled locations and times.

Description. A comprehensive water quality monitoring system could provide a more robust, long term sampling framework plan for water quality data. Pinellas County is a coastal Florida county that has implemented a similar program (Janicki Environmental, Inc, 2003). This system could be staffed by trained City personnel. The increased resources afforded by the City of Destin could allow for randomized sampling locations and times. This randomized sampling is required to accurately characterize the sampled population, the Harbor waters (Helsel, 2020). It could also allow for sampling discrete events such as flowing outfalls or post-storm sampling. The combination of robust and flexible sampling could provide greater resolution to aid in the identification of discharges' shoreline locations (Overton, 1990). Recommendation supports the City of Destin's Objective 2) Environmental Health of the Harbor and Supporting Waterways.

7. B10. Conduct a hydrographic study to optimize pump usage.

Background. Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. The pump's actions are likely to affect the circulation of Harbor waters that could otherwise likely be primarily tidally driven. Current operation of the pump is based on meeting qualitative water quality targets.

Description. A hydrographic study, or flushing study, could model the circulation of seawater in the Harbor basin. This study could include periods of time where the pump was not engaged, as well as periods where the pump was operational. This could provide an understanding of the effects of the pump on the Harbor waters' circulation. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

Background. There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. Current operation of the pump is based on meeting qualitative water quality targets. The pump's actions are likely to affect the water quality of Harbor waters.

Description. Conduct a water quality study to obtain baseline, with and without the pump water quality data. This data could provide an understanding of the effects of the pump on the quality of the Harbor waters. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Background. Water quality data provided by the City of Destin proved insufficient to make operation decisions (see Recommendation #6 for more detailed background information). Focus group discussions offered anecdotal evidence that water quality has decreased in the Harbor around Norriego Point, noting that some people litter in the area and use the bathroom in the water or dunes. . According to the focus group discussions, the water quality within the Harbor is beautiful when the pump is running and less so when it is not being run.

Description. Recommend a comprehensive water quality study to be conducted based on field observation, focus group themes, and data from the field. This recommendation is a combination of the previous three (Recommendation #6, #7, and #8). The purpose providing both is so that the City of Destin can decide what is feasibly now, and implement individual, actionable recommendations where appropriate. This type of plan formulation is standard and is in place so that the City of Destin can take appropriate action ranging from small scale to robust recommendations. A CWQS could be comprised of many measures. A hydrographic flow study could be incorporated into how the pump operates to understand how water moves through the Harbor. The hydrographic study could look specifically at WQ, how the pump affects it, and eventually see how to optimize pump usage by understanding how water circulates. Repairs, rehabilitation, and replacement of pump system could also be combined into a comprehensive water quality study that measures the current effectiveness of the pump. This could provide a baseline upon which to build any recommendation regarding changes to the current pump system or its operation. Expected benefits could include consistent, regularly updated, and comprehensive dataset to allow operational decision making and improved water quality. Indirect benefits could be realized through higher quality recreation and therefore economic development under the assumption that better water quality may have a positive correlation with more tourism. This recommendation addresses the City of Destin's Objectives 2) Environmental Health of the Harbor and Surrounding Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

Background. Inconsistent slip usage was observed during summer data collection (refer to Appendix 2: Field Photos and Section 6.0 Harbor Carrying Capacity), and summer data collection shows that livery pontoons and private vessels cause the most traffic in Destin Harbor. Currently, there are mixed-use slippage areas in Destin Harbor which cause traffic due to different vessel sizes with various drafts traversing the Harbor at once. However, redesignating individual slips is a property owner-driven process and is currently not possible under the City of Destin's authority. Traffic congestion leads to high slip usage in the Harbor; in fact, 21.4% of respondents indicated that pontoon vessels were the most used vessel type during their most recent visit. Many pontoon vessels were observed with up to four vessels in one slip that had been designed for a single, large vessel. Also, observed vessels parked in transient (noted by signage) slips and stayed for >6 hours, which is against City protocol. Observations and focus group discussions indicate a lack of enforcement measures that could be used as an opportunity to improve current slip usage. This observed slip misuse causes for more vessels in the Destin Harbor than expected.

Description. Efficient slip reconfiguration would not only minimize the amount of congestion that vessel operators experience in the Harbor, but reconfiguration also has the potential to allow more vessels to dock and enjoy the Harborwalk. There are two ways to reconfigure existing slips: by 1) length overall (LOA) or by 2) vessel activity. General recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

- 1) **Length Overall (LOA).** As stated, a safety concern that was continuously observed in and around the Harbor was the interaction between vessels of all sizes, lengths, wakes, etc. traversing the Harbor. Reconfiguring existing slips by LOA would categorize similar-sized vessels together. Although data was not collected on vessel LOA over the summer because it was outside the scope of a carrying capacity PAS, comparisons can be drawn from other Harbors that have successfully used vessel LOA as a basis for slip configuration.
- 2) **Vessel Activity.** Reconfiguring slips based on vessel activity is an alternative option. Rearranging slips in this way would optimize efficiency by placing certain vessel types (i.e., livery, personal, jet skis) in their respective sections. Designating certain slippage areas by usage may minimize the opportunity for collision and therefore lead to a safer Harbor. Better slip usage and zoning could also benefit enforcement officers. For example, an officer could be assigned to monitor a certain usage area, or an officer could be assigned to monitor public/private slip area. Currently, mixed-use slips increase time by having enforcement (if enforcement is occurring) determine what vessel could be in what area and how long they have been in that area. It cannot be ignored that by grouping vessels by activity, unnecessary tension between competing businesses in the Harborwalk area may develop (i.e. all livery vessel business would be grouped together).

11. C7. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

Background. Field observation and overwhelming public feedback from focus groups emphasized that targeted public and private parking lots were consistently overcapacity. Parking was consistently above 70% occupancy during 12PM and 6PM throughout the summer (see Section 6.6 for more detailed information). Major parking issues occur when cars parking in private area stay over the allotted time because there isn't a clear time limit nor law enforcement on parking. Also, some private entities only allow customer parking, which creates inefficient use of parking. Additionally, traffic congestion detracts from recreational experience and becomes a safety issue. The Destin Harbor Master Plan Sasaki Report (1998) provided multiple recommendations including, "creat[ing] a TranDestin Authority to operate a transit system, develop[ing] an on-demand, computer commuter system, require[ing] future garages to be in mixed use structures, centrally locate new garages to allow for pedestrian access and expand the

on-street parking” (Sasaki, 1998). The purpose of this recommendation is to glean implementable strategies from this report in combination with suggestions developed based on field observation, data collection, and stakeholder feedback.

Description. A Comprehensive Parking Strategy could include a list of sub-recommendations specific to Destin parking. Strategy development could analyze current issues of inconsistent parking management between public and private lots and address the Harbor 's current and future parking needs. Comprehensive parking strategies could lay out options that may address the issues observed from summer data collection. Options may include using trolleys to shuttle people to the Harbor District, designate parking lots for certain usages and certain times, and/or pay-to-park mechanisms. Efficient parking is integral to maintaining a usable Harbor. These strategies could be used to inform decision making on future parking lot ownership and maintenance. If all private entities were on one accord with paid parking, efficiency could be increased. With this implementation there would need to be mall-style parking with enforcement monitoring private entities' parking area. Transit system could allow for parking to be nearby, reducing traffic on US-98. Garages, computer commuter system, and central locations of those garages all provide further relief to the current parking problem. Expected benefits of the comprehensive parking strategies may include offering the City of Destin targeted and specific options to minimize overcapacity parking and improve parking efficiency. Strategies are also intended to be used to inform decision making on future parking lot ownership and maintenance. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

12. Multi-Objective Recommendation: Navigational Improvements Investigation Under Continuing Authorities Program

Description: This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and throughout the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties

to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin

10.0 Conclusion

This carrying capacity study identifies the carrying capacity of Destin Harbor, outlines the existing and future use of Destin Harbor, and develops recommendations to support local government decision making towards its strategic objectives.

The carrying capacity analysis findings suggest that Destin Harbor and surrounding waterways have either reached or exceeded the carrying capacities under spatial, social, and facilities perspectives. Furthermore, the findings highlighted factors that were not clearly captured in the data collection but have impacts on the quality and efficiencies of recreation activities in and around Destin Harbor:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

The second charge of this study was the development of recommendations. This effort followed a rigorous, comprehensive approach under the six planning steps. One of the 12 recommendations is for the City of Destin to seek out the Continuing Authorities Program (CAP) Section 107 to investigate the feasibility of navigational improvements at Destin Harbor.

Final Recommendations

Objective 1: Promote Safety and Enjoyment of Local Waterways

1. **A1.** Install better defined channel markers equipped with "NO MOORAGE" signs.
2. **A10, A3.** Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.

3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

4. A1, A6, A7. Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.

7. B10. Conduct a hydrographic study to optimize pump usage.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

11. C7. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

12. Multi-objective: Navigational Improvements Investigation Under Continuing Authorities Program

11.0 References

- Asplund, T. R. (2000). *The effects of motorized watercraft on aquatic ecosystems*. Madison: Wisconsin DNR.
- Choctawhatchee Basin Alliance. (2022, October 25). Historical Water Quality Data. *Personal Communication*. Santa Rosa Beach, FL.
- City of Destin. (2022, November 4). *History of Destin*. Retrieved from City of Destin Florida: <https://www.cityofdestin.com/119/History-of-Destin>
- City of Destin Public Works. (2022, October 18). *Personal Communication*.
- EPA and Ocean Conservancy. (2006). *Volunteer Estuary Monitoring A Methods Manual*. Washington D.C.: EPA.
- Florida Department of Environmental Protection. (2020). *Strategic Beach Management Plan*. Tallahassee: FDEP.
- Haas, G., Aukerman, Grizzle, V., Jackson, J., 2011. *Water and Land Recreation Opportunity Spectrum Handbook*. 2nd Edition. United States Department of Interior, Bureau of Reclamation, Program and Administration, Denver Federal Center, Denver, Colorado
- Harbuck, T. (2016). Destin Boasts Largest Fleet in North America. Retrieved November 15, 2022 <https://www.nwfdailynews.com/story/news/2016/05/28/destin-Harbor-boasts-largest-fleet-in-north-america/28414886007/>
- Helsel, D. R. (2020). *Statistical Methods in Water Resources*. Reston: USGS.
- Janicki Environmental, Inc. (2003). *A Design of a Surface Water Quality Monitoring Program for Pinellas County, Florida*. Clearwater: Pinellas Co. Dept. of Environmental Mgmt.
- Judnich, T. (2021, July 28). World's Luckiest Fishing Village: Multi-pronged Destin Harbor study could wrap up in '22. Northwest Florida Daily News <https://www.nwfdailynews.com/story/news/local/2021/07/28/destin-Harbor-s-environmental-public-safety-economic-health-study/8040254002/>
- National Park Service. (2022). *Crab Island Draft EA (Unpublished)*. NPS.
- NMFS. (2022, November 14). *NOAA Fisheries*. Retrieved from Essential Fish Habitat Mapper: https://www.habitat.noaa.gov/apps/efhmapper/?data_id=dataSource_1-17aaba05881-layer-6-EFH_1%3A3&page=page_1
- NMFS. (2022, July 26). *Why Is Submerged Aquatic Vegetation Designated As Essential Fish Habitat?* Retrieved from NOAA Fisheries: <https://www.fisheries.noaa.gov/southeast/habitat-conservation/why-submerged-aquatic-vegetation-designated-essential-fish-habitat>
- Overton, W. W. (1990). *Design report for EMAP: Environmental monitoring and assessment program*. Corvallis: EPA.
- Rains, S. (March, 2022). OCSO Marine Unit gears up for another busy season after record number of BUI arrests in 2021. Retrieved November 10, 2022 <https://www.nwfdailynews.com/story/news/local/2022/03/08/okaloosa-county-sheriff-office-cracking-down-boating-under-influence-arrests-2022-summer-season/9366945002/>

DESTIN HARBOR CARRYING CAPACITY STUDY
FINAL REPORT

- Ruth, B., & Handley, L. (2002). *Seagrass status and trends in the Northern Gulf of Mexico*. USGS.
- U.S. Census Bureau. (2022, November 4). *City and Town Population Totals 2020-2021*. Retrieved from Census.gov: <https://www.census.gov/data/datasets/time-series/demo/popest/2020s-total-cities-and-towns.html>
- USFWS. (2022, November 14). *Explore location - Florida ESFO*. Retrieved from IPaC: <https://ipac.ecosphere.fws.gov/location/GVMVDDDBRZCXHPPVU6FJJSLMTA/resources>
- Williams, J. (2022). City of Destin rolls out new plan for livery vessels that fail to register before season deadline. Retrieved November 07, 2022, from <https://www.getthecoast.com/city-of-destin-rolls-out-new-plan-for-livery-vessels-that-fail-to-register-before-season-deadline/>
- Sasaki Report. (1998). *Destin Harbor Area Master Plan Destin, Florida Prepared by Sasaki Associates, Inc.* City of Destin

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: June 5, 2023
TYPE OF AGENDA ITEM: Public Hearing
AGENDA OUTLINE NUMBER: 5.B.

TO: City Council

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

FROM: lisa Firth, Parks & Rec Director

DATE: May 25, 2023

SUBJECT: First reading of Ordinance 23-08-CC - Amends Section 15-66 of the city's Code of Ordinances, Exception to Alcoholic Beverages in Public Places at Capt Royal Melvin Heritage Park.

I. BACKGROUND: Possession and consumption of alcohol is generally prohibited in City parks. However, the Captain Royal Melvin Heritage Park is located within the South Harbor Festive Market Place Open Container Area, which generally permits alcoholic beverages in non-glass, non-ceramic, and non-frangible containers. Recognizing this, the City Council had previously directed staff to bring back an ordinance amending the City Code to permit possession and consumption of alcoholic beverages at the CRMHP. This Ordinance accomplishes that direction.

II. DISCUSSION: Ordinance to allow people to possess and consume alcohol at Captain Royal Melvin Heritage Park, which is in South Harbor Festive Market Place.

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):** None
- C. Level of Service (LOS):**
- D. Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION: I move to approve Ordinance 23-08-CC on first reading and direct staff to advertise for second reading.

Attachments:

1. 23-08-CC -- Permitting Alcoholic

Beverages at CRMHP - final

ORDINANCE NO. 23-08-CC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AMENDMENT OF SECTION 15-66 OF THE CITY'S CODE OF ORDINANCES, EXCEPTION TO ALCOHOLIC BEVERAGES IN PUBLIC PLACES AT CAPTAIN ROYAL MELVIN HERITAGE PARK; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for the enactment of this ordinance is Article I, Section 1.01 of the City Charter and Section 166.021, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City Council of the City of Destin, Florida (the "City") has previously adopted Chapter 15, Article III, of the City's Code of Ordinances, generally prohibiting the possession and consumption of alcoholic beverages in public places; and

WHEREAS, the City is opening a new park known as the Captain Royal Melvin Heritage Park (the "Park") in the City's Harbor District; and

WHEREAS, the Park is designed to serve as the City's "gateway" to the Harbor District; and

WHEREAS, the Harbor District is a lively and festive marketplace with numerous restaurants serving alcoholic beverages; and

WHEREAS, the Park is located in the South Harbor Festive Market Place Open Container Area as described in the Section 7.16.04 of the City's Land Development Code; and

WHEREAS, the Harbor District is connected by a boardwalk immediately adjacent to the water on which people may possess and consume alcohol; and

WHEREAS, the City Council has previously excluded certain parks from the general alcohol prohibition found in Chapter 15, Article III, Code of Ordinances; and

WHEREAS, given the nature and location of the Park, it should be excluded from the general alcohol prohibition on the terms described below; and

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

Note: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in ~~strike-thru~~ or underlined is not to be changed. The symbol *** represents sections of the City of Destin's Code of Ordinances, that have been skipped and remain unchanged.

SECTION 3. AMENDMENT OF CITY CODE, ALCOHOLIC BEVERAGES IN PUBLIC PLACES, BY AMENDING SECTION 15-66 – ~~SAME—JOE'S BAYOU BOAT LANDING.~~

Section 15-66 is hereby amended as follows:

Section 15-66. Same—Joe's Bayou Boat Landing and Captain Royal Melvin Heritage Park.

- (a) Any person utilizing the Joe's Bayou Boat Ramp is allowed to transport unopened beer and wine containers through the boat ramp area to and from a boat or vehicle. Disposing of empty beer and wine containers properly, in trash receptacles provided by the city, is permitted.
- (b) ~~Disposing of empty beer and wine containers properly, in trash receptacles provided by the city, is permitted.~~ Any person utilizing Captain Royal Melvin Heritage Park may possess and consume alcoholic beverages on the premises of that park, subject to appropriate state, federal, and local laws and regulations. No glass containers, ceramic mugs, or other frangible containers are permitted. Unwanted and empty containers containing alcoholic beverages must be properly disposed of in trash receptacles provided by the city.

SECTION 4. INCORPORATION INTO CODE OF ORDINANCES.

This ordinance shall be incorporated into the City of Destin's Code of Ordinances and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing

SECTION 5. CONFLICTING PROVISIONS.

Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances, City Resolutions, or parts thereof, conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY.

If any section, phrase, sentence, provision, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provisions, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 7. EFFECTIVE DATE.

This Ordinance shall take effect immediately upon its adoption by the City Council and the signature of the Mayor.

ADOPTED THIS ____ DAY OF _____ 2023.

BY: _____
Bobby Wagner, Mayor

ATTEST:

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Attorney for the City of Destin, only.

Rey Bailey, City Clerk

Kyle S. Bauman, City Attorney

First Reading: _____

Second Reading: _____