



AGENDA
HARBOR CRA ADVISORY COMMITTEE MEETING
WEDNESDAY, DECEMBER 13, 2023
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) August 9, 2023 Workshop Minutes**
- 4. NEW BUSINESS**
 - A) Development Projects and City Projects Update- October 2023**
 - B) Master Plan Update**
- 5. COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) Captain Jim Green**
 - B) Sandy Trammell**
 - C) Mike Buckingham**
 - D) Captain Casey Jones**
 - E) Christian Meyers**
 - F) Ian Blaise**
 - G) Guy Tadlock**
- 6. PUBLIC COMMENTS**
- 7. NEXT MEETING DATE: January 10, 2023**

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

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**MINUTES
HARBOR COMMUNITY REDEVELOPMENT
AGENCY ADVISORY COMMITTEE WORKSHOP
AUGUST 9, 2023 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Green called the meeting, in a workshop setting, to order at 5:30 p.m. on Wednesday August 9, 2023, in the Destin City Hall Council Chambers.

2. ROLL CALL & PLEDGE OF ALLEGIANCE:

<u>Present</u>	<u>Members Absent</u>	<u>Staff Present</u>
James Green	Christian Myers	Kim Montgomery Deputy City Clerk
Sandy Trammell	Mike Buckingham	Steven O'Connor Principal Planner
	Casey Jones	Daniel Butler, Senior Planner
	Jan Best	Christopher Willis, Planner
	Ian Blaise	Rachel Hoag Planner

3. OLD BUSINESS: None

4. NEW BUSINESS:

➤ **Development Projects Update – June 2023**

Chairman Green asked what the status of the Cross Town Connector. According to Mr. O'Connor, all the properties have now been acquired and as far as funding goes, the project is currently 60% funded. Additionally, the project area will need to be subdivided to establish the park and right-of-way areas and rezoned appropriately. He also explained that staff is working on the park portions for funding possibilities through grants, however, the roadway portion cannot be included in the grant.

A) Lamar Advertising Proposal

Mr. Stephen Stanford, 5728 Sparkleberry Lane, Pensacola, Florida who works for Lamar Advertising spoke to the members about his company's history and how currently, they have 12 billboards in the city and county, with one being digital. Their proposal is to remove five of those structures and replace the remaining ones from what they are now with digital billboards. Currently four of those are in the CRA District, and as part of the agreement, if approved, they would allow the city to have one of the slots on their signs to push information out to the citizens. He then spoke of how their signs helped the people out tremendously prior to the Hurricane Ian storm event and afterwards, once power was restored to them.

Mr. Claude Perry questioned what's Lamar's monetary value for what they are proposing.

Mr. Stanford declined answering.

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Ms. Kopp spoke up and stated that at this time, City Council has not made an agreement with Lamar on their proposal and suggested for them to make their presentations to each of the advisory committees first, however, they (Council) are not obligated to accept Lamar's proposal.

➤ Financial Update – Krystal Strickland

According to Ms. Strickland, the top priority projects of Council will be wrapped into the bonding that she will be going out for at \$14.7M and will include the purchase of 1 Harbor Blvd. and the first phase for the undergrounding of the utilities, and although this committee recommended a \$6M commitment to that project, she dropped it down to \$4.5M to reallocate some of those funds to the boardwalk under the bridge potential project, and is hopeful that the undergrounding utilities will come in lower than what she has set aside for it. Additionally, she is hopeful to be able to have funds available for future projects in the Harbor District.

Chairman Green asked if the 29-year term for the utilities underground project would be lumped together. According to Ms. Strickland, there are many different bond types, and she will have different bonds for each one's terms. He then asked if the CRA is still paying off the improvements in 20-years, would that allow for an extension of the Harbor CRA?

According to Ms. Strickland, that would be up to the county and, the city would need to renegotiate the Interlocal Agreement for the CRA. She then referred the members to the 20-year life anticipated revenues and expenditures schedule.

➤ Proposed City Marina, 1 Harbor Blvd. - Chairman Jim Green

Chairman Green spoke of how the city now has three nice parks for public use in the Harbor District and he envisioned how this property would be ideal for a city marina. He explained he set out to create an example of a plan for a public marina that, in his opinion, would best benefit the city as well as have a potential income to pay back the Harbor CRA District. He then handed out a paper with the potential design showing the property with parking, 40 slips, and one of those slips to be used for a much needed pump out, and an observation area. He discussed how he feels this would be a good use for the property because it meets the requirements of the Strategic Plan adopted by Council. Lastly, it would enable tying into the boardwalk under the bridge as well as tying in the sidewalks to the parking lots on Zerbe Street and Sibert Avenue.

Committee Trammell stated that she does not have a problem with the marina aspect of the plan, however, she does not agree with turning the entire property into a parking lot.

Mr. John Stephens spoke of how glad he is that this plan includes the marina concept since this is a boating community. He mentioned the biggest complaint that he hears is there is not enough transient slips and would like to see both long term and short term transient slips included, as well as showers and bathrooms, possibly in another phase, to meet the requirements of mooring in the harbor ruling, as well as eventually a Harbor Master position.

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Mr. Claude Perry spoke in opposition of this plan and stated that he does not think that the city should be involved in any business and in his opinion it is not the function of the city and they should not be competing with private property owners.

➤ **DISCUSSION:**

Mr. John Stephens mentioned that he would like to serve on this committee and if anyone of the members do not wish to continue to serve, he would gladly take their place. He also spoke of issues where he has seen commercial vessels that don't have slips, randomly picking up people on docks, including the city docks, and he is positive that they are not picking up family or friends, even though when asked, they say they are. This is also happening on private property and questions if the vehicles are being properly included in the property vehicle counts. He suggests having all commercial properties fill out the forms.

Mr. O'Connor explained that for shared property agreements the only time, per code, when the city can require that is when the property is being redeveloped or a new use is wanted on the property, then a Change of Use application would have to be submitted for approval. Additionally, is a very broad section of the Code and if the properties parking is increased, that is what typically would trigger the change of use forms requirement.

Ms. Kopp stated that there will be plenty of workshops for Chapter 4 where this can be discussed further, and asked Mr. Stephens to attend.

5. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 7:05 PM.

Adopted and approved this _____ day of _____ 2023.

Capt. Jim Green, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: December 13, 2023

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.A.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Steve O'Connor, Principal Planner

FROM: Chris Willis, Planner

DATE: November 29, 2023

SUBJECT: Development Projects and City Projects Update- October 2023

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

II. DISCUSSION: Below are the development and City projects within the Harbor CRA from the month of October.

1. Development Projects:

New Development Projects

DEV-001250-2023 Heron's Nest Simple Deviation

Project Location: 105 & 109 Calhoun Ave

Status: DO issued on October 17th, 2023.

The proposed project consists of a Simple Deviation. The scope is to construct restrooms, a boardwalk, a retaining wall, and underground power.

DEV-001265-2023 Tin Roof

Project Location: 302A Harbor Blvd

Status: The project was sent to TRC for review on November 16, 2023.

The project consists of a proposed Minor Deviation to a Minor Development order. The scope is to modify the existing Freshy's Development Order to the Tin Roof Destin with a

lesser impervious building footprint. The proposed restaurant/bar is 4,762 sq ft.

DEV-001265-2023 Gilligan's Deviation

Project Location: 530 Mountain Dr

Status: The project is undergoing completeness review.

The proposed project consists of a Minor Deviation to a Minor Development order. The scope is to demolish the existing restaurant, construct accessory buildings, and improve parking on site.

Projects Under Review

DEV-001146-2023 Calhoun Estates Development

Project Location: 127 Sibert Ave., 124 Calhoun Ave. (Multiple parcels)

Status: The corrections report was sent to TRC on October 24, 2023. Comments are due back on November 14, 2023.

The proposed project consists of a major development order. The scope includes a 54-unit townhome development.

SUB-001165-2023 Calhoun Estates Subdivision

Project Location: 127 Sibert Ave., 124 Calhoun Ave. (Multiple parcels)

Status: The corrections report was sent to TRC on October 24, 2023. Comments are due back on November 14, 2023.

The proposed project consists of a major subdivision. The scope includes a 54-unit townhome development.

Completed Projects

22-62-SP 329 Harbor Restaurant.

Project Location: 329 Harbor Blvd

Status: DO issued on October 11, 2023

The scope of the proposed project is to remove a portion of the existing metal building and renovate the remaining portion to accommodate a restaurant.

DEV-001250-2023 Heron's Nest Simple Deviation

Project Location: 105 & 109 Calhoun Ave

Status: DO issued on October 17th, 2023.

The proposed project consists of a Simple Deviation. The scope is to construct restrooms, a boardwalk, a retaining wall, and underground power.

2. City Projects:

Cross-Town Connector (Beach to Benning)

Status: Under design

This is the final segment of the overall Cross-Town Connector to provide a secondary East-West corridor through the City of Destin and provide pedestrian pathway connectivity between the east and west sides of the City.

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

Status: Suspended due to pending FDOT Bridge Renovation. Scheduled to go before City

Council on November 27th, 2023.

A.K.A., Boardwalk Under the Bridge, this project will provide a pedestrian crossing of US Highway 98 under the Marler Bridge for safe pedestrian access between the Harbor Boardwalk and City parking.

Clement Taylor Park Improvements.

Project Location: 131 Calhoun Ave

Status: Waiting for final funding approvals.

This project will include new restrooms, parking lot improvements and enhanced pedestrian access improvements.

Sibert Ave Parking Lot Improvements.

Project Location: 108 Sibert Ave

Status: Suspended due to Town Center study.

Parking Lot Improvements on the parcel. Approximately 35 parking spaces added to the parking lot.

Hwy 98 at Stahlman Ave Signalization Project

Status: On FDOT's 5 Year PD&E Plan

This project will focus on safety of the intersection for both vehicles and pedestrians alike.

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

Status: On FDOT's 5-year PD&E Plan

The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge.

Hwy 98 Project Development and Environmental (PD&E) Study – Marler Bridge and approaches.

Status: On FDOT's 5-year PD&E Plan

The PD&E Study will look at FDOT's role in the replacement of the Marler Bridge.

Cross Town Connector (CTC) Linear Park – Could span from Benning Dr east to Beach Dr

Status: Suspended due to lack of Fiscal Year 2024 budget funding.

This project will provide workout nodes, playgrounds, and dog parks throughout the span of the park. As the Development Projects and City Projects are under review,

Staff will continue to provide updates to the Harbor CRA at their monthly meetings.

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

B. **Effect on Budget (EOB):**

C. **Level of Service (LOS):**

D. **Legislative Sponsor:**

III. CONCLUSION:

IV. RECOMMENDED MOTION: This is an informational item

Attachments:

1. City Projects October 2023
2. Development Projects October 2023



City Projects October 2023

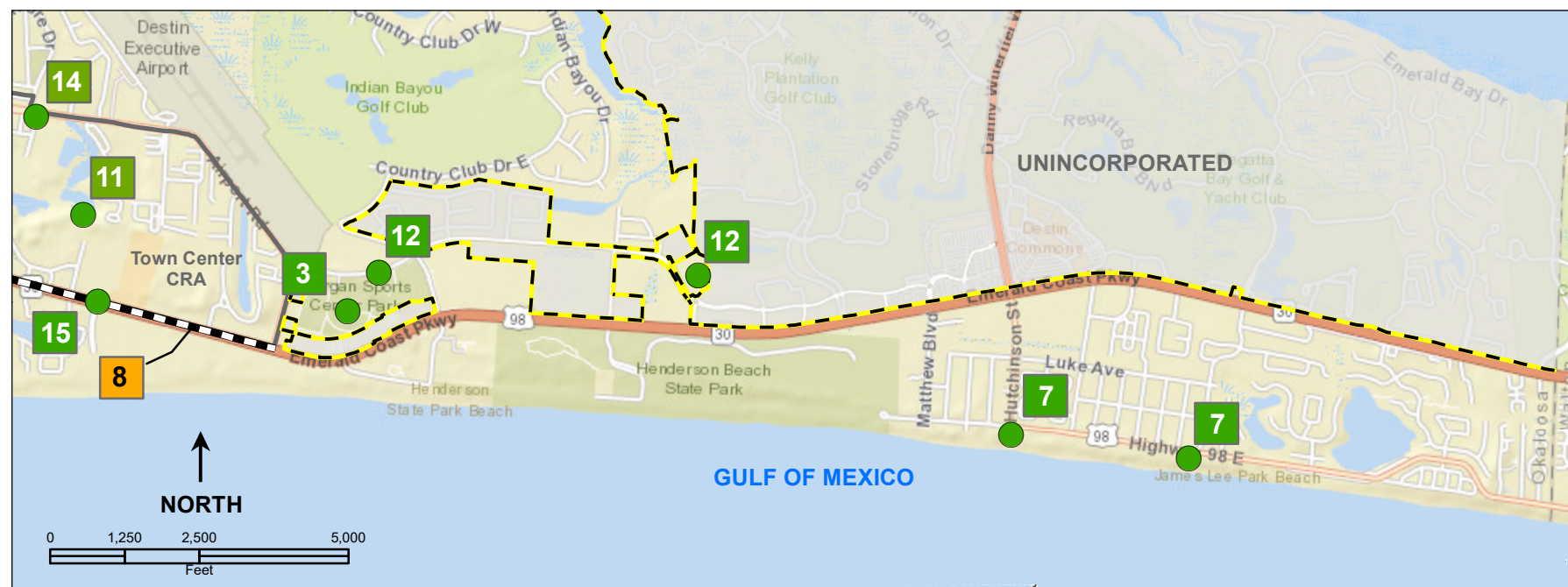
LEGEND

- Under Design/Permitting
- Other Projects
- Under Construction
- (PD&E) Study Hwy. 98
Airport Rd. to Marler Bridge
- City Limit Line



▲ West Destin

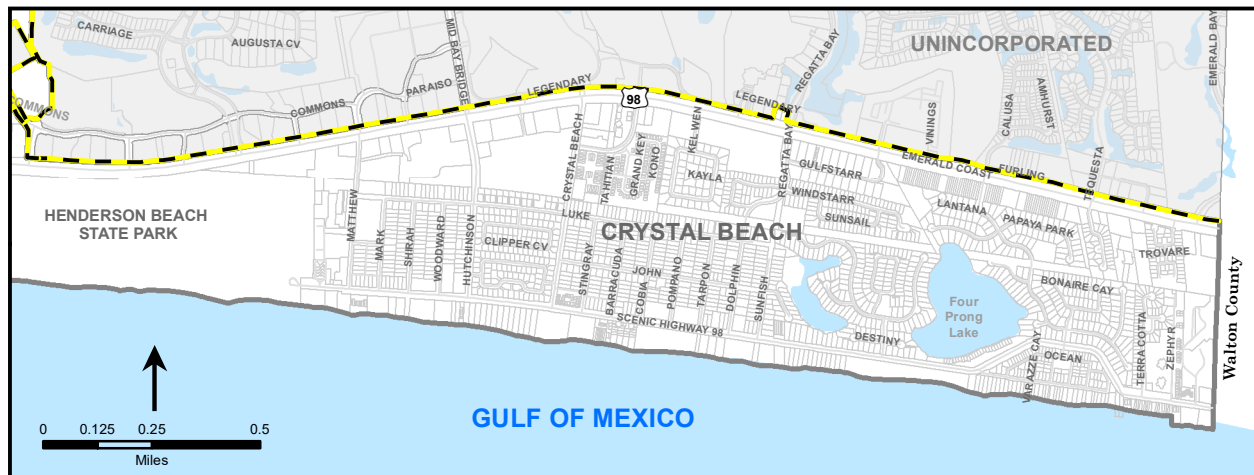
▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase II (Boardwalk under the Bridge).
3. Morgan Sports Center – Bathroom and Maintenance Facility Expansion.
4. Clement Taylor Park Improvements, 131 Calhoun Ave.
5. Sibert Ave Parking Lot Improvements, 108 Sibert Ave
6. Hwy 98 at Stahlman Ave Signalization Project.
7. Crystal Beach Parking lot additions. (The Shore at Crystal Beach and Tarpon Street)
8. Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to Marler Bridge.
9. Mattie M. Kelly Park (FDEP).
10. CTC Linear Park.
11. Linear Park.
12. Pickleball.
13. Norriego Point Park/Gulf Shore Drive Extension.
14. Airport Road/Industrial Park Road Median Improvements.
15. Utility Undergrounding (Marler Bridge to Airport Road).

[illegible]

▼ East Destin



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

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: December 13, 2023

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 4.B.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Krystal Strickland, Finance Director

FROM: Steve O'Connor, Principal Planner

DATE: November 29, 2023

SUBJECT: Master Plan Update

I. BACKGROUND: At the September 19, 2022 City Council meeting, Council approved the funding to update the **Harbor and Town Center Community Redevelopment Areas Master Plans**. Based on experience and existing knowledge of the City, 3TP Ventures, Inc. was selected and approved by Council as the consultant to assist Staff and the CRA Committees to carry out both updates.

II. DISCUSSION: The update of the CRA Master Plans consists of **Two Phases**.

PHASE 1: Discussed on March 8, 2023 and covered Existing Conditions and CRA Regulations. **COMPLETE**

PHASE 2: ANALYSIS AND PLAN UPDATE RECOMMENDATIONS - COMPLETE

Tonight's meeting will cover **Post Phase 2C** actions and any comments the Committee may have regarding the findings and project identification in the final **Phase 2 Memorandum**.

Staff provided the **Phase 2 Memo** from 3TP Ventures to the Committee, via email on August 24, 2023. The memorandum contained a request from the Community Development Director for a thorough review of the memo by all members in advance of the September CRA meeting. The pre-review was to help the members bring substantive comments for discussion at the public meeting.

Phase 2 includes the analysis of data collected during **Phase 1**, recommendations for plan updates, and identification of future projects or improvements. Attached for your review is the material to be discussed at this meeting.

a) Task 2A Analysis of Completed Projects and Existing Deficiencies - COMPLETE

The following activities will take place:

- Prior and existing deficiencies will be reviewed and identified.
- Planned City projects within the CRA district will be consolidated and compared with identified deficiencies.
- List of areas of concern or existing deficiencies identified by the City (Staff, Advisory Committees, Finding of Necessity report, CRA Plan, Comprehensive Plan policies) which do not currently have any planned projects for improvement will be compiled.

b) Task 2B Financial Forecast and Analysis - COMPLETE

- Collect and review tax data from Okaloosa County Property Appraiser to determine the taxable value of properties within the CRA district.
- Generate expected tax base increases based on recently approved developments, and anticipated redevelopment in the area.
- Estimate future generated revenue of the CRA based on financial analysis noted above.

c) Task 2C Develop Key Projects for the CRA District - COMPLETE

Based on the analysis in Task 2A, the consultant will do the following:

- Generate a list of projects to correct deficiencies or areas of concern within the CRA district.
- Recommend prioritization based on existing City documents and policies.
- Present data, projects, and recommendations to the CRA Advisory Committee and CRA Board.

d) Public Engagement - IN PROGRESS

There will be three levels of public engagement for Phase 2 of the Harbor CRA Plan update:

- **Staff Engagement.** 3TP Staff will meet virtually with Community Development Staff once a week for the duration of the project.
- **Work Group Sessions.** A work group consisting of 2-3 representatives each from the CRA Advisory Committee and CRA Board. 3TP Staff will meet with the work group once per project phase to review information and recommendations in

advance of larger meetings.

- **Public Hearing/Public Workshops.** At the end of Phase 2, 3TP Staff will conduct one public hearing/public workshop with each Advisory Committee and the CRA Board. The meeting will include the following content:

1. Overview of the identified areas of concern and existing deficiencies discussed at previous meetings.

- i. Recommended City projects to address the deficiencies for the CRA district.
- ii. Recommended prioritization for City projects.

2. Discussion regarding changes to identified projects and prioritization.

- A. Link to Strategic Goals / Objectives:** 1) Enhance Quality of Life
2) Economic Development and Revitalization
3) Effective, efficient, and aesthetically pleasing infrastructure.
- B. Effect on Budget (EOB):** Budget for each update is committed to each project.
- C. Level of Service (LOS):** Improved quality of life, infrastructure, and mobility.
- D. Legislative Sponsor:**

III. CONCLUSION: This is the final step before the findings are compiled and integrated into the **Updated Master Plan Final Draft**. This is the Committee's opportunity to affirm or correct any deficiencies in the provided updates. Staff will have any recommended changes integrated into the draft before bringing the **Updated Master Plan Final Draft** for a formal recommendation to the CRA Board (City Council).

IV. RECOMMENDED MOTION: I move to integrate the findings per the Phase 2 Memorandum from 3TP Ventures into the **Harbor CRA Master Plan Final Draft**.

ALTERNATIVE MOTION: I move to integrate the findings per the Phase 2 Memorandum from 3TP Ventures, and all recommended changes, as discussed, into the **Harbor CRA Master Plan Final Draft**.

Attachments:

1. Harbor CRA DRAFT Master Plan
2. Harbor CRA Power Point

HARBOR CRA PLAN UPDATE – PHASE 2 MEMORANDUM

INTRODUCTION

The 2023 update of the Harbor CRA Plan included a financial review and analysis, and multiple public meetings with the Harbor CRA Advisory Committee, the public and City of Destin staff to discuss areas of concern, potential key projects and development strategies, and project prioritization. The goals of the Plan update were to create a vetted list of actionable project to help address the identified blight of the Harbor district. The projects are based on statutory and policy research, and land use and transportation analysis.

FINANCIAL REVIEW

The City of Destin's Finance Director – with support from the City's consultant, 3TP Ventures - conducted a financial review of the Harbor CRA. As a part of this review, incoming revenue that is already encumbered from capital improvements, either completed or in progress, was cataloged. Additionally, the anticipated annual revenue collected by the City from the Harbor CRA was projected out through the duration of the CRA (2043), as well as the total estimated revenue to be collected.

Encumbered Revenue

The following table outlines the CRA funds already encumbered by previously issued revenue notes. The City issued a revenue note in 2009 for \$8 million. However, in 2010 the City refunded \$2 million due to a downturn in Harbor property values. The remaining balance assisted in the funding and construction of several capital improvements in the Harbor CRA District. Looking forward, the City will initiate a utility undergrounding project in 2024 and earmarked \$4.5 million dollars of Harbor CRA funds for this improvement to be paid over the remaining duration of the CRA. Additionally, the City in 2023 entered into a purchase agreement for the acquisition of 1 Calhoun Avenue, for a purchase price of \$9 million dollars (\$14.7 million with debt service), to be paid through 2043.



 CITY OF DESTIN FLORIDA Harbor CRA Encumbered Revenue			
Year Initiated/Beginning Principal Balance	Projects	Annual Payments (avg)	Completion
2010/\$5,919,000	Mountain Drive roadway improvements, Melvin Street drainage, Harbor Boardwalk promenade, Marler Street Parking Lot, Harbor Boardwalk under Marler Bridge	\$480,000	2029
2024/\$4,500,000	Utility Undergrounding	\$346,154	2043
2024/\$14,764,636	Land Acquisition of 1 Calhoun Avenue	\$738,232	2043

Forecasted Revenue

The table below outlines the annual projected CRA revenue, operating budget, debt transfer and ending account balance for the Harbor CRA each year through the duration of the CRA. Based on the projections, the Harbor CRA is estimated to have approximately \$3.4 million in funds at the end of 2042. That remaining fund balance is allocated to Phase II Harbor Boardwalk construction in 2043, which zeros the account balance by the expiration of the CRA in 2043. It is important to note that these numbers are estimates, and are subject to change depending on a number of variables including property values, new project commitments, refinancing opportunities, etc.



CITY OF
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FLORIDA

Harbor CRA Forecasted Revenue

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
CRA REVENUE	820,992	983,860	1,013,350	1,043,730	1,075,020	1,107,250	1,140,440	1,174,630	1,209,850	1,246,130	1,283,490
OPERATING BUDGET	(121,761)	(9,100,000) ¹	(89,980)	(92,490)	(95,090)	(97,760)	(100,500)	(103,340)	(106,250)	(109,250)	(112,330)
TOTAL DEBT TRANSFER	(479,995)	7,878,933	(1,191,986)	(951,239)	(979,931)	(1,009,490)	(979,029)	(738,232)	(788,232)	(888,323)	(888,232)
TOTAL BALANCE	688,355	318,616	50,000	50,000	50,000	50,000	110,910	443,969	759,337	1,007,985	1,290,913
	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	
CRA REVENUE	1,321,970	1,361,610	1,402,440	1,444,490	1,487,810	1,532,420	1,578,370	1,625,700	1,674,450	1,724,660	
OPERATING BUDGET	(115,530)	(118,810)	(122,190)	(125,680)	(129,270)	(132,960)	(136,770)	(140,690)	(144,730)	(3,745,885) ²	
TOTAL DEBT TRANSFER	(938,232)	(988,232)	(1,038,232)	(1,138,232)	(1,188,232)	(1,188,232)	(1,238,232)	(1,238,232)	(1,238,232)	(1,338,232)	
TOTAL BALANCE	1,559,121	1,813,690	2,055,708	2,236,286	2,406,594	2,617,822	2,821,191	3,067,969	3,359,457	0	

¹ \$9,100,000 included in the FY 2024 operating budget for the purchase of 1 Calhoun Avenue.

² \$3,596,995 included in the FY 2043 operating budget for the construction of Harbor Boardwalk Phase II project.

STRATEGY

The projects described in this section are important steps towards achieving the goals the City established 20 years ago for the redevelopment of the Harbor. The area was and remains envisioned as the City's principal tourist and business corridor. The Plan adopted in 2003 states that the Harbor area "is to be redeveloped as an easily accessible, economically sustainable and attractive waterfront-oriented district that provides safe transportation, pedestrian and recreation facilities in a manner that promotes a favorable identity for the City of Destin." The Plan recognizes the Harbor as one of the City's premier destinations, but identifies needs for better public access, more open space, and more recreational opportunities. This section describes how the projects included in this plan, and other investments in the Harbor district, can work together to achieve the City's goals.

Opportunities & Issues

Conditions in the Harbor District have improved during the last 20 years. The Harbor Boardwalk has become a popular and cherished destination for locals and tourists alike. Building on the success of the Boardwalk is an effective way for the City to achieve its goals for the Harbor.

A key need for the Harbor CRA District is better access to the Boardwalk. There are a few distinct issues that affect access, which are summarized below.

1. **Getting to the Harbor District** – U.S. 98 is the City's most congested transportation facility. This congestion at times is a deterrent to locals and tourists traveling to the Harbor District. The City has few alternatives to U.S. 98 for east-west through traffic. As such, this traffic blends with traffic that is using U.S. 98 to access destinations in the Harbor District.
2. **Getting Across U.S. 98** – Pedestrian access and safety are key issues in the Harbor District. The multi-lane roadway is wide and vehicles often travel at a high rate of speed, which makes crossing the roadway difficult on foot, bike, or using a mobility device such as a wheelchair. Florida DOT has installed signalized pedestrian crossings of U.S. 98 within the Harbor District, which helps address the need. Yet pedestrians can face long waits to cross at these locations, and along much of U.S. 98 the sidewalks and streetscape are not designed for pedestrian comfort.
3. **Getting to the Harbor Boardwalk** - Once across to the south side of U.S. 98 people still face some challenges accessing the Harbor Boardwalk. Access is provided largely through parking lots and businesses on private properties. However, the new Royal Melvin Heritage Park marks a significant improvement, providing an inviting and central public access point to the Harbor. Yet visibility of the Harbor Boardwalk from U.S. 98 is obstructed in many places by buildings, slopes, and vegetation. Signage directing people to the Harbor Boardwalk is lacking in many areas. And the sidewalks on parts of U.S. 98 are narrow and lack significant buffers to the fast-moving traffic on U.S. 98. These issues underscore the importance of creating a stronger physical and visual connection from U.S. 98 to the water.



Figure 1 - U.S. 98 is an important roadway providing access to Destin but is a hindrance to Harbor access for pedestrians.

By improving access to the Harbor District and the Harbor Boardwalk the City can increase the economic and recreational value of this unique asset while enhancing pedestrian safety on U.S. 98. There are several strategies for the CRA to consider, some of which are already included as projects in the Plan, while others merit consideration for implementing through other avenues, such as the City's draft Mobility Plan (adoption is anticipated in fall 2023).

Strategic Approach

The CRA Plan contains several projects to address the issues described in the previous section. The projects are described here as near, medium-, and long-term strategies. The strategies emphasize better connectivity within the Harbor District, better parking options, better walkability, and improved access to the district via the Cross Town Connector. Implementation of these strategies will create more opportunities for people to enjoy the Harbor, increase foot traffic in the area to support businesses, and create opportunities for additional businesses and restaurants along the Boardwalk.

Access to the Harbor Boardwalk can be improved in several ways including an extension to the west, an extension to the east, and new and improved access for pedestrians coming to the Boardwalk from the north. The recent completion of Royal Melvin Heritage Park is a significant milestone that provides an instant boost to Boardwalk access. However, there is additional infrastructure that can help make this new gateway a popular and well used access point. These strategies can be considered as near-term, mid-term, and long-term investments.

Near-Term Strategies (Less Than 2 Years)

- **Beautification:** The CRA Advisory Committee raised concerns that some roadways in the Harbor district lack sufficient landscaping. The Cross Town Connector is an opportunity to beautify a key roadway, create a special feel for travelers as they enter the Harbor District, and provide more inviting conditions for pedestrians and bicyclists.
- **Crosswalk Enhancements:** The City should work with the Florida DOT to consider ways to reduce pedestrian delay at the existing signalized crosswalks of U.S. 98. Long waits can discourage walking and encourage people to cross at areas that lack signals and pedestrian refuge islands. A better crossing experience for pedestrians can also help encourage more people to park at the Marler Lot and use the new Melvin Royal Heritage Park to access attractions along the Harbor Boardwalk.
- **Wayfinding Signage Enhancements:** Clear and inviting wayfinding signage can improve access by directing people to the most accessible and interesting pathways for accessing the Harbor Boardwalk. It can also let more people passing by on U.S. 98 know about this great attraction.

Medium-Term Strategies (2 to 5 Years)

- **Shared-Use Path from Marler Lot to the Harbor Boardwalk:** The Marler Parking Lot is centrally located and is served by a nearby pedestrian crosswalk with a pedestrian actuated signal that stops traffic in both directions of U.S. 98. As such its potential as a central parking facility for the City is high, but its present utilization is typically low. There are two strategies the City should consider to make this a more popular parking location where people can park once and explore on foot all the Harbor Boardwalk has to offer. First, the physical and visual connection from the Marler Lot to the Harbor Boardwalk is lacking. The City can tackle this issue by installing wayfinding for pedestrians and bicyclists that directs them to the best route to the Boardwalk, which is the new Royal Melvin Heritage Park. Additionally, the City can invest in a wider shared use path that would run from the U.S. 98 crosswalk (across from the Marler Lot) to Royal Melvin Heritage Park, which is a distance of just less than 300 feet. The total walking distance from the Marler Lot to the Harbor Boardwalk via the Royal Melvin Heritage Park is about 0.2 miles, well within walking distance. More people will likely use this option if there is clear wayfinding and a much wider and safer feeling path alongside U.S. 98. Additionally, the pedestrian signal of U.S. 98 requires pedestrians to wait too long after pressing the push button before they are given permission to cross. The City may be able to work with FDOT to adjust the signal timing, giving more priority to pedestrians crossing here. This is also described as a near-term strategy in the section above.
- **Intersection Enhancements:** The City should also look to implement quick fix solutions at intersections in the district so that traffic flows better, safety is enhanced, and people feel more comfortable on foot or bike. These improvements will enhance access to the Harbor for all modes of transportation. The City is in the process of creating a Mobility Plan that identifies a range of potential intersection enhancements to reduce delay and enhance pedestrians safety.

Long-Term Strategies (More than 5 Years)

- Harbor Boardwalk West Extension:** Extending the Boardwalk to the west would both improve Harbor access and enhance pedestrian safety on U.S. 98. FDOT's plans for replacing the Marler Bridge make this project challenging in the near term. Initially this extension could take the form of a path that connects the existing western terminus of the Boardwalk up to Calhoun Street. Then as the Marler Bridge is reconstructed the extension could be upgraded to have a more consistent design to the existing Harbor Boardwalk. The westward extension could eventually also improve access to the City's recently completed Captain Leonard Destin Park and Clement Taylor Park. These parks are popular destinations that provide exceptional views of the Bay.
- Marler Parking Garage:** The Harbor District depends on parking near its most popular destinations. While studies have demonstrated that the district has ample parking in the aggregate, there still exist parking challenges where parking availability is insufficient close to the most popular destinations. As use of the Marler Lot increases the City should look at building a parking garage at this location. In addition to providing more parking for the Harbor Boardwalk, restaurants, and businesses on the south side of U.S. 98, a parking garage would reduce the footprint now dedicated to surface parking, opening land for new development. The Marler Lot is a central and accessible location that would be ideal for several civic and private uses.



ENGAGEMENT

The strategies described in the previous section were informed by the Plan Update's engagement process. Public engagement focused on working with the Harbor CRA Advisory Committee to identify issues, opportunities, and goals; identify specific projects in greater detail; define preferred strategies; and prioritize projects in the Harbor CRA area for implementation with anticipated Harbor CRA revenue.

Harbor Advisory Committee Meeting – May 23, 2023

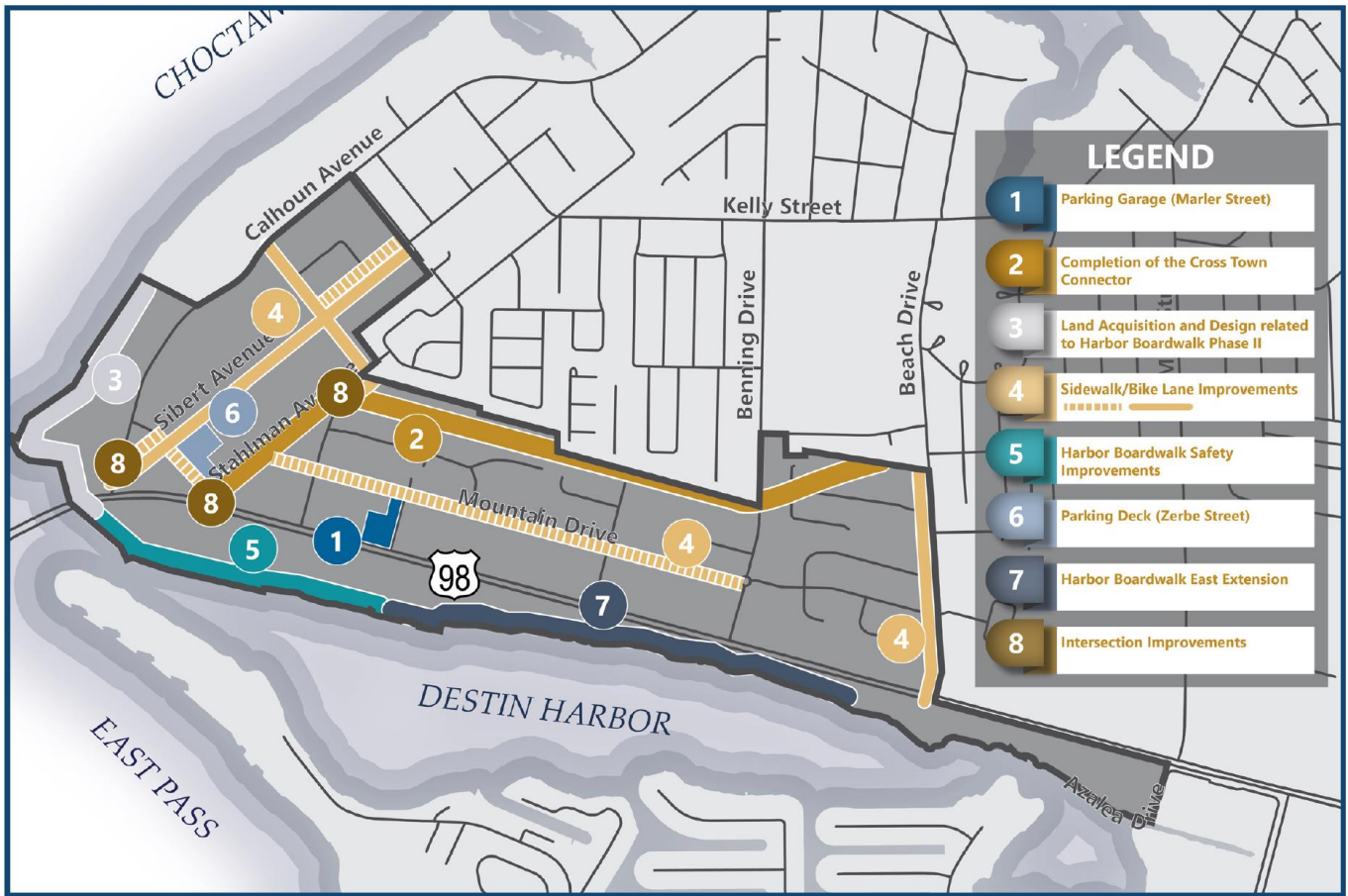
The purpose of this meeting was to build upon the themes within the Harbor District discussed in earlier meetings (connectivity and safety), and discuss potential strategies and projects in more detail. Additionally, the members of the Harbor CRA Advisory Committee participated in an exercise to provide input on how they would like to prioritize the key projects discussed, and how much anticipated CRA revenue they would prefer to allocate to each project. The graphic below reports the results of the prioritization exercises, including each individual project's average priority level on the left, and average amount of funding members' allocated to the project on the right. Committee members on average targeted about 60% of total funding towards the first three priority projects.



KEY PROJECTS

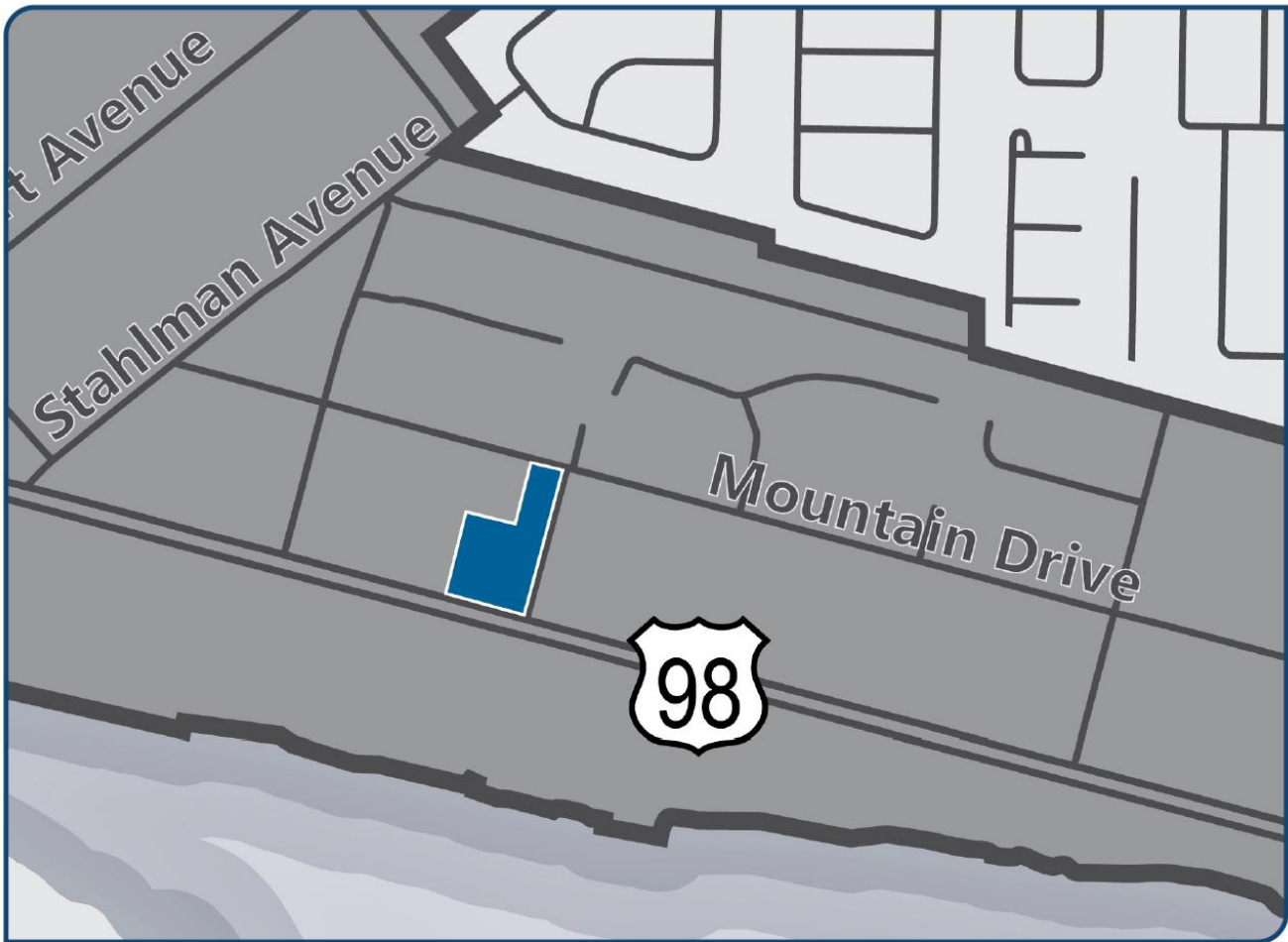
Early in the process of updating the CRA Plan, the Harbor Advisory Committee identified specific areas of concern within the district, summarized by two primary themes of safety and connectivity. More specifically, it was discussed in detail how these two themes relate to access to the Destin Harbor. As explained in the Opportunities & Issues section above, among the key objectives for the district are 1. Getting into the Harbor District, 2. Getting across Highway 98, and 3. Getting to the Harbor Boardwalk. The Harbor CRA Advisory Committee in partnership with 3TP Staff consolidated the list of existing and future City projects to address these issues. The project map below identifies all unfunded key projects that were identified during the Harbor CRA Plan update process.

Harbor CRA Project Map



The projects identified in the above map are further described in their descriptions below. For those projects that originate from other sources, such as the draft Mobility Plan, further details may be found within the original source document. The utility undergrounding project is included in the list of key projects. However, it was not included in the prioritization as the CRA funds have already been allocated and approved by the CRA Board.

Parking Garage (Marler Street)



Description

Per the Mobility Plan, this would be a 350 space parking deck on Marler Street at Mountain Drive and Harbor Boulevard. The proposed parking garage would not utilize the entire lot, creating an opportunity for additional uses of the site.

Cost Estimate

\$18,442,179

Priority



1

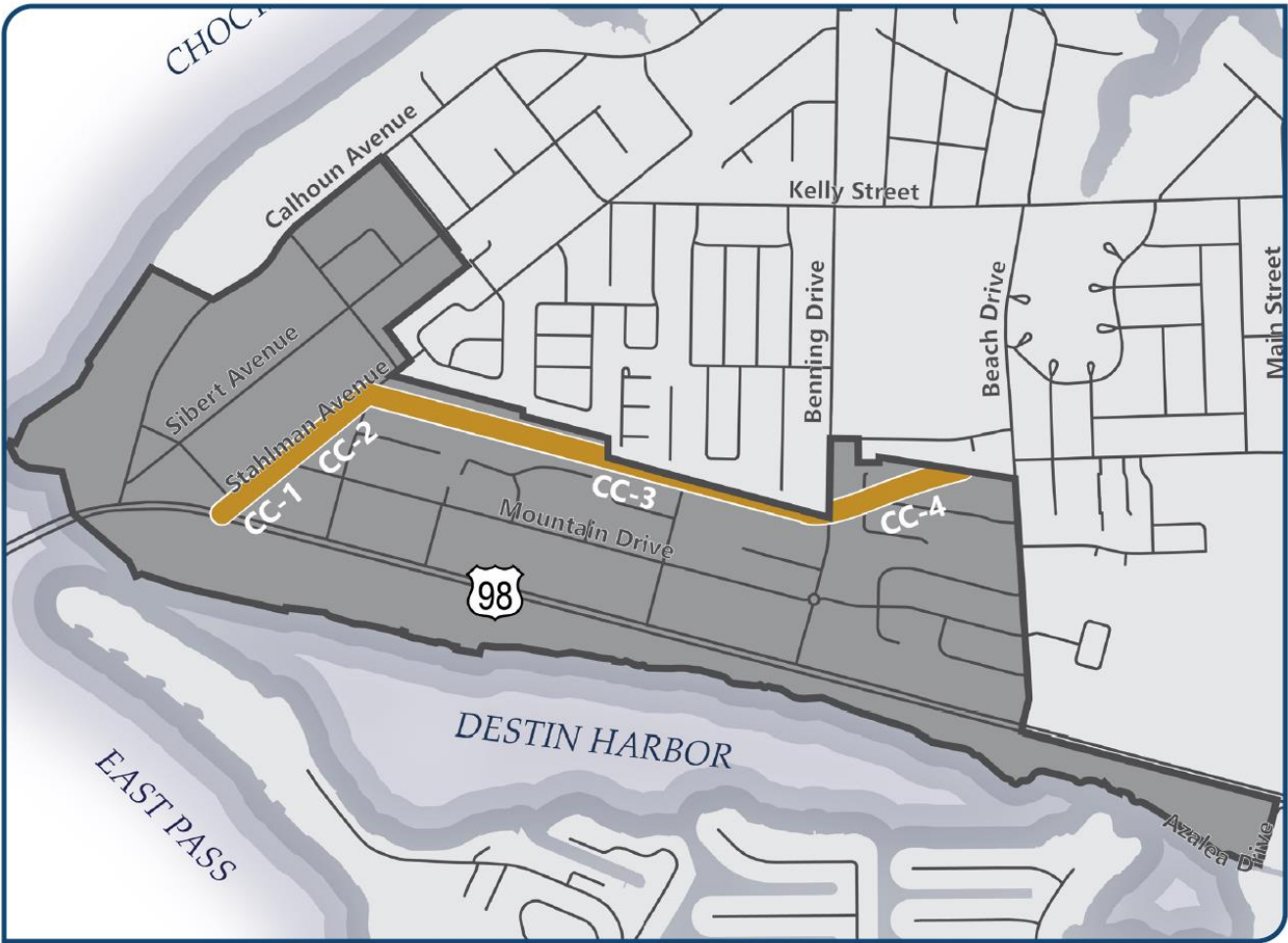
Source

Mobility Plan

Reference

Comp Plan
Policies 1-3.3.4(3);
2-1.3.17; 2-1.3.19

Completion of the Cross Town Connector



Description

Harbor CRA includes the following portions of the Cross Town Connector:

- CC-1: Stahlman Avenue from Harbor Boulevard to Mountain Drive (add buffer, street trees, widen sidewalk (east side))
- CC-2: Stahlman Avenue from Mountain Drive to Azalea Drive (reconstruct with parking (west side), buffer and street trees (east side), multi-use path)
- CC-3: Azalea Drive from Stahlman Avenue to Benning Drive (reconstruct with street trees, lighting, multi-use path)
- CC-4: Azalea Drive Extension from Benning Drive to Beach Drive (new segment of road with two lanes, buffer, multi-use path)

Cost Estimate

\$20,962,989

Priority

2

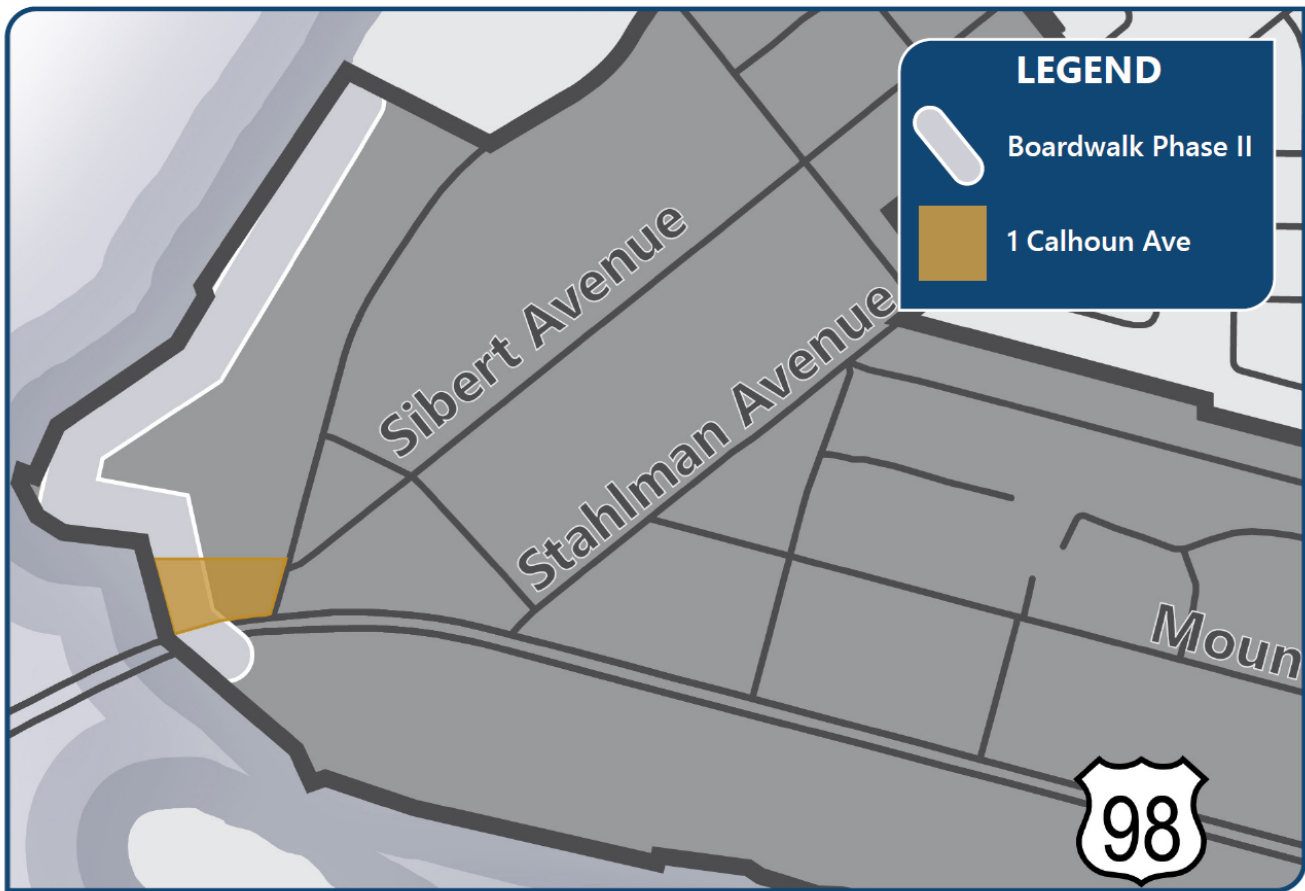
Source

Mobility Plan

Reference

**Comp Plan Policy
2-1.1.3**

Land Acquisition and Design related to Harbor Boardwalk Phase II (under Marler Bridge)



Description

The extension of Harbor Boardwalk to the west and north, under Marler Bridge to Clement Taylor Park, which is the northern of the two parks off of Calhoun Ave. This project includes acquisition of 1 Calhoun Avenue, which will improve access to the Harbor Boardwalk and enable the Phase II extension.

Cost Estimate

\$14,850,000

Priority

3

Source

Provided by City
(Finance and
Engineering)

Reference

Comp Plan Policy
1-3.3.4(4)

Sidewalk/Bike Lane Improvements



Description

Harbor CRA includes the following sidewalk and bike lane improvement projects:

- SW-1: Sibert Avenue Sidewalk
- SW-2: Sibert Avenue Sidewalk
- SW-4: Zerbe Street Sidewalk
- SW-11: Mountain Drive Sidewalk
- BL-1: Sibert Avenue Bicycle Lanes
- BL-2: Forest Street Bicycle Lanes
- BL-3: Stahlman Avenue Bicycle Lanes
- BL-4: Beach Drive Bicycle Lanes

Cost Estimate

\$1,826,361

Priority

4

Source

Mobility Plan

Reference

Comp Plan Map 2-2; Pathways Plan

Harbor Boardwalk Safety Improvements



Description

Safety improvements for the boardwalk include emergency egress ladders and life rings every 175 feet, plus railing.

Cost Estimate

\$225,261

Priority

5

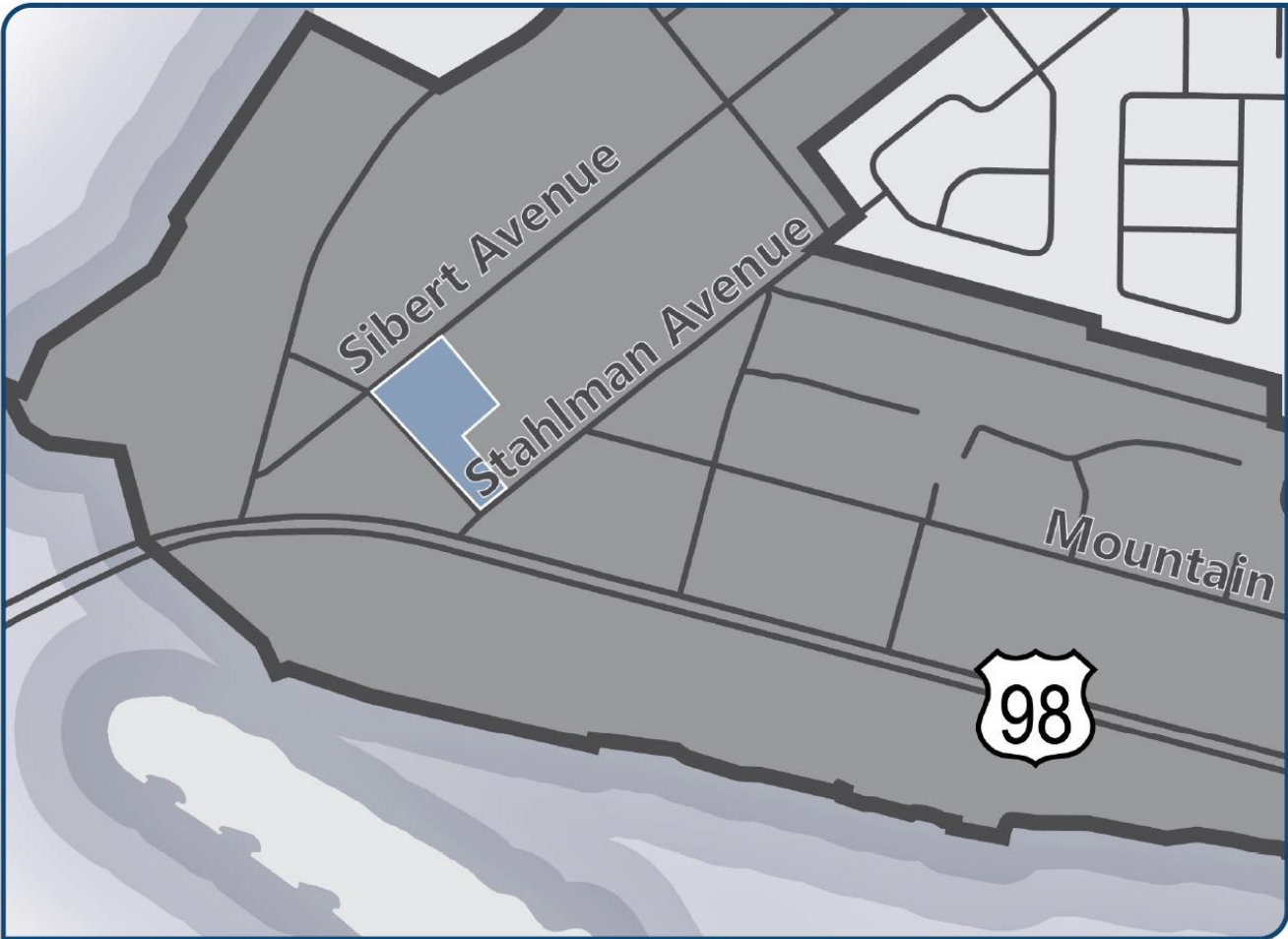
Source

**FDOT & Unified
Facilities Criteria**

Reference

**Comp Plan Policy
1-3.3.4(4)**

Parking Deck (Zerbe Street)



Description

Per the Mobility Plan, this would be a 625 space parking deck on Zerbe Street at Sibert Avenue.

Cost Estimate

\$31,772,869

Priority

6

Source

Mobility Plan

Reference

Comp Plan
Policies 1-3.3.4(3);
2-1.3.17; 2-1.3.19

Harbor Boardwalk East Extension



Description

Per the LDC, as each property is developed/redeveloped in the SHMU zoning district, the developer must construct their portion of the Harbor Boardwalk and provide a pedestrian easement to the boardwalk. This ends between 646 and 654 Harbor Blvd.

Cost Estimate

N/A

Priority

6

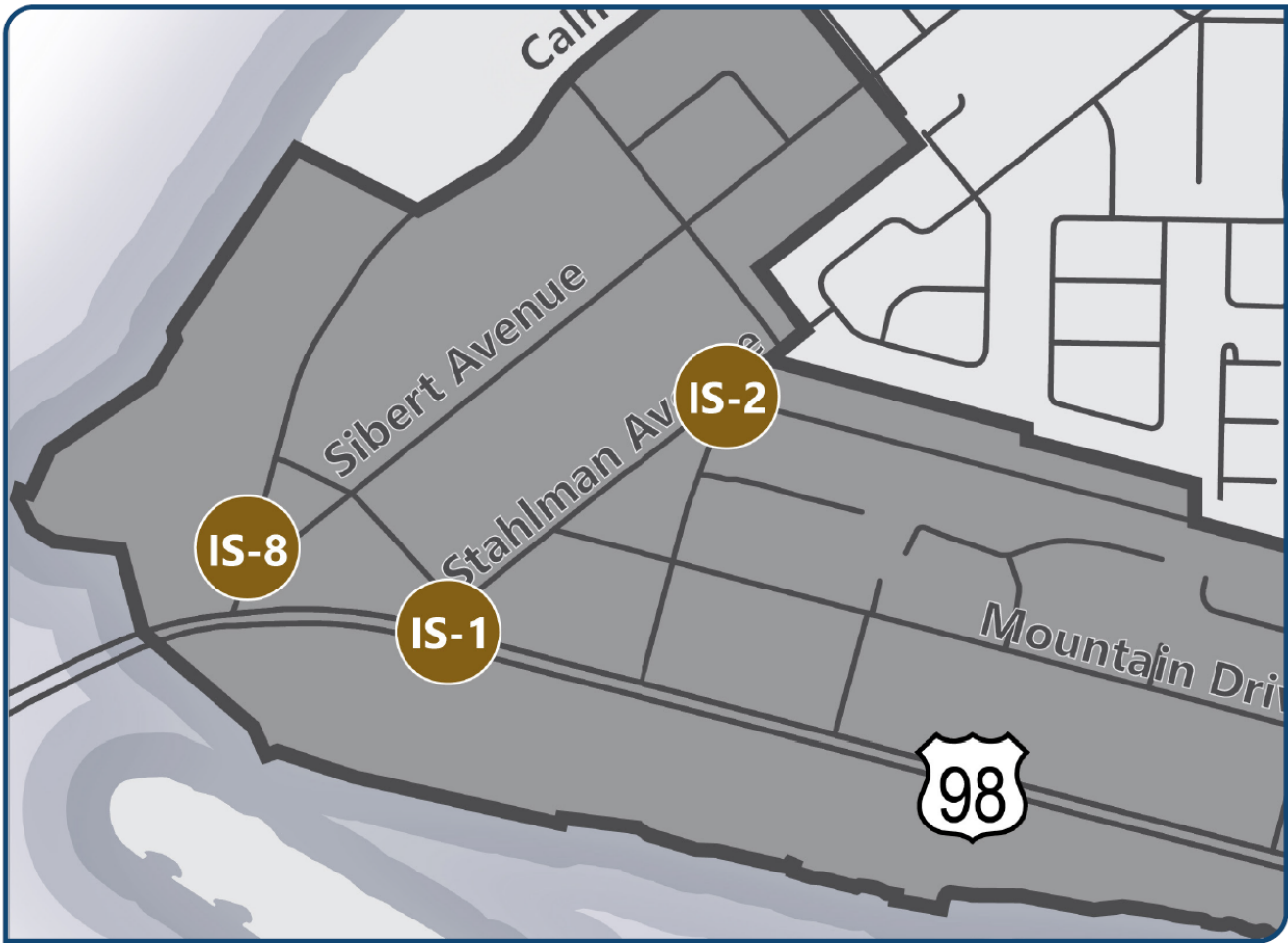
Source

LDC Section
8.09.03.A.9

Reference

Comp Plan Policy
1-3.3.4(4)

Intersection Improvements



Description

Harbor CRA includes the following intersection improvement projects:

- IS-1: Stahlman Avenue at Harbor Boulevard & Zerbe Street (add pedestrian refuge, increase visibility, reduce curb cuts, extend central medians)
- IS-2: Stahlman Avenue at Azalea Drive (close Palmetto Street at intersection, add crosswalks, move Azalea Dr stop line up to Stahlman Ave)
- IS-8: Calhoun Avenue at Sibert Avenue (enhance multimodal access between public parking and planned boardwalk under the bridge)

Cost Estimate

\$278,386

Priority

7

Source

Mobility Plan

Reference

**Comp Plan Policy
1-3.3.4(5)**

Utility Undergrounding



Description

In partnership with Florida Power and Light, the City has initiated the project of undergrounding all utilities in the City beginning with the most high-priority areas. The project will be completed in seven phases.

Cost Estimate

\$4,500,000

Source

City Finance
Department

Reference

Comp Plan Policy
1-1.7.3

PROJECT PRIORITIZATION AND ANALYSIS

As illustrated through the key project descriptions and prioritization completed by the Harbor CRA Advisory Committee, the top three priorities are the Marler Street parking garage, the completion of the Cross Town Connector, and the westward extension of the Harbor Boardwalk, under the Marler Bridge and up to Clement Taylor Park. The Advisory Committee, through a prioritization exercise, indicated a preference to allocate about 60% of the available CRA funding to these top three projects, showing their significance to the Harbor District as a whole.

Per Florida Statutes 163.370, any project which utilizes CRA funds must assist in the elimination of the conditions of blight which were part of the justification for the establishment of the CRA district when founded. The conditions of blight which existed in the Harbor district when the CRA was founded included the following:

1. Predominance of defective or inadequate street layout.
2. Faulty layout in relation to size, adequacy, accessibility and usefulness.
3. Unsanitary or unsafe conditions.
4. Deterioration off site or other improvements.
5. Inadequate and outdated building patterns.
6. Quantity of individually owned lots in relation to fragmented parcel size and development patterns.

The three priority projects will assist in the elimination of multiple factors of blight listed above and are therefore prime candidates for use of CRA funds.

Marler Street Parking Garage

Ineffective quantity and layout of public parking in the Harbor district has long been a known issue. This project would supply a 350-space parking garage at the Marler Street public parking lot at the corner of Highway 98 and Marler Street. By constructing this large addition of public parking, the second through fifth blight factors would be reduced, as a key part of the parking issue in the Harbor district is related to the commercial properties on the Harbor. Many of these businesses have a high parking demand, and also have existing nonconforming parking lot layouts and space counts. This issue, paired with lack of public parking and accessibility to these businesses, create unsafe conditions for both vehicles and pedestrians. Additionally, this project is sourced from the draft Mobility Plan, and therefore there are multiple revenue sources that may be used to fund design and construction.

Cross Town Connector

The completion of the Cross Town Connector (CTC) is an integral part of addressing the first and third factors of blight - defective or inadequate street layout and unsafe conditions. Currently, the primary east-west corridor traveling throughout Destin is Highway 98. As a result, this is the main stream for thru-traffic traveling to the cities on either side of Destin, tourists traveling to the main tourist destinations located along the water, and also local traffic traveling between points in the City limits. The CTC will provide a secondary east-west corridor with consistent transitions for vehicles, bicyclists and pedestrians. This will remove some traffic from Highway 98, and help reduce vehicle congestion and points of conflict between vehicles and non-vehicles. Similar to the Marler Street Parking Garage, this project is sourced from the draft Mobility Plan. As such multiple revenue sources are available to fund construction.

Land Acquisition and Design Related to Harbor Boardwalk Phase II

The acquisition of 1 Calhoun Avenue, and design and construction costs related to Harbor Boardwalk Phase II assist in addressing the second and sixth factors of blight by extending the boardwalk through contiguous properties to the west, and providing an alternate opportunity for pedestrians to access all properties along the Harbor without needing to park directly at one specific property. As identified in Opportunities & Issues section above, accessing the Harbor Boardwalk is one of the key challenges of the Harbor district. By increasing the length of the Boardwalk, and adding access points in lower traffic areas further away from Highway 98, this issue may be adequately addressed through this project. While there is no specific plan at this time for the land recently acquired at 1 Calhoun

Avenue, there are several public uses that may be appropriate for this site, such as a gateway park to the Boardwalk, or other accessory uses.

Due to the estimated costs of all three key projects and the revenue projections for the Harbor CRA, it is unlikely that the revenue funds by themselves will provide the opportunity for the City to complete many more of the identified key projects in its priority list. However, it is worth noting that some of the remaining unfunded projects are included in the draft Mobility Plan, providing an alternate source of funding for those projects (a proposed Mobility Fee to be considered by the City in last 2023). Additionally, there may be other opportunities such as grants available to pursue all or partial funding for the remaining projects, such as the safety improvements for the Harbor Boardwalk. Finally, it is important to keep in mind that the CRA revenue coming into the City may increase beyond the projected rates due to successful development projects. For these reasons, all projects should be kept for consideration over the duration of the Harbor CRA.

A person wearing a light-colored hoodie and a beanie is riding a bicycle on a paved sidewalk. The background shows a street with parked cars, trees, and buildings under a clear sky. The entire image is overlaid with a semi-transparent blue filter.

Destin Harbor CRA Plan Update

Harbor CRA Advisory Committee Meeting

December 13, 2023

Agenda



Phase 1 Recap



Phase 2 Recap



Strategy
Recommendations



Prioritization
Results



Next Steps

The background of the slide features a photograph of a paved road with a yellow line, bordered by green trees and foliage. A large, semi-transparent white circle is centered over the image, serving as a backdrop for the title text. The text is in a dark, sans-serif font.

Policy and Infrastructure Review

Policy and Infrastructure Review

- Reviewed State/City policies and regulations related to Harbor CRA
 - CRA Plan revisions identified to provide consistency
- Reviewed and discussed deficiencies in the Harbor CRA district:
 - Harbor Boardwalk
 - Crosstown Connector
 - Parking Availability
 - Utility Undergrounding
 - Safety (vehicular, pedestrian and bicycle networks)

Primary Goals

Connectivity

Safety

The background of the slide features a photograph of a street scene with trees and a blue circular overlay. The text is centered within the white circle.

Strategies, Projects and Prioritization

Strategies, Projects and Prioritization

- Identified opportunities and issues within the Harbor CRA
- Outlined approaches with Harbor CRA Advisory Committee to achieve goals
- Vetted list of key projects with Advisory Committee to implement approaches
- Advisory Committee prioritized key projects at May meeting

Approaches to Achieve Goals

Connectivity

- Convenient parking options near the Destin Harbor
- Vehicular, bicycle, and pedestrian travel within the Harbor District, and specifically from parking areas to the Destin Harbor
- Extending the Harbor Boardwalk to provide more waterfront connectivity

Safety

- Harbor Boardwalk safety enhancements
- Vehicular, bicycle, and pedestrian safety enhancements throughout district, but specifically from north of Harbor Blvd to the Harbor

The background of the slide features a photograph of a street scene with trees and a blue-tinted circular overlay. The text "Strategic Approach" is centered within the white area of the circle.

Strategic Approach

Issues and Opportunities

1

Getting to the
Harbor District

2

Getting across
Hwy 98/Harbor
Blvd

3

Getting to the
Destin Harbor

Near-Term Strategies (0-2 years)

Beautification & Crosswalk Enhancements

- Right-of-way landscaping
- Reduce pedestrian wait time at signalized crosswalk on Hwy 98

Wayfinding Signage Enhancements

- Increase knowledge of public amenities on Destin Harbor and provide direction for the most direct pathways to the Harbor Boardwalk

Medium-Term Strategies (2-5 years)

Shared-Use Path from Marler Lot to Harbor Boardwalk

- Total walking distance less than 0.2 miles from parking to Harbor via Capt. Royal Melvin Heritage Park
- Most convenient parking location and path to public access on the Destin Harbor

Intersection Enhancements

- “Quick fix” solutions to improve traffic flow and safety for pedestrians and cyclists

Long-Term Strategies (5+ years)

Harbor Boardwalk West Extension

- Improve Harbor access and enhance pedestrian safety

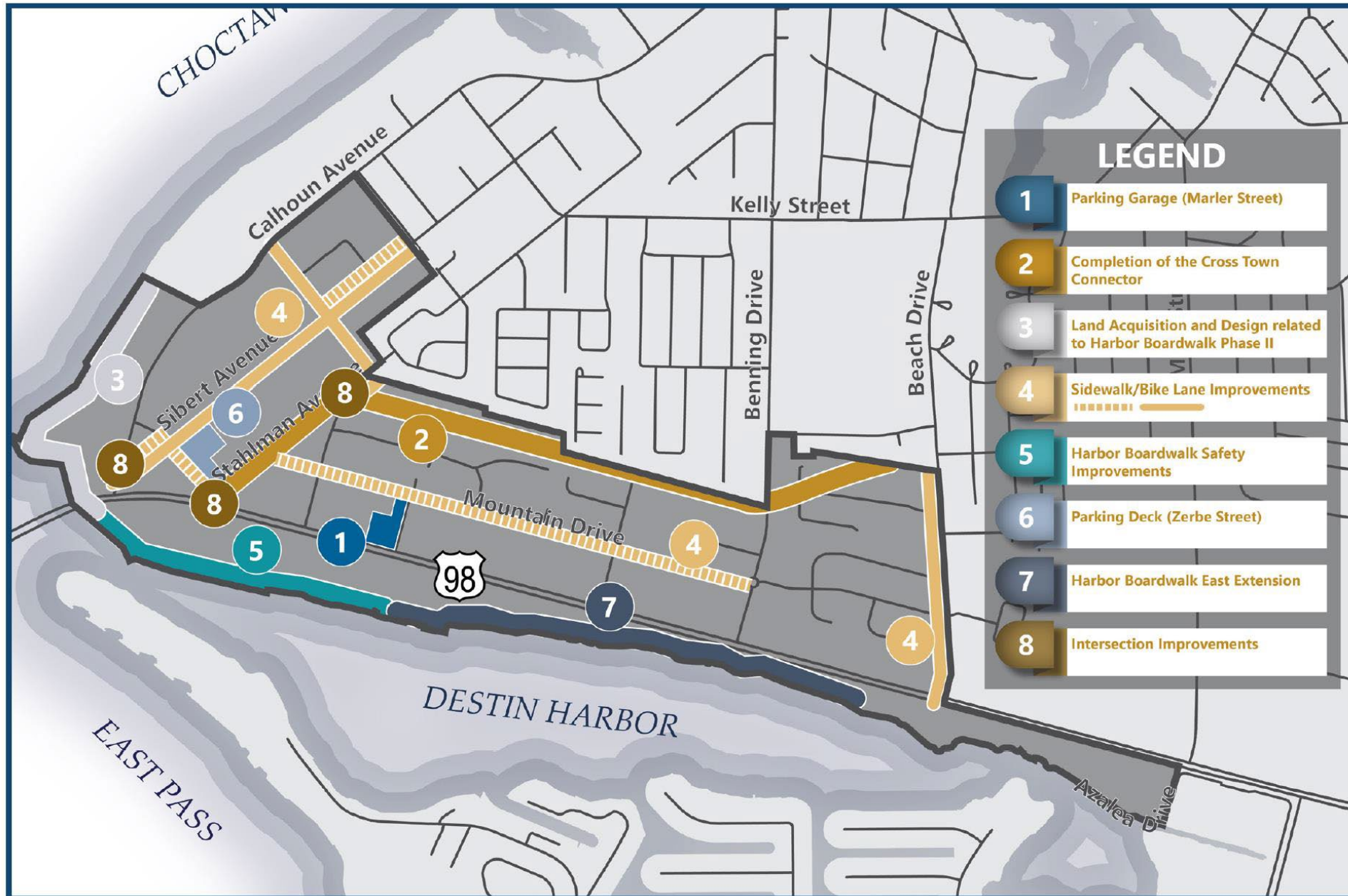
Marler Parking Garage

- Provide public parking in key area of the Harbor district, close to restaurants, businesses, and the Harbor Boardwalk

The background of the slide features a photograph of a paved road with a yellow line, bordered by green trees and foliage. A large, semi-transparent white circle is centered over the image, creating a focal point for the text.

Key Project Prioritization

Harbor CRA Project Map



Parking Garage (Marler Street)

Cost Estimate

\$18,442,179

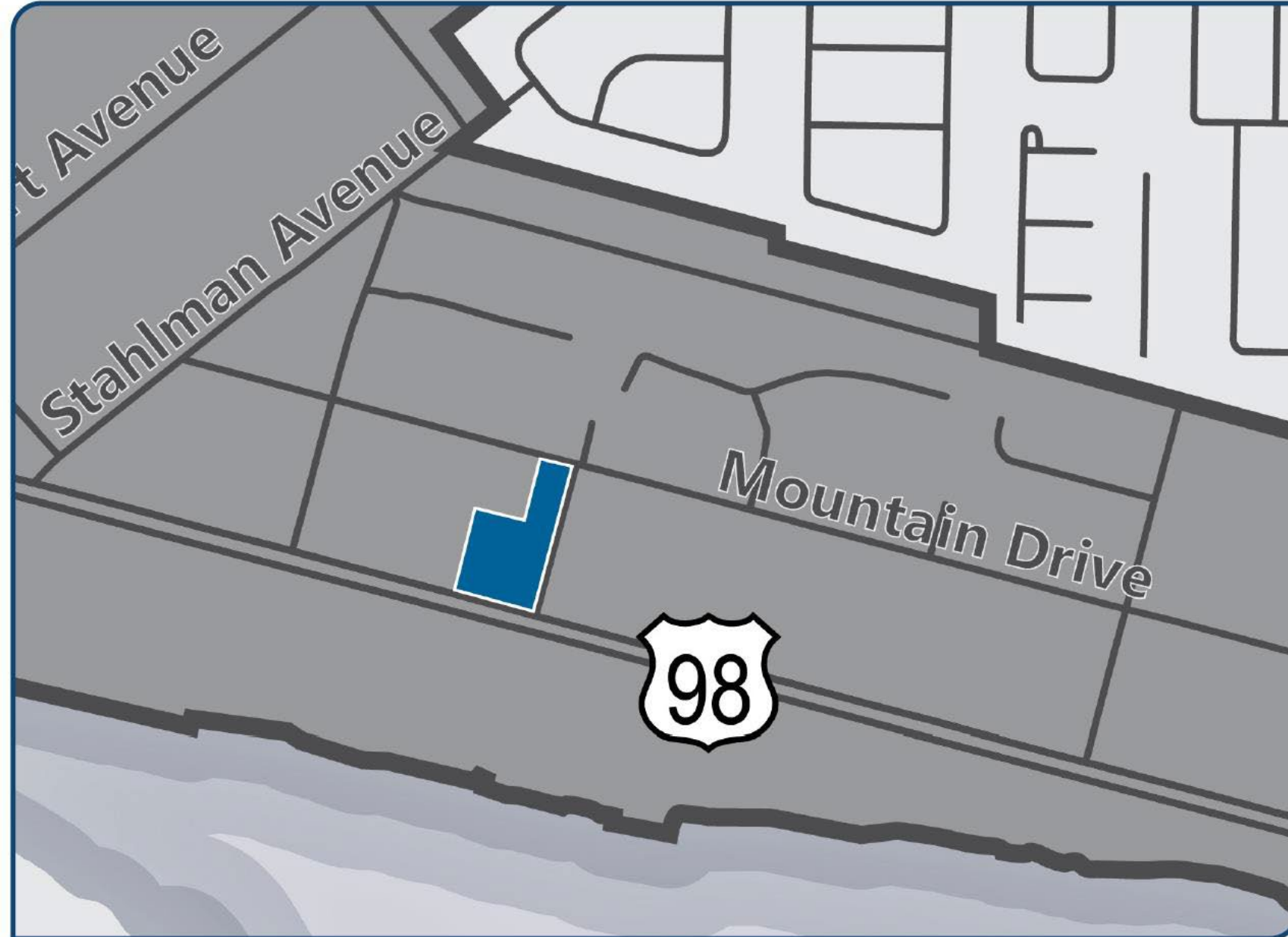
Priority



1

Description

Per the Mobility Plan, this would be a 350 space parking deck on Marler Street at Mountain Drive and Harbor Boulevard. The proposed parking garage would not utilize the entire lot, creating an opportunity for additional uses of the site.



Completion of the Cross Town Connector

Cost Estimate

\$20,962,989

Priority

2

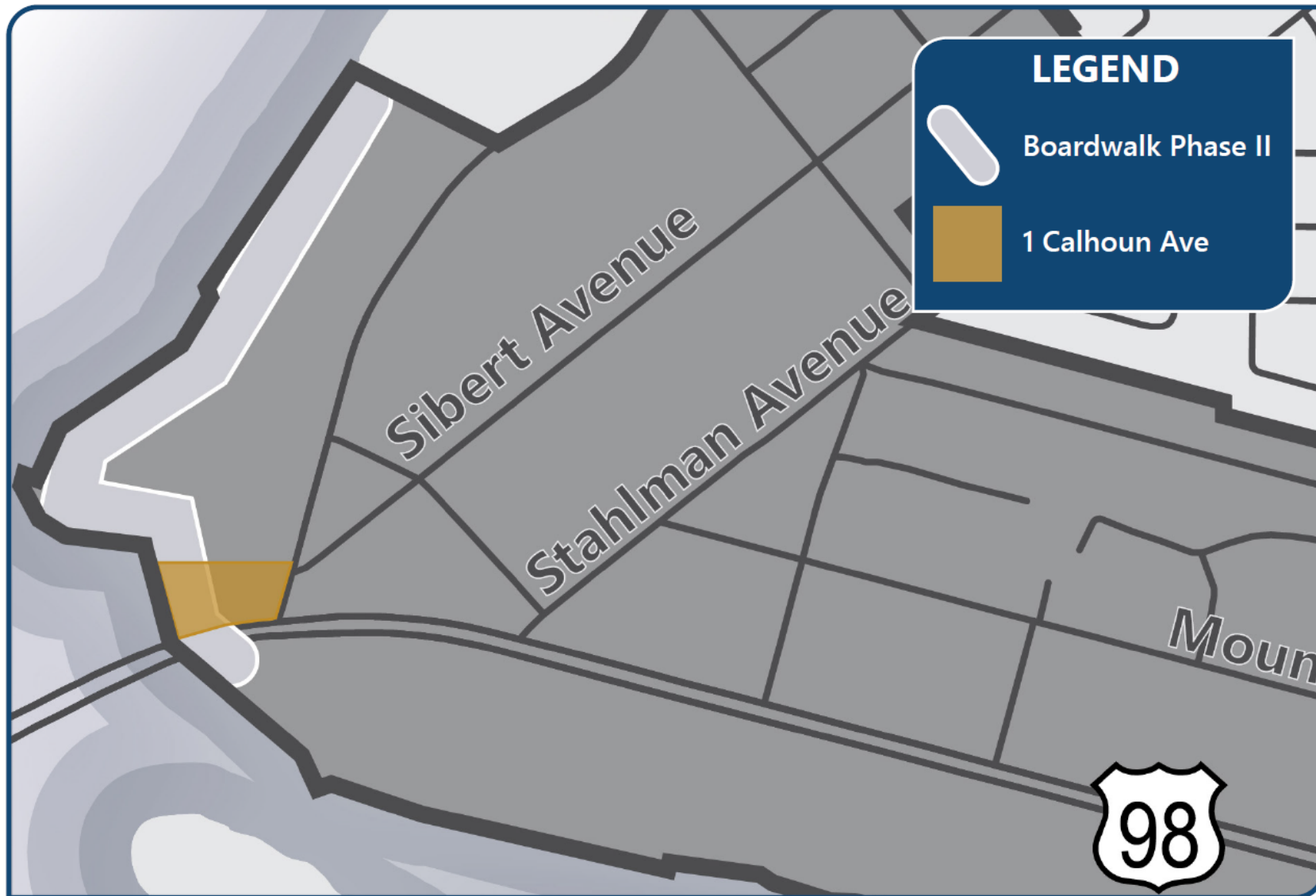
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Land Acquisition and Design related to Harbor Boardwalk Phase II (under Marler Bridge)



Cost Estimate

\$14,850,000

Priority

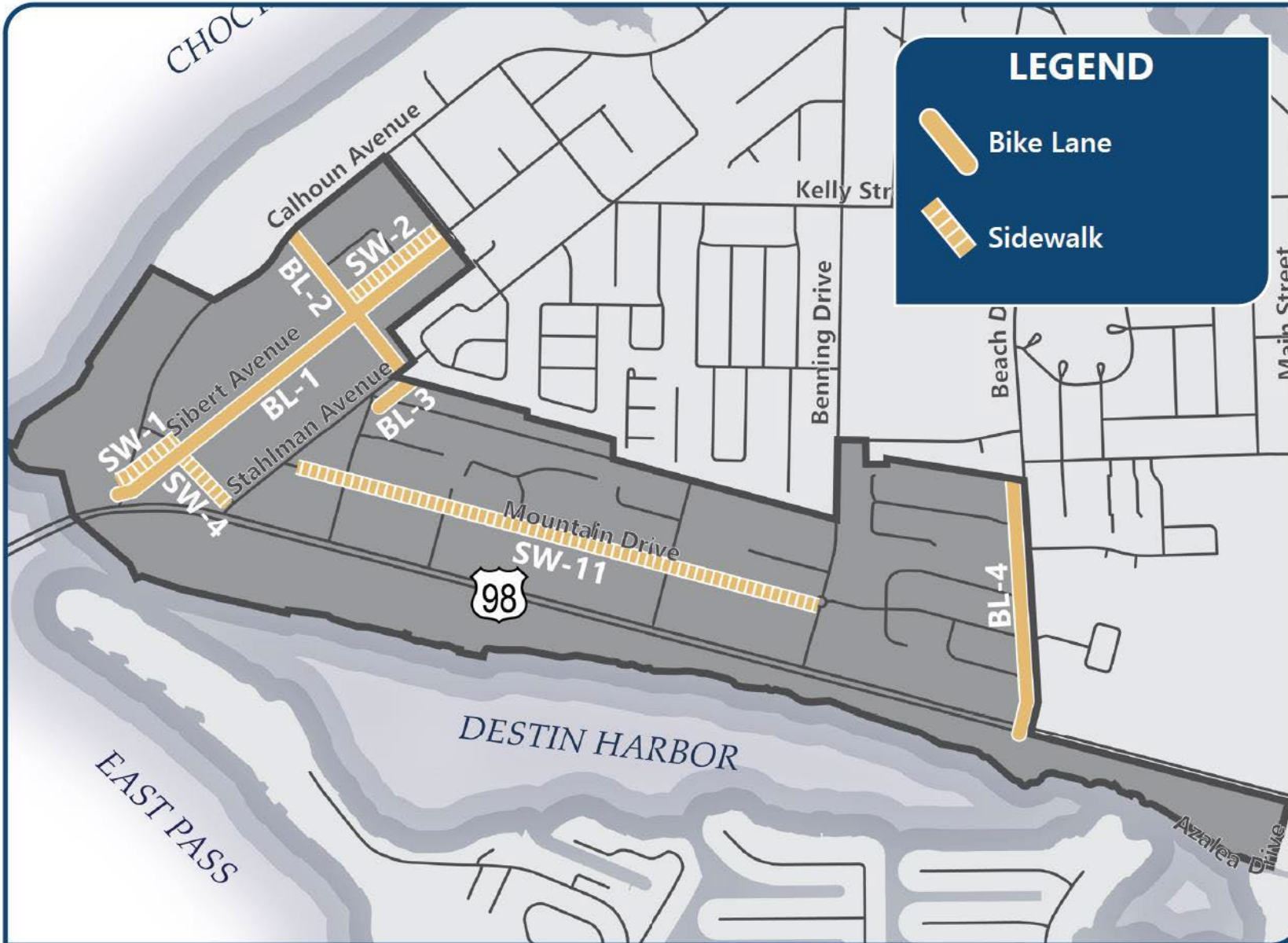


3

Description

The extension of Harbor Boardwalk to the west and north, under Marler Bridge to Clement Taylor Park, which is the northern of the two parks off of Calhoun Ave. This project includes acquisition of 1 Calhoun Avenue, which will improve access to the Harbor Boardwalk and enable the Phase II extension.

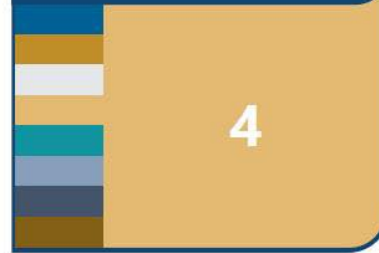
Sidewalk/Bike Lane Improvements



Cost Estimate

\$1,826,361

Priority



Description

Harbor CRA includes the following sidewalk and bike lane improvement projects:

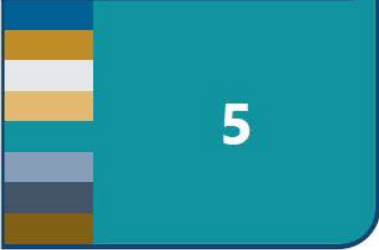
- SW-1: Sibert Avenue Sidewalk
- SW-2: Sibert Avenue Sidewalk
- SW-4: Zerbe Street Sidewalk
- SW-11: Mountain Drive Sidewalk
- BL-1: Sibert Avenue Bicycle Lanes
- BL-2: Forest Street Bicycle Lanes
- BL-3: Stahlman Avenue Bicycle Lanes
- BL-4: Beach Drive Bicycle Lanes

Harbor Boardwalk Safety Improvements

Cost Estimate

\$225,261

Priority



Description

Safety improvements for the boardwalk include emergency egress ladders and life rings every 175 feet, plus railing.



Parking Deck (Zerbe Street)



Cost Estimate

\$31,772,869

Priority



6

Description

Per the Mobility Plan, this would be a 625 space parking deck on Zerbe Street at Sibert Avenue.

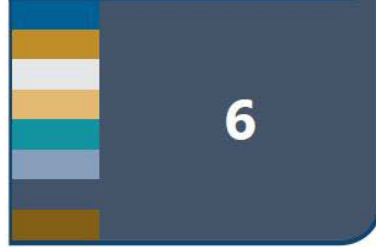
Harbor Boardwalk East Extension



Cost Estimate

N/A

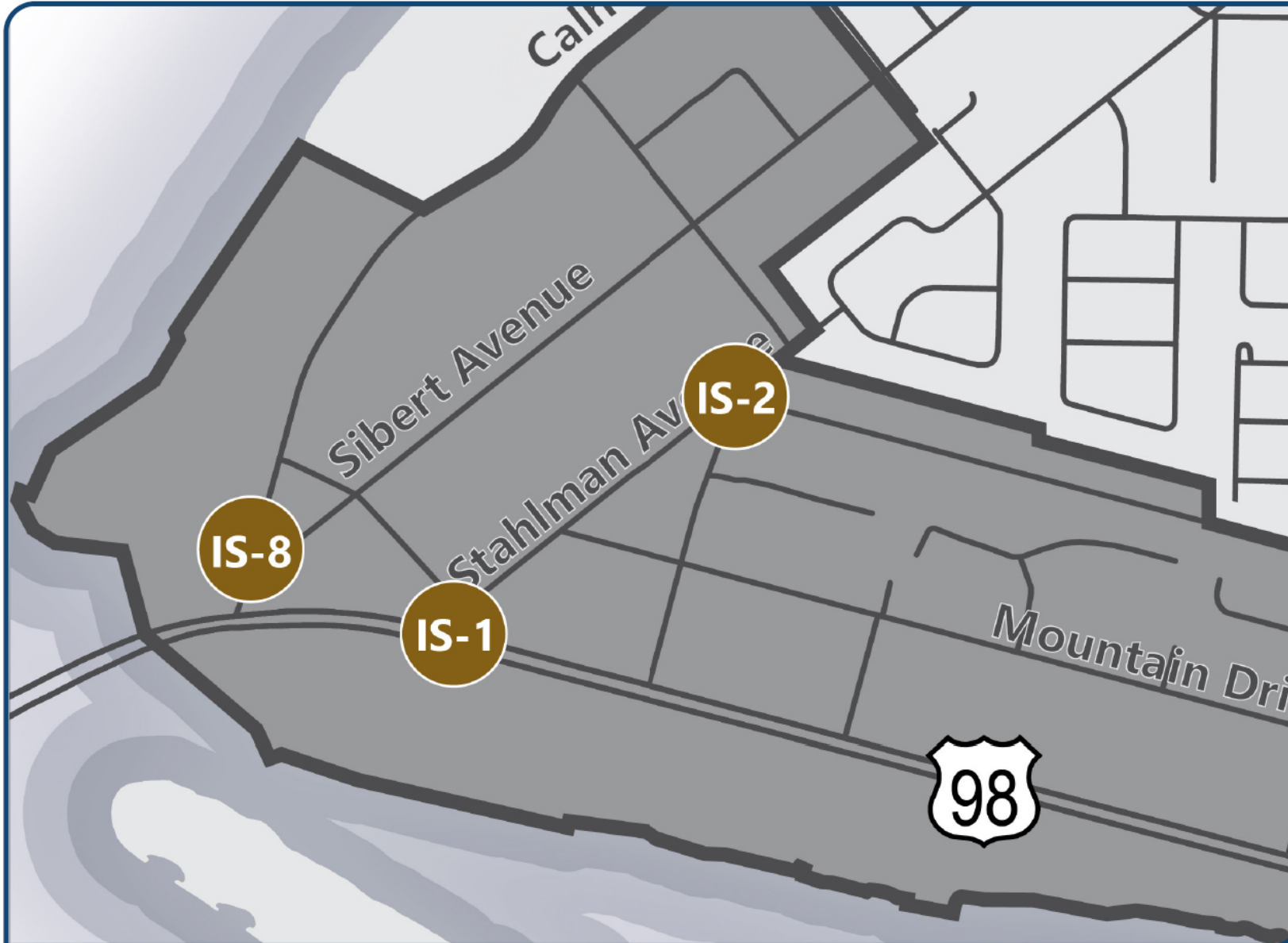
Priority



Description

Per the LDC, as each property is developed/redeveloped in the SHMU zoning district, the developer must construct their portion of the Harbor Boardwalk and provide a pedestrian easement to the boardwalk. This ends between 646 and 654 Harbor Blvd.

Intersection Improvements



Cost Estimate

\$278,386

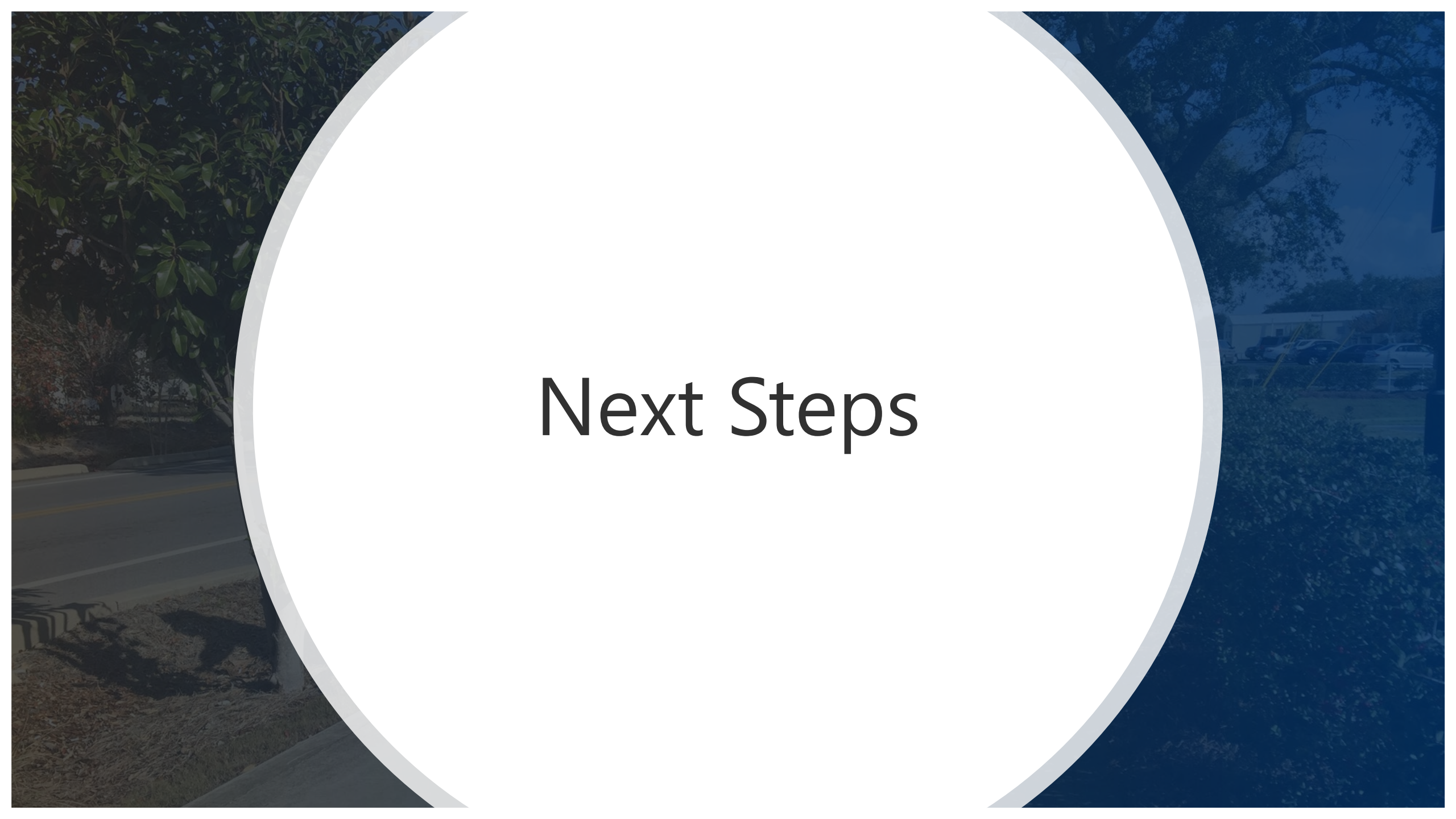
Priority

7

Description

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- IS-8: Calhoun Avenue at Sibert Avenue (enhance multimodal access between public parking and planned boardwalk under the bridge)

The background of the slide features a photograph of a street scene with trees and a building, partially obscured by a large, semi-transparent blue circle. The text "Next Steps" is centered within the white area of this circle.

Next Steps