**AGENDA**
**TOWN CENTER CRA ADVISORY COMMITTEE MEETING**
**WEDNESDAY, MARCH 20, 2024**
**5:30 PM**
**DESTIN CITY HALL ANNEX CHAMBERS**

1. **CALL TO ORDER**
2. **ROLL CALL/PLEDGE OF ALLEGIANCE**
3. **APPROVAL OF MINUTES**
   A) **November 15, 2024 Minutes**
4. **NEW BUSINESS**
   A) **Operations Financial Report - Informational Only**
   B) **Community Redevelopment Areas Master Plans Update**
   C) **Development Projects and City Projects Update – February 2024**
5. **COMMITTEE MEMBER COMMENTS/QUESTIONS**
6. **PUBLIC COMMENTS**
7. **NEXT MEETING DATE: April 17, 2024**

**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)**

**MINUTES**
**TOWN CENTER COMMUNITY**
**REDEVELOPMENT AGENCY**
**ADVISORY COMMITTEE MEETING**
**NOVEMBER 15, 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, November 15, 2023, at the Destin City Hall Annex Council Chambers with the Pledge of Allegiance immediately following.

2. **ROLL CALL:**

| **TC Members Present** | **Members Absent** | **Staff Present** |
|---|---|---|
| Lockwood Wernet | Delores Morrell | Kim Montgomery Deputy Clerk |
| Michele Sandstead | | Steven O'Connor Principal Planner |
| Nikki Sweetser | | Daniel Butler Senior Planner |
| Dorothy Robinson | | |
| Joshua Cowsert | | |

3. **MINUTES FOR APPROVAL:**

- **September 20, 2023**

**Motion to approve the September 20, 2023, minutes as written was made by Committee member Sandstead, with Committee member Cowsert providing the second. The motion passed with a 5-0 vote.**

4. **OLD BUSINESS:**

**A) Operations Financial Report - Informational purposes only**

**B) Capital Project Status - Informational purposes only**

***There were no discussion on these two items***

5. **NEW BUSINESS:**

**A) Development and City Projects Update – Daniel Butler**

- **30% Plans for Linear Park**

Mr. Butler informed the members with the information and informed the members that they would be receiving the hard copy of the 30% conceptual plans from Chairman Wernet for their review. He also informed the members there will be a public meeting with the Public Works/Public Safety Committee and the Parks and Recreation Committee on December 12, 2023, and staff encourages the members to attend.

Committee member Sandstead asked about the grant opportunities. The City Attorney explained Mayor Wagner is working on this with Florida Sun Trails and the information will be made available to them soon.

Committee member Sandstead asked if there is any new information regarding the pickleball courts. According to Mr. Butler, the City Engineer is working on drafting the conceptual plans for Phase I and II and they are currently being reviewed internally by staff. This project is supported by the City Council with the Development Order process starting mid-year of 2024.

**6. MEMBER COMMENTS:**

**Committee member Sandstead** provided the members with pictures for the status of the old marlin Christmas decoration that was always located in the right of way entrance of the Town Center District at Regions Bank that is being refurbished and rewired by Tammy Baker, a local business owner, as well as the lights and decorations going up on the light poles.

Committee member Sweetser provided accolades for keeping the work local on the restoration as well as the effort to refurbish it instead of throwing it out and using a generic holiday piece. Since the Marlin has been a sentimental fixture in the community for so long.

**Chairman Wernet – Linear Park Preliminary Plans**

The Chairman handed out the preliminary 30% plans to the members for review. He spoke of the how Florida Power & Light, for safety reasons, will not allow the areas of rest with park benches and work out stations, that was requested, because of their stringent regulations of the power lines. He explained they will only allow it to be a movement type park setting to prevent people from spending a lot of time in one area. However, they will be allowed in the Jewel Melvin Park. The members also discussed the various areas available for the public to park.

- **Discussion**

There was a brief discussion of the meeting date in December and all the members agreed that they would not meet on December 20, 2023.

**7. ADJOURNMENT:**

Having no further discussions, the meeting was adjourned at 6:15 PM.

Adopted and approved ______ day of ________________________2023.

_________________________ _____________________________

Lockwood Wernet Chairman Kim Montgomery Deputy City Clerk

ITEM # **2024-7594**

**CITY OF DESTIN**

# AGENDA ITEM

**COUNCIL MEETING DATE:** March 20, 2024
**TYPE OF AGENDA ITEM:** City Manager Report
**AGENDA OUTLINE NUMBER:** 4.A.

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**TO:** City Council

**THRU:** Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

**FROM:** Krystal Strickland, Finance Director

**DATE:** March 4, 2024

**SUBJECT:** Operations Financial Report - **Informational Only**

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**I. BACKGROUND:** This item is informational only.

**II. DISCUSSION:** Year-to-date budget versus actuals shall be provided to Council within forty-five days of the month end. Governmental funds are accounted for on a modified accrual basis, which excludes long-term assets and liabilities.

Highlights of the period ending 01/31/2024:
At the end of January we were 33% of the way through Fiscal Year 2024, which is October 1 - September 30, 2024
75% of Ad Valorem (property) taxes have been received. The majority of property taxes arrive in January/February.
We have expended 28% of the Operating Budget
We have expended 21% of the Capital Budget
The net change in total fund balance is a year-to-date a decrease of $1.4 million. This includes the $9 million acquisition of property at 1 Harbor Boulevard.

Details for all funds are on file with the Finance Department, and are available upon request.

A. **Link to Strategic Goals / Objectives:** Financially sound city providing service excellence
B. **Effect on Budget (EOB):**
C. **Level of Service (LOS):**
D. **Legislative Sponsor:**

**III. CONCLUSION:**

**IV. RECOMMENDED MOTION:** Not applicable. Item is informational only.

**ITEM # 2024-7594**

Attachments:

1. 2024p04 JAN YTD Actual TREND

| *Period ended January 31,* | 01, 700 | 102 | 110 | 111 | 122, 125, 127, 129 | 209, 213, 214, 221 | 300, 305, 315 | **2023** |
|---|---|---|---|---|---|---|---|---|
| | **General Fund** | **1998-2028 or to 2037 Town Center CRA** | **2003-2043 Harbor CRA** | **Florida Building Code Fund** | **Other Special Revenue Funds** | **Debt Service Funds** | **Capital Project Funds** | **Total Governmental Funds** |
| **Assets** | | | | | | | | |
| Cash and cash equivalents | $ 19,487,647 | $ 1,026,833 | $ - | $ - | $ 3,954,346 | $ - | $ 2,586,434 | $ 27,055,260 |
| Investments | 15,422,286 | - | - | - | - | - | - | 15,422,286 |
| Due from other funds | 1,195,946 | 2,000,000 | 504,673 | 75,462 | 4,005,767 | - | 2,451,521 | 10,233,369 |
| Due from other governments | 782,306 | - | - | - | 166,491 | 6,270,863 | 2,802,794 | 10,022,454 |
| Advance to other funds | 2,261,624 | - | - | - | - | - | - | 2,261,624 |
| Accounts receivable - other | 177,750 | - | - | - | - | - | 67,109 | 244,859 |
| Prepaid items | 134,892 | - | - | - | - | - | - | 134,892 |
| Restricted cash and cash equivalents | - | - | 529,255 | 302,675 | - | 640,158 | 3,492,152 | 4,964,240 |
| **Total assets** | **$ 39,462,450** | **$ 3,026,833** | **$ 1,033,928** | **$ 378,137** | **$ 8,126,604** | **$ 6,911,021** | **$ 11,400,010** | **$ 70,338,983** |
| **Liabilities, deferred inflows of resources and fund balances** | | | | | | | | |
| Liabilities: | | | | | | | | |
| Accounts payable | 193,462 | 1,894 | 2,687 | 6,706 | 26,542 | - | 46,935 | 278,226 |
| Accrued payroll | (5) | - | - | - | - | - | - | (5) |
| Unearned Revenue | 920,895 | - | - | - | - | - | 1,196,319 | 2,117,214 |
| Due to other funds | 9,037,371 | 30,226 | 1,844 | 77,025 | 50,397 | - | 1,036,453 | 10,233,317 |
| Advance from other funds | - | 2,261,624 | - | - | - | - | - | 2,261,624 |
| **Total liabilities** | **10,151,723** | **2,293,743** | **4,531** | **83,731** | **76,940** | **-** | **2,279,706** | **14,890,374** |
| Deferred inflows of resources | | | | | | | | |
| Unavailable revenue | - | - | - | - | - | - | - | - |
| Deferred revenue | - | - | - | - | - | 6,270,863 | 2,802,794 | 9,073,657 |
| **Total deferred inflows of resource** | **-** | **-** | **-** | **-** | **-** | **6,270,863** | **2,802,794** | **9,073,657** |
| **Fund balances:** | | | | | | | | |
| Nonspendable | 2,484,588 | - | - | - | - | - | - | 2,484,588 |
| Restricted | - | 448,793 | 994,709 | 235,622 | 234,127 | 640,158 | 3,261,546 | 5,814,954 |
| Committed | 10,874,000 | - | - | - | 6,805,476 | - | (1,268,017) | 16,411,459 |
| Assigned | 2,280,022 | 284,297 | 34,689 | 58,785 | 1,010,062 | - | 4,323,981 | 7,991,835 |
| Unassigned | 13,672,116 | - | - | - | - | - | - | 13,672,116 |
| **Total fund balances (deficit)** | **29,310,726** | **733,090** | **1,029,397** | **294,406** | **8,049,664** | **640,158** | **6,317,510** | **46,374,953** |
| Total liabilities, deferred inflows of resources and fund balances | $ 39,462,450 | $ 3,026,833 | $ 1,033,928 | $ 378,137 | $ 8,126,604 | $ 6,911,021 | $ 11,400,010 | $ 70,338,984 |
| | *$ -* | *$ -* | *$ (0)* | *$ -* | *$ -* | *$ -* | *$ -* | *$ (0)* |

**Nonspendable =** Long-term advance to TownCenter CRA $2,448,823.50 (in 01 fund) plus prepaid expenses

**Restricted** = Interlocal Agreements, State and Local Regulations (Harbor CRA 110, Florida Building Code Fund 111, Impact Fees 315), Bond covenants (2013, 2014, 2021 Debt Service Funds), Grant Agreements (305)

**Committed** = Council resolutions, motions, includes fund balance resolution for 1 yr debt service ($2.7m) + 3 mos emergency ops x 2 ($6.7m), Tech Fund balance (125), Oka Half Penny fund balance (129)

**Assigned** = Contracts, purchase orders, unofficial RR fund (300)

**Unassigned** = Funds with a negative balance (TC CRA 102), net assets not otherwise categorized

**CITY OF DESTIN**
**Actuals 10/01/2023 - 01/31/2024**

| SUMMARY ALL FUNDS | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| Ad Valorem Taxes | $ 12,184,032 | $ 9,177,593 | | $ 11,668,973 | $ 3,006,439 |
| Tax Increment Financing (TIF) | 1,952,514 | 1,954,311 | | 2,443,401 | (1,797) |
| Delinquent Ad Valorem Taxes | 5,000 | (145) | | (57) | 5,145 |
| Sales and Use Taxes | 3,632,682 | 1,205,216 | | 3,853,037 | 2,427,466 |
| Licenses and Permits | 5,846,630 | 1,441,321 | | 5,339,074 | 4,405,309 |
| Impact Fees | 105,500 | 38,005 | | 108,338 | 67,495 |
| Intergovernmental | 14,701,120 | 787,893 | | 9,332,709 | 13,913,227 |
| Charges for services | 1,195,050 | 280,519 | | 1,077,219 | 914,531 |
| Fines and Forfeitures | 109,400 | 21,979 | | 94,912 | 87,421 |
| Investment Income | 391,170 | 710,336 | | 1,018,709 | (319,166) |
| Contributions | 3,880 | 5,232 | | 7,819 | (1,352) |
| Miscellaneous income | 5,201 | 17,351 | | 20,819 | (12,150) |
| **TOTAL REVENUES** | **40,132,179** | **15,639,611** | **-** | **34,964,953** | **24,492,568** |
| *check figures:* | *40,132,179* | *15,639,611* | *-* | *34,964,953* | *24,492,568* |
| General Government | 5,257,418 | 1,496,248 | 133,421 | 5,109,249 | 3,627,749 |
| Public Safety | 5,579,013 | 1,663,886 | 2,273,604 | 5,623,689 | 1,641,524 |
| Physical Environment | 554,415 | 101,272 | 105,601 | 519,587 | 347,542 |
| Transportation | 2,278,629 | 634,890 | 35,461 | 2,105,973 | 1,608,278 |
| Economic Environment | 409,945 | 52,318 | 69,389 | 329,419 | 288,238 |
| Health & Human Services | 107,537 | 13,990 | 81,432 | 165,642 | 12,116 |
| Culture and Recreation | 5,352,225 | 1,504,474 | 138,448 | 5,001,131 | 3,709,303 |
| Debt Service | 3,364,660 | 577,951 | - | 3,362,263 | 2,786,709 |
| Capital Outlay | 52,638,956 | 11,033,282 | 5,901,068 | 45,627,802 | 35,704,606 |
| **TOTAL EXPENDITURES** | **75,542,799** | **17,078,311** | **8,738,423** | **67,844,755** | **49,726,064** |
| | *75,542,799* | *17,078,311* | *8,738,423* | *67,844,755* | *49,726,064* |
| **Excess (deficiency) of revenues over expenditures** | **(35,410,619)** | **(1,438,699)** | | **(32,879,802)** | |
| Proceeds from issuance of debt | 25,421,123 | - | - | 25,404,456 | 25,421,123 |
| Transfers In | 52,059,779 | 9,592,588 | | 49,868,785 | 42,467,191 |
| Transfers Out | (52,059,781) | (9,592,588) | | (50,034,452) | (42,467,193) |
| **Total other financing sources (uses)** | **25,421,121** | **-** | **-** | **25,238,789** | **25,421,121** |
| Net change in fund balances | (9,989,498) | (1,438,699) | | (7,641,012) | |
| Fund Balance, Beginning | 47,813,655 | 47,813,654 | | 47,813,655 | |
| Fund Balance, Ending | 37,824,157 | 46,374,953 | | 40,172,643 | |

**FY2024 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

| FUND BALANCE SUMMARY ALL FUNDS | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 PROJECTION |
|---|---|---|---|
| Nonspendable (Town Center CRA + prepaids) | 2,361,624 | 2,484,588 | 2,262,544 |
| Restricted (FL Statute & Debt Covenants) | 2,660,871 | 5,814,954 | 4,720,672 |
| Committed (Council Resolutions & Motions) | 18,130,901 | 16,411,459 | 17,672,423 |
| Assigned (contracts/PO balances) | 3,085,933 | 7,991,835 | 5,194,693 |
| *Unassigned* | *11,584,828* | *13,672,116* | *10,322,312* |
| **Ending Fund Balance** | **37,824,157** | **46,374,953** | **40,172,643** |
| | | *0* | |

| 01 GENERAL FUND | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 01-31 Ad Valorem Taxes | 11,073,047 | 8,066,608 | | 10,063,958 | 3,006,439 |
| 01-31 Delinquent Ad Valorem Taxes | 5,000 | (145) | | (57) | 5,145 |
| 01-31 Sales and Use Taxes | 1,639,411 | 628,431 | | 1,694,033 | 1,010,980 |
| 01-32 Licenses and Permits | 3,754,770 | 854,347 | | 3,357,527 | 2,900,423 |
| 01-32 Impact Fees | - | - | | - | - |
| 01-33 Intergovernmental | 3,706,814 | 773,758 | | 3,249,769 | 2,933,056 |
| 01-34 Charges for Services | 615,310 | 187,496 | | 597,703 | 427,814 |
| 01-35 Fines and Forfeitures | 109,400 | 21,979 | | 94,912 | 87,421 |
| 01-36 Investment Income | 373,930 | 518,860 | | 768,146 | (144,930) |
| 01-36 Contributions | 3,880 | 5,232 | | 7,819 | (1,352) |
| 01-36 Miscellaneous Income | 5,201 | 6,950 | | 10,418 | (1,749) |
| **TOTAL REVENUES** | **21,286,763** | **11,063,516** | **-** | **19,844,227** | **10,223,247** |
| | | | | | |
| 01-51 General Government | 4,891,922 | 1,496,248 | 133,421 | 4,743,753 | 3,262,253 |
| 01-52 Public Safety | 4,266,269 | 1,311,852 | 2,268,645 | 4,405,782 | 685,772 |
| 01-53 Physical Environment | 529,415 | 101,272 | 105,601 | 502,920 | 322,542 |
| 01-54 Transportation | 2,119,822 | 622,758 | 35,461 | 1,987,970 | 1,461,603 |
| 01-55 Economic Environment | 14,600 | 3,613 | - | 13,346 | 10,987 |
| 01-56 Health & Human Services | 107,537 | 13,990 | 81,432 | 165,642 | 12,116 |
| 01-57 Culture and Recreation | 5,352,225 | 1,504,474 | 138,448 | 5,001,131 | 3,709,303 |
| 01-59 Capital Outlay | 146,560 | 15,530 | - | 113,237 | 131,030 |
| 01-59 Debt Service Principal | 18,814 | 4,858 | - | 17,401 | 13,956 |
| 01-59 Debt Service Interest | 3,909 | 249 | - | 2,855 | 3,660 |
| **TOTAL EXPENDITURES** | **17,451,073** | **5,074,844** | **2,763,007** | **16,954,037** | **9,613,222** |
| | | | | | |
| **Excess (deficiency) of revenues over expenditures** | **3,835,690** | **5,988,672** | | **2,890,191** | |
| | | | | | |
| 01-38 Proceeds from Issuance of Debt | 50,000 | - | | 33,333 | 50,000 |
| 01-38 Transfers In | 8,600,000 | - | | 8,600,000 | 8,600,000 |
| 01-58 Transfers Out | (15,804,023) | (9,052,550) | | (13,959,674) | (6,751,474) |
| **Total other financing sources (uses)** | **(7,154,023)** | **(9,052,550)** | | **(5,326,341)** | **1,898,526** |
| | | | | | |
| 01 Net change in fund balances | (3,318,334) | (3,063,878) | | (2,436,150) | |
| 01 Fund Balance (deficit), Beginning | 32,374,606 | 32,374,606 | | 32,374,606 | |
| 01 Fund Balance (deficit), Ending | 29,056,272 | 29,310,728 | | 29,938,456 | |

*Minimum target:* *12,005,555*
*as per resolution 12-20 fund balance policy*

| 102 TOWN CENTER CRA 1998-2037 (RESTRICTED; ECON DEV) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 102-31 County TIF | 1,463,424 | 1,461,280 | | 1,461,280 | 2,144 |
| 102-31 City TIF (Ad Valorem | 616,955 | 616,955 | | 616,955 | - |
| 102-36 Investment Income | 1,350 | 17,158 | | 18,058 | (15,808) |
| **TOTAL REVENUES** | **2,081,729** | **2,095,393** | | **2,096,293** | **(13,664)** |
| 102-55 Economic Environment | 224,262 | 33,687 | 31,861 | 183,521 | 158,714 |
| 102-59 Capital Outlay | 373,738 | 120,918 | 252,820 | 373,738 | - |
| **TOTAL EXPENDITURES** | **598,000** | **154,605** | **284,681** | **557,259** | **158,714** |
| **Excess (deficiency) of revenues over expenditures** | **1,483,729** | **1,940,787** | | **1,539,034** | |
| 102-38 Transfers In | - | - | | - | - |
| 102-58 Transfers Out | (961,660) | (243,951) | | (961,660) | (717,709) |
| **Total other financing sources (uses)** | **(961,660)** | **(243,951)** | | **(961,660)** | **(717,709)** |
| 102 Net change in fund balances | 522,069 | 1,696,837 | | 577,374 | |
| 102 Fund Balance (deficit), Beginning | (963,746) | (963,746) | | (963,746) | |
| 102 Fund Balance (deficit), Ending | (441,678) | 733,091 | | (386,372) | |

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| 110 HARBOR CRA 2003-2043 (RESTRICTED; ECON DEV) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 110-31 County TIF | 489,090 | 493,032 | | 982,122 | (3,942) |
| 110-31 City TIF (Ad Valorem) | 494,030 | 494,030 | | 988,060 | - |
| 110-36 Miscellaneous Income | - | 10,401 | | 10,401 | (10,401) |
| 110-36 Investment Income | 1,450 | 5,912 | | 6,879 | (4,462) |
| **TOTAL REVENUES** | **984,570** | **1,003,375** | | **1,987,462** | **(18,805)** |
| 110-55 Economic Environment | 171,083 | 15,018 | 37,528 | 132,552 | 118,536 |
| 110-59 Capital Outlay | 9,100,000 | 9,028,088 | - | 9,028,088 | 71,912 |
| **TOTAL EXPENDITURES** | **9,271,083** | **9,043,106** | **37,528** | **9,160,640** | **190,448** |
| **Excess (deficiency) of revenues over expenditures** | **(8,286,513)** | **(8,039,731)** | | **(7,173,178)** | |
| 110-38 Transfers In | 17,501,307 | 8,500,000 | | 17,501,307 | 9,001,307 |
| 110-58 Transfers Out | (9,336,335) | (161,522) | | (9,336,912) | (9,174,813) |
| **Total other financing sources (uses)** | **8,164,972** | **8,338,478** | | **8,164,395** | **(173,506)** |
| 110 Net change in fund balances | (121,541) | 298,747 | | 991,217 | |
| 110 Fund Balance (deficit), Beginning | 730,649 | 730,649 | | 730,649 | |
| 110 Fund Balance (deficit), Ending | 609,108 | 1,029,396 | | 1,721,866 | |

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| 111 FLORIDA BUILDING CODE FUND (RESTRICTED; PUBLIC SAFETY) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 111-32 Licenses and Permits | 1,021,940 | 318,011 | | 999,305 | 703,929 |
| 111-36 Investment Income | 130 | 4,107 | | 4,193 | (3,977) |
| **TOTAL REVENUES** | **1,022,070** | **322,118** | | **1,003,498** | **699,952** |
| 111-52 Public Safety | 1,262,744 | 352,032 | 4,959 | 1,184,572 | 905,753 |
| 111-59 Capital Outlay | 116,000 | - | 56,750 | 172,750 | 59,250 |
| **TOTAL EXPENDITURES** | **1,378,744** | **352,032** | **61,709** | **1,357,322** | **965,003** |
| **Excess (deficiency) of revenues over expenditures** | **(356,674)** | **(29,914)** | | **(353,824)** | |
| 111-38 Transfers In | - | - | | - | - |
| 111-58 Transfers Out | (98,671) | (17,939) | | (83,720) | (80,732) |
| **Total other financing sources (uses)** | **(98,671)** | **(17,939)** | | **(83,720)** | **(80,732)** |
| 111 Net change in fund balances | (455,345) | (47,854) | | (437,544) | |
| 111 Fund Balance (deficit), Beginning | 342,260 | 342,260 | | 342,260 | |
| 111 Fund Balance (deficit), Ending | (113,086) | 294,406 | | (95,284) | |

Need to increase Permit Fees

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| 122 PARKING FUND (COMMITTED; TRANSPORTATION) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 122-34 Charges for Services | 579,740 | 93,023 | | 479,516 | 486,717 |
| 122-36 Investment Income | 440 | 9,005 | | 9,299 | (8,565) |
| **TOTAL REVENUES** | **580,180** | **102,028** | | **488,815** | **478,152** |
| 122-54 Transportation | 158,807 | 12,133 | - | 118,004 | 146,674 |
| 122-59 Capital Outlay | 585,340 | - | 60,340 | 585,340 | 525,000 |
| **TOTAL EXPENDITURES** | **744,147** | **12,133** | **60,340** | **703,344** | **671,674** |
| **Excess (deficiency) of revenues over expenditures** | **(163,967)** | **89,896** | | **(214,529)** | **(193,523)** |
| 122-38 Transfers In | - | - | | - | - |
| 122-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **-** | **-** | | **-** | **-** |
| 122 Net change in fund balances | (163,967) | 89,896 | | (214,529) | |
| 122 Fund Balance (deficit), Beginning | 1,030,856 | 1,030,856 | | 1,030,856 | |
| 122 Fund Balance (deficit), Ending | 866,889 | 1,120,752 | | 816,327 | |

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| 125 TECH FUND (COMMITTED; PUBLIC SAFETY) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 125-36 Investment Income | 420 | 5,446 | | 5,726 | (5,026) |
| **TOTAL REVENUES** | **420** | **5,446** | | **5,726** | **(5,026)** |
| 125-52 Public Safety | 50,000 | 1 | - | 33,335 | 49,999 |
| 125-59 Capital Outlay | 85,000 | 5,135 | 12,603 | 112,738 | 67,262 |
| **TOTAL EXPENDITURES** | **135,000** | **5,136** | **12,603** | **146,072** | **117,261** |
| **Excess (deficiency) of revenues over expenditures** | **(134,580)** | **310** | | **(140,346)** | |
| 125-38 Transfers In | 213,395 | 25,635 | | 153,945 | 187,760 |
| 125-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **213,395** | **25,635** | | **153,945** | **187,760** |
| 125 Net change in fund balances | 78,815 | 25,945 | | 13,599 | |
| 125 Fund Balance (deficit), Beginning | 442,346 | 442,346 | | 442,346 | |
| 125 Fund Balance (deficit), Ending | 521,161 | 468,291 | | 455,945 | |

-

| 127 WATER QUALITY IMPROVEMENT FUND (ENVIRONMENT; RESTRICTED) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 127-32 Licenses and Permits | 49,160 | 5,288 | | 38,061 | 43,873 |
| 127-36 Investment Income | 320 | 4,635 | | 4,848 | (4,315) |
| **TOTAL REVENUES** | **49,480** | **9,922** | **-** | **42,909** | **39,558** |
| 127-53 Physical Environment | 25,000 | - | - | 16,667 | 25,000 |
| 127-53 Capital Outlay | 259,938 | 58,343 | 124,523 | 182,866 | 77,072 |
| **TOTAL EXPENDITURES** | **284,938** | **58,343** | **124,523** | **199,533** | **102,072** |
| **Excess (deficiency) of revenues over expenditures** | **(235,458)** | **(48,421)** | | **(156,624)** | |
| 127-38 Transfers In | - | - | | - | - |
| 127-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **-** | **-** | | **-** | **-** |
| 127 Net change in fund balances | (235,458) | (48,421) | | (156,624) | |
| 127 Fund Balance (deficit), Beginning | 394,723 | 394,723 | | 394,723 | |
| 127 Fund Balance (deficit), Ending | 159,265 | 346,302 | | 238,099 | |

| 129 OKA 1/2 PENNY 01/01/2019-12/31/2029 (COMMITTED; CAPITAL OUTLAYS) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 129-31 Sales and Use Taxes | 1,726,259 | 493,807 | | 1,898,018 | 1,232,452 |
| 129-36 Investment Income | 4,760 | 57,572 | | 60,746 | (52,812) |
| **TOTAL REVENUES** | **1,731,019** | **551,379** | | **1,958,764** | **1,179,640** |
| 129-59 Capital Outlay | 2,807,981 | 35,434 | 875,157 | 1,839,790 | 1,897,390 |
| **TOTAL EXPENDITURES** | **2,807,981** | **35,434** | **875,157** | **1,839,790** | **1,897,390** |
| **Excess (deficiency) of revenues over expenditures** | **(1,076,962)** | **515,945** | | **118,973** | |
| 129-38 Transfers In | - | - | | - | - |
| 129-58 Transfers Out | (353,648) | (116,627) | | (353,648) | (237,021) |
| **Total other financing sources (uses)** | **(353,648)** | **(116,627)** | | **(353,648)** | **(237,021)** |
| 129 Net change in fund balances | (1,430,610) | 399,318 | | (234,674) | |
| 129 Fund Balance (deficit), Beginning | 5,715,003 | 5,715,003 | | 5,715,003 | |
| 129 Fund Balance (deficit), Ending | 4,284,394 | 6,114,321 | | 5,480,328 | |

-

| 213 DEBT SERVICE<br>2013 NOTE<br>(RESTRICTED; DEBT SERVICE) | FY2024<br>PROPOSED<br>BUDGET | FY2024<br>YTD Actuals | FY2024<br>ENCUMBRANCES | FY2024<br>PROJECTION | FY2024<br>AVAILABLE<br>BUDGET |
|---|---|---|---|---|---|
| 213-36 Investment Income | 250 | 2,449 | | 2,615 | (2,199) |
| **TOTAL REVENUES** | **250** | **2,449** | | **2,615** | **(2,199)** |
| 213-59 Debt Service Principal | 436,296 | 1 | - | 436,297 | 436,295 |
| 213-59 Debt Service Interest | 117,275 | - | - | 117,275 | 117,275 |
| **TOTAL EXPENDITURES** | **553,571** | **1** | **-** | **553,572** | **553,570** |
| **Excess (deficiency) of revenues over expenditures** | **(553,321)** | **2,448** | | **(550,956)** | |
| 213-38 Transfers In | 553,571 | 184,524 | | 553,571 | 369,047 |
| 213-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **553,571** | **184,524** | | **553,571** | **369,047** |
| 213 Net change in fund balances | 250 | 186,972 | | 2,615 | |
| 213 Fund Balance (deficit), Beginning | 93,987 | 93,987 | | 93,987 | |
| 213 Fund Balance (deficit), Ending | 94,237 | 280,959 | | 96,602 | |

| 214 DEBT SERVICE<br>2014 NOTE<br>(RESTRICTED; DEBT SERVICE) | FY2024<br>PROPOSED<br>BUDGET | FY2024<br>YTD Actuals | FY2024<br>ENCUMBRANCES | FY2024<br>PROJECTION | FY2024<br>AVAILABLE<br>BUDGET |
|---|---|---|---|---|---|
| 214-36 Investment Income | 300 | 3,918 | | 4,118 | (3,618) |
| **TOTAL REVENUES** | **300** | **3,918** | | **4,118** | **(3,618)** |
| 214-59 Debt Service Principal | 457,081 | 1 | | 457,082 | 457,080 |
| 214-59 Debt Service Interest | 274,771 | 137,385 | | 274,771 | 137,386 |
| **TOTAL EXPENDITURES** | **731,852** | **137,386** | **-** | **731,852** | **594,466** |
| **Excess (deficiency) of revenues over expenditures** | **(731,552)** | **(133,468)** | | **(727,734)** | |
| 214-38 Transfers In | 731,852 | 243,951 | | 731,928 | 487,901 |
| 214-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **731,852** | **243,951** | | **731,928** | **487,901** |
| 214 Net change in fund balances | 300 | 110,483 | | 4,194 | |
| 214 Fund Balance (deficit), Beginning | 247,434 | 247,434 | | 247,434 | |
| 214 Fund Balance (deficit), Ending | 247,734 | 357,917 | | 251,628 | |

| 221 DEBT SERVICE 2021 NOTE (RESTRICTED; DEBT SERVICE) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 221-36 Investment Income | 40 | 544 | | 571 | (504) |
| **TOTAL REVENUES** | **40** | **544** | | **571** | **(504)** |
| 221-59 Debt Service Principal | 1,232,000 | 409,069 | | 1,232,069 | 822,931 |
| 221-59 Debt Service Interest | 74,514 | 26,388 | | 74,514 | 48,126 |
| 221-51 General Government | - | - | | - | - |
| **TOTAL EXPENDITURES** | **1,306,514** | **435,457** | **-** | **1,306,583** | **871,057** |
| **Excess (deficiency) of revenues over expenditures** | **(1,306,474)** | **(434,913)** | | **(1,306,013)** | |
| 221-38 Transfers In | 1,306,514 | 435,388 | | 1,306,514 | 871,126 |
| 221-58 Transfers Out | - | - | | - | - |
| 221-38 Proceeds from issuance of debt | - | - | | - | - |
| **Total other financing sources (uses)** | **1,306,514** | **435,388** | | **1,306,514** | **871,126** |
| 221 Net change in fund balances | 40 | 475 | | 502 | |
| 221 Fund Balance (deficit), Beginning | 807 | 807 | | 807 | |
| 221 Fund Balance (deficit), Ending | 847 | 1,282 | | 1,309 | |

| 300 RENEWAL AND REPLACEMENT (COMMITTED; CAPITAL OUTLAYS) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 300-36 Investment Income | 2,360 | 28,983 | | 76,983 | (26,623) |
| **TOTAL REVENUES** | **2,360** | **28,983** | | **76,983** | **(26,623)** |
| 300-59 Capital Outlay | 5,318,373 | 700,582 | 3,082,310 | 7,134,151 | 1,535,481 |
| **TOTAL EXPENDITURES** | **5,318,373** | **700,582** | **3,082,310** | **7,134,151** | **1,535,481** |
| **Excess (deficiency) of revenues over expenditures** | **(5,316,013)** | **(671,599)** | | **(7,057,168)** | |
| 300-38 Transfers In | 3,986,926 | 184,246 | | 3,952,188 | 3,802,680 |
| 300-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **3,986,926** | **184,246** | | **3,952,188** | **3,802,680** |
| 300 Net change in fund balances | (1,329,087) | (487,352) | | (3,104,980) | |
| 300 Fund Balance (deficit), Beginning | 2,252,268 | 2,252,268 | | 2,252,268 | |
| 300 Fund Balance (deficit), Ending | 923,181 | 1,764,916 | | (852,713) | |

-

| 305 GRANT AND GF CAPITAL PROJECT FUND (RESTRICTED; CAPITAL OUTLAYS) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 305-33 Intergovernmental | 10,244,306 | 14,135 | | 5,332,940 | 10,230,171 |
| 305-36 Contributions | - | - | | - | - |
| **TOTAL REVENUES** | **10,244,306** | **14,135** | | **5,332,940** | **10,230,171** |
| | | | | | |
| 305-53 Physical Environment | - | - | - | - | - |
| 305-59 Capital Outlay | 12,423,077 | 162,116 | 1,236,522 | 5,740,557 | 11,024,438 |
| **TOTAL EXPENDITURES** | **12,423,077** | **162,116** | **1,236,522** | **5,740,557** | **11,024,438** |
| | | | | | |
| **Excess (deficiency) of revenues over expenditures** | **(2,178,770)** | **(147,981)** | | **(407,617)** | |
| | | | | | |
| 305-38 Transfers In | 2,178,770 | 18,845 | | 413,097 | 2,159,925 |
| 305-58 Transfers Out | - | - | | - | - |
| **Total other financing sources (uses)** | **2,178,770** | **18,845** | | **413,097** | **2,159,925** |
| | | | | | |
| 305 Net change in fund balances | - | (129,136) | | 5,480 | |
| 305 Fund Balance (deficit), Beginning | (0) | (0) | | (0) | |
| 305 Fund Balance (deficit), Ending | (0) | (129,136) | | 5,481 | |

-

| 315 IMPACT AND OTHER RESTRICTED (CAPITAL OUTLAYS) | FY2024 PROPOSED BUDGET | FY2024 YTD Actuals | FY2024 ENCUMBRANCES | FY2024 PROJECTION | FY2024 AVAILABLE BUDGET |
|---|---|---|---|---|---|
| 315-32 Impact Fees | 105,500 | 38,005 | | 108,338 | 67,495 |
| 315-32 Licenses and Permits | 1,020,760 | 263,675 | | 944,181 | 757,085 |
| 315-31 Sales and Use Taxes | 267,012 | 82,978 | | 260,986 | 184,034 |
| 315-36 Investment Income | 1,870 | 51,747 | | 52,993 | (49,877) |
| 315-36 Miscellaneous Revenue | - | - | | - | - |
| **TOTAL REVENUES** | **1,395,142** | **436,404** | | **1,366,499** | **958,738** |
| | | | | | |
| 315-53 Physical Environment | - | - | - | - | - |
| 315-59 Capital Outlay | 5,418,631 | 907,136 | 200,043 | 4,340,229 | 4,311,452 |
| **TOTAL EXPENDITURES** | **5,418,631** | **907,136** | **200,043** | **4,340,229** | **4,311,452** |
| | | | | | |
| **Excess (deficiency) of revenues over expenditures** | **(4,023,489)** | **(470,731)** | | **(2,973,730)** | |
| | | | | | |
| 315-38 Transfers In | - | - | | - | - |
| 315-58 Transfers Out | (499,817) | - | | (333,211) | (499,817) |
| **Total other financing sources (uses)** | **(499,817)** | **-** | **-** | **(333,211)** | **(499,817)** |
| | | | | | |
| 315 Net change in fund balances | (4,523,306) | (470,731) | | (3,306,941) | |
| 315 Fund Balance (deficit), Beginning | 5,152,462 | 5,152,462 | | 5,152,462 | |
| 315 Fund Balance (deficit), Ending | 629,156 | 4,681,731 | | 1,845,521 | |

ITEM # 2024-7604

**CITY OF DESTIN – COMMUNITY DEVELOPMENT**

# AGENDA ITEM

**MEETING DATE: March 20, 2024**
**BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee**
**TYPE OF AGENDA ITEM: Action Item**
**OUTLINE NUMBER: 4.B.**

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**TO:** Town Center Community Redevelopment Agency Advisory Committee

**THRU:** Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

**FROM:** Steve O'Connor, Principal Planner

**DATE:** March 13, 2024

**SUBJECT:** Community Redevelopment Areas Master Plans 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 Community Redevelopment Area (CRA) Master Plans consists of **Three Phases:**

**PHASE 1: EXISTING CONDITIONS AND REGULATIONS - COMPLETE**
**PHASE 2: ANALYSIS AND PLAN UPDATE RECOMMENDATIONS- COMPLETE**
**PHASE 3: COMPILATION OF FINAL DRAFT - COMPLETE**

Tonight's meeting is one of the last remaining steps to complete the adoption of the **Town Center CRA Master Plan.** Staff provided the **Draft Destin Town Center Community Development Area Master Plan,** and tonight Staff will ask the Committee to review and proceed with the following:

1) **provide feedback on any changes or suggestions,** and/or
2) **make a recommendation to the CRA Board for their consideration and adoption**.

Staff will update and complete any substantive comments provided by the committee members that are motioned and approved by the committee. Once the approved changes are completed, Staff will present the Draft Town Center Master Plan to the CRA Board.

The Final Draft presented is the culmination of the Committee's, 3TP Ventures, LLC, and Staff's effort to update and provide the highest quality analysis, recommendations, and direction, for the continued redevelopment of the Town Center area. Through open and continuing engagement, the Plan was developed by listening to the Committee's, the Public's, and other stakeholders' concerns and recommendations. The public engagement also included the **Draft Mobility Plan,** as the two plans will complement each other to provide further insight into the objectives and priorities of not just the TCCRA but the surrounding areas of the City as well.

The new plan accomplishes this in a much clearer and focused method by:

1. **Identifying the existing conditions and deficiencies of the TCCRA**
2. **Explicitly calling out the priorities and projects**
3. **Provide a logical and legal foundation that will help shape decision-making now and in the future.**

From this point, if adopted, all decisions and recommendations from the committee can now be based on the foundation that the Master Plan provides.

**Comprehensive Plan Compliance**

The **Draft Master Plan**, if adopted, will satisfy many objectives of the adopted Comprehensive Plan. Specifically, through many of the Goals, Objectives, and Policies of ***Chapter 10 - Economic Development.*** But it is not limited to just Chapter 10, it also helps develop and realize ***Chapter 4 - Public Facilities*** and ***Chapter 7 - Recreation and Open Space***.

A. **Link to Strategic Goals / Objectives:** I. Enhance Quality of Life
II. Economic Development and Revitalization
III. 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 address 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 recommend approval of the **Town Center CRA Master Plan Final Draft** to the CRA Board for their consideration.

**ALTERNATIVE MOTIONS:**

I move to recommend approval of the **Town Center CRA Master Plan Final Draft** to the CRA Board for their consideration with modifications.

or

I move to recommend denial of the **Town Center CRA Master Plan Final Draft** to the CRA Board for their consideration.

**ITEM # 2024-7604**

Attachments:

1. Destin Town Center CRA Final Plan (DRAFT) (003)

# DESTIN TOWN CENTER CRA PLAN - DRAFT

2/8/2024

# TABLE OF CONTENTS

**Executive Summary** .......... **2**

**Introduction** .......... **6**

**District Existing Conditions Analysis** .......... **10**

**Strategic Approach to Town Center** .......... **18**

Issues and Opportunities .......... 18

Strategies .......... 20

**Investment in Town Center** .......... **21**

Prioritization .......... 21

Projects .......... 23

**Implementation** .......... **32**

**Financial Plan** .......... **40**

**Legal/Regulatory Issues** .......... **46**

**Appendices** .......... **48**

# EXECUTIVE SUMMARY

The Town Center CRA Plan is the Community Redevelopment Plan for the Town Center district of the City. The Town Center district encompasses about 515 acres stretching east to west from Airport Road to Beach Drive, and north to south from Airport Road/Legion Drive to Highway 98. The City of Destin first adopted a Community Redevelopment Plan for the district in 1998 and updated it in 2014. The City's long-standing vision of Town Center is a special place in the center of Destin that will be highly walkable and enjoyed by everyone. The 2024 Plan update brings in refreshed strategies and projects to help create such a place in the heart of Destin.

The Town Center CRA Plan also fulfills the requirements of Florida Statutes 163.360 for CRA plans. As such, the intent of the Plan is to address "blight" and utilize property taxes collected within the district boundary for public improvements and redevelopment specifically within the district. All funds used for the CRA must support the implementation of public improvements and strategies within the adopted Plan for the CRA district. The required Finding of Necessity Report prepared when the CRA District was established identified several infrastructure issues, including an inadequate street layout, as contributing to the "blight" condition. These issues continue to hinder the City's goals for Town Center.

The 2024 update focused on refining the City's strategy for Town Center and identifying and prioritizing the most important projects for achieving the City's goals. The City's strategy recognizes the Town Center is a large district, much larger than the downtown areas of comparable coastal cities in Florida. Therefore, it is important to focus investment in an area or areas where the development of a vibrant, pedestrian-oriented, district is most attainable. The Plan Update includes a strategy comprised of four main pillars:

1. **Identify a specific place** within the Town Center district that is suitable to be developed as Destin's "Town Center" with multiple blocks of development in a walkable form.
2. **Establish design standards** for this place that cover elements such as street design, building frontages, public space/park locations, landscaping, lighting, and parking.
3. **Use the CRA funds as an incentive** for builders to create public spaces and infrastructure within their projects that are consistent with the design standards.
4. **Market the opportunity** for a public/private partnership to create a great place in Destin.

The City also used the 2024 Plan Update as an opportunity to revisit its goals for the district, refresh the project list, and to prioritize projects based on their consistency with the vision and goals. The Town Center CRA Advisory Committee identified four key principles for investment in the CRA going forward:

1. Improve connectivity
2. Enhance safety
3. Create more green spaces
4. Support economic development

With these principles in mind the Town Center CRA Advisory Committee reviewed and prioritized the key projects it would like to implement in the coming years. These are shown on Figure 1 and described in more detail later in the Plan. The top priority, which is a new concept in the Town Center CRA Plan, is to use CRA funds as an incentive for creating a true downtown and arts district. The City would use CRA funds to develop design standards for this place and then have the option to use CRA funds as an incentive, supporting construction of the preferred design elements that fall within the public realm (parks, sidewalk, streets, etc.). The development incentive may also support increased architectural design standards, as required by the Comprehensive Plan.

The City's second ranked priority is construction of the Linear Park, which would create a multi-use trail running east to west through the heart of Town Center. The third ranked priority is new and improved sidewalks and bike lanes to create the pedestrian environment envisioned for Town Center. While all the projects included in the Plan are important to the City and the CRA Advisory Committee, prioritization is helpful because the City likely will not have enough CRA revenue to pay for all of the improvements that are included in the Plan. Other sources of revenue can help the City implement some of the projects, such as the Cross Town Connector, which the City can finance with a potential future Mobility Fee.

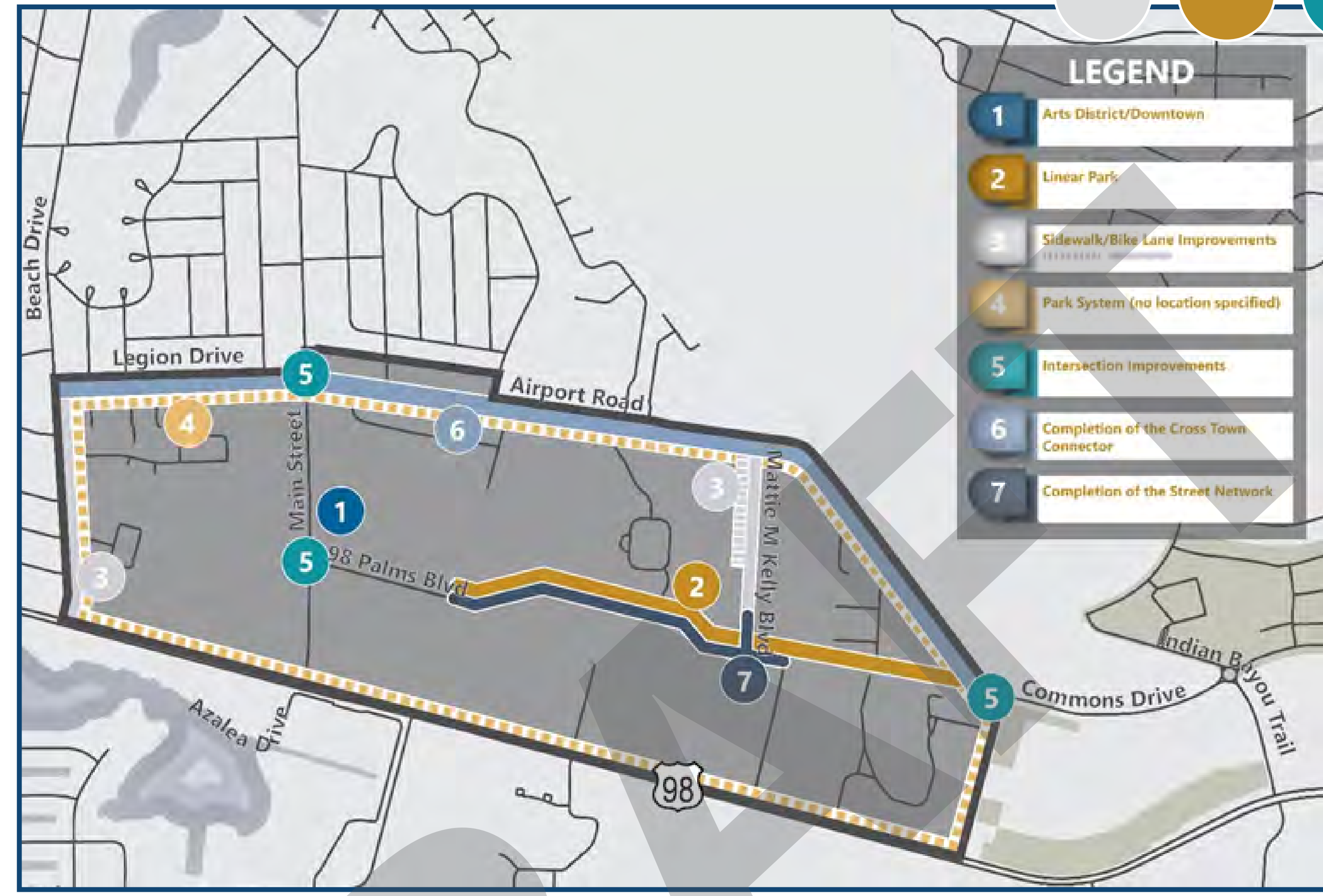




*Figure 1 - Projects for Town Center CRA*

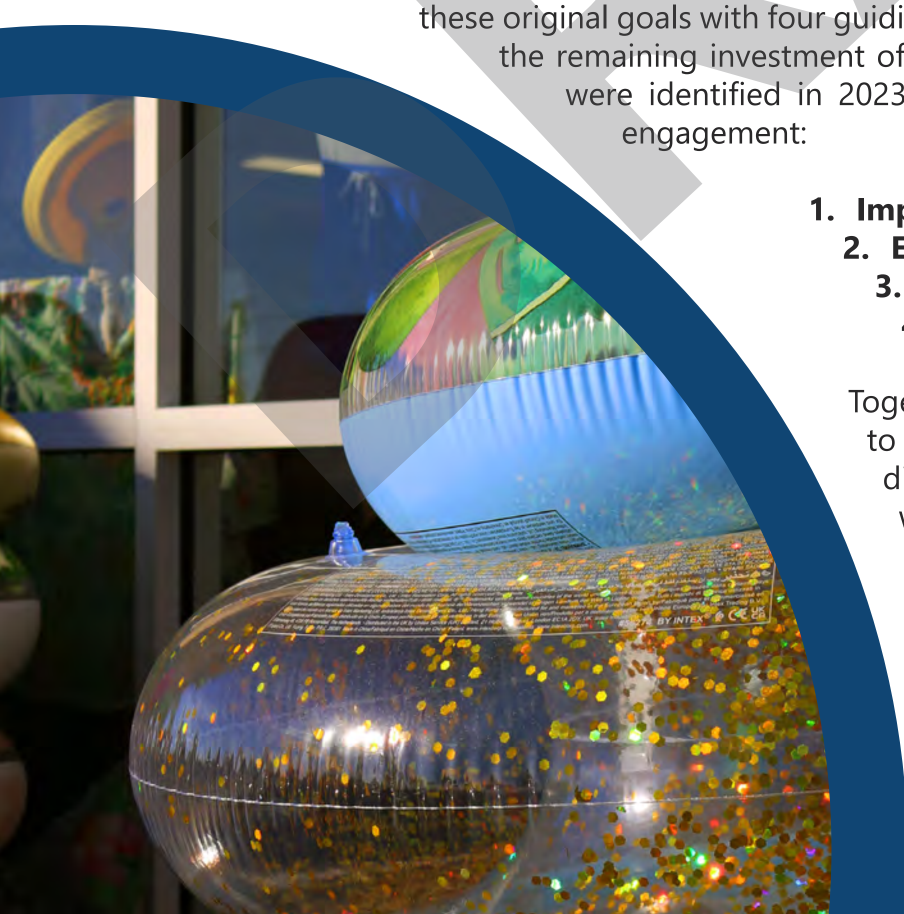
The following pages present the Town Center CRA Plan in several key sections. First is an analysis of the existing conditions of the Town Center district including the categories of land use, transportation, parking and stormwater management. Then comes a discussion of the overarching issues and strategies for the Town Center. The third key section provides a detailed list of key projects, their prioritization, and cost estimates. The plan concludes with details related to the implementation of the Plan and a detailed breakdown the finances of the CRA, including encumbered and forecasted revenue through the duration of the Town Center CRA, which is set to expire in 2038.

# INTRODUCTION

The Town Center of Destin was identified through the Destin's Vision 2000 process as a candidate for a redevelopment area, anchored by the Main Street corridor. At the time, the following goals were found to be related to this Town Center area:

- **People Goal**
  To develop Destin into a successful "People Place" that attracts, retains, and inspires those of all ages and incomes to use and enjoy the community.
- **Movement Goal**
  To develop Destin with an efficient, high quality, multi-modal movement system with attractive shelters, shops and transfer stations.
- **Activity Goal**
  To develop Destin with a broad and diverse set of activity centers that accommodate, stimulate and reinforce residing, working and visiting in a great waterfront city setting.
- **Amenity Goal**
  To create and enhance a "quality of life" for Destin that attracts and sustains a diversity of visual and use elements for cultural, entertainment, recreation and environmental experiences.
- **Opportunity Goal**
  To develop Destin to attract and continue a process of value creation actions that invests time, dollars, resources and creativity to enhance the value, tax base, image and quality of life for Destin.

While these remain important goals for the area, the Town Center has changed over the last 20 years. There have been public improvements undertaken in this area, as well as changes to development and business occupation. Therefore, the Town Center CRA Advisory Committee refreshed these original goals with four guiding principles of what it hopes to achieve with the remaining investment of CRA funds. The four principles listed below were identified in 2023 through the CRA Plan Update and public engagement:



1. **Improve Connectivity**
2. **Enhance Safety**
3. **Create More Green Spaces**
4. **Support Economic Development**

Together the original and refreshed goals point to an overarching vision for the Town Center district as a vibrant, walkable downtown center with a focus on the arts, increased walkability, and park space for residents of all ages, and making the Town Center a destination within Destin. The 2023 Plan update focuses on the current condition of the Town Center CRA district, updated public improvement projects and financial strategies to implement the vision for this area by the expiration of the CRA in 2038.

## HISTORY

The Town Center Community Redevelopment Area (CRA) was established in 1998 to address the conditions of the area contributing to "blight", consistent with the Florida Statutes at the time. The Finding of Necessity Report, which outlined the blighted conditions, listed the following as contributing factors:

- Defective or inadequate street layout;
- Unsanitary or unsafe conditions;
- Deterioration of site or other improvements (stormwater facilities, roadways, streetscape, sidewalks, streetlighting and code enforcement);
- Faulty/inadequate street layout, parking, roadways, bridges or public transportation facilities incapable of handling the volume of traffic flow into or through the area.

With the establishment of the Town Center CRA, the City of Destin also adopted the Town Center CRA Plan, which outlined goals and objectives. Among the major recommendations of the Town Center CRA Plan at the time of adoption were:

- An expanded Town Center.
- Create an office/residential mixed-use district.
- Establish a neighborhood park and conservation area.
- Develop a grid street pattern.
- Create streets with character.
- Locate entry gateways and key locations.

To achieve these goals the City in its Town Center CRA Plan outlined several public improvements and projects, forecasted tax increment revenue, established a capital improvement plan and operating budget, conducted a neighborhood impact assessment, and set an implementation plan for the Town Center CRA.

The Town Center CRA Plan was most recently updated in 2014, which included an update of projects and financial information. Due to the economic downturn in 2008, the Town Center CRA did not accrue the amount of revenue originally projected. As a result, an interlocal agreement between the City of Destin and Okaloosa County was executed in 2015, which extended the duration of the Town Center CRA by ten (10) years to August 3, 2038. An inventory of completed or in progress public projects in the CRA district is provided in Appendix A.

## FINDING OF NECESSITY STUDY

In order to pursue redevelopment planning through the Community Redevelopment Act of Chapter 163, Florida Statutes, documentation must be provided to show that conditions existed in the target redevelopment area to justify a redevelopment designation. A finding of necessity justifies redevelopment planning in order to address the economic and social liability imposing burdens which decrease the tax base and reduce revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers elimination of traffic hazards and improvements of traffic facilities [Sec. 163.335 (1)].

In Destin, the study area designated is bounded by U.S. 98 to the south, Beach Drive on the west, Legion Drive and Airport Road to the north and Airport Road on the east. A legal description of the district boundary is included in Appendix A. The area contains approximately 517 acres, or 11% of the city's 4,525 total acres. The boundary map of the district is detailed below:

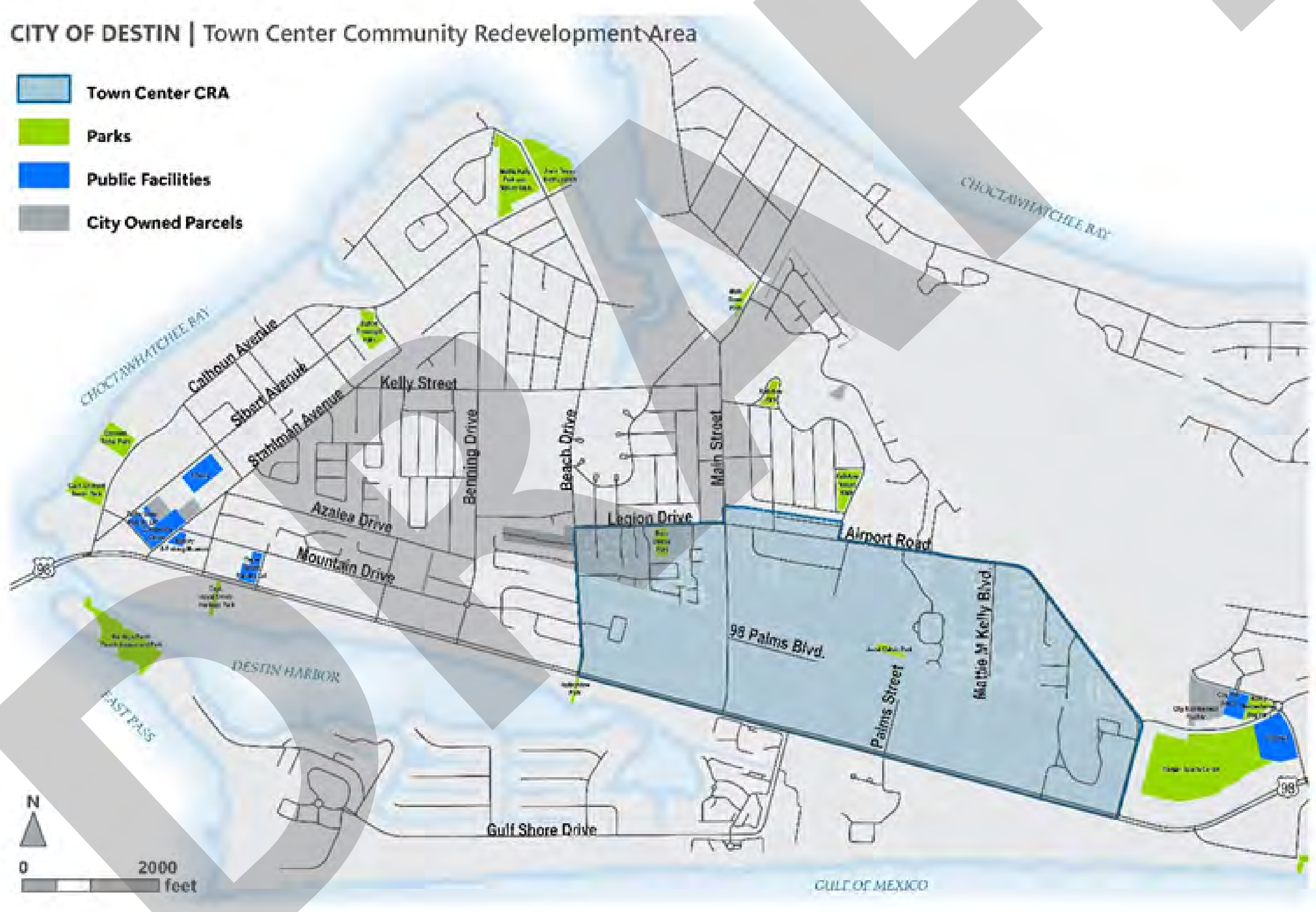



*Figure 2 - Boundary Map of Town Center CRA*

The Findings of Necessity Study examined the study area to determine if it was "blighted" as defined by Florida Statutes 163.340(8):

- An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:
    1. Predominance of defective or inadequate street layout;
    2. Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
    3. Unsanitary or unsafe conditions;
    4. Deterioration of site or other improvements;
    5. Tax or special assessment delinquency exceeding the fair value of the land; and
    6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area;

  Or
- An area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following construction.

In this case, the Finding of Necessity Study demonstrated that blighting factors, but no slum conditions, exist within the study area. The City Council adopted the Findings of Necessity, which identified several factors, including:

<u>Defective or inadequate street layout.</u> Many streets within the study area end in cul-de-sacs, resulting in circuitous routes to otherwise nearby uses. The lack of connectivity results in heavy usage of primary roads, like U.S. 98 and Airport Road. The large areas of vacant land which do not currently contain roads could exacerbate the existing circulation problems as they are developed if through-streets are not established.

<u>Unsanitary or unsafe conditions.</u> The entire study area contained inadequate or missing sidewalks, pedestrian crosswalks and dedicated bike lanes. At the time of the study, nineteen percent of the structural fires in Destin occurred in the study area, which constitutes only 11% of the city and which was almost 50% vacant.

<u>Deterioration of site or other improvements (stormwater facilities, roadways, streetscape, sidewalks, streetlighting and code enforcement).</u> Stormwater facilities were either outdated or nonexistent throughout the study area, leading to flooding and conflicting drainage patterns among subdivisions and in the industrial area. The stretch of U. S. 98 from Beach Drive to Airport Road has an adopted Level of Service (LOS) of E, along with the rest of U.S. 98 through Destin.

Streetscaping exists only within portions of certain medians on U. S. 98. There are no gateways identifying entrance into the area. Sidewalks are of substandard size and are reaching the end of their useful lifespan in many parts of the study area. Streetlighting is sparse and often is not coordinated with sidewalk locations. Ten percent of the city's code violations came from the study area during the last two years of the study period, despite the fact that approximately 50 % of the study area was vacant, and in its entirety only accounted for 11% of the city's acreage.

<u>Faulty/inadequate street layout, parking, roadways, bridges or public transportation facilities incapable of handling the volume of traffic flow into or through the area.</u>

U.S. 98, the primary east/west route through the region was nearing capacity, affecting all areas, not just the study area.

The Findings of Necessity revealed an area whose future depended upon addressing weaknesses which, if left unabated, could hinder the community's otherwise very bright future. Substantial opportunities still exist for a vibrant economy, a healthy mix of land uses and a strong, diverse residential base.

# DISTRICT EXISTING CONDITIONS ANALYSIS

The 2023 Plan update affirmed that several of the deficiencies from the Finding of Necessity Study for the district remain. For example, the Town Center District still lacks a network of streets forcing U.S. 98 and Airport Road to handle most of the vehicular traffic in the area and making it difficult to use non-auto modes of travel such as walking or biking. This key issue, and other existing 2023 conditions of the study area, are described in this section.

## LAND USE

The Town Center CRA contains 515.7 acres of land. Most of the land is privately owned except for public right of way, city-owned parcels and facilities, and parks. The CRA does not include any historic districts. Buck Destin Park and Jewel Melvin Park, a fire station, and Destin Water User's ( the City's water and wastewater provider) wastewater treatment plant are all within the Town Center CRA.

Land is dedicated primarily to commercial uses between U.S. 98 and 98 Palms Boulevard. The form of these commercial uses is primarily suburban, designed to facilitate access by vehicles. Larger commercial properties feature buildings set back far from the street with ample surface parking provided between the street and commercial frontage. Strip development along U.S. 98 is another common commercial form found in the Town Center CRA. This form accommodates several fast-food restaurants, fuel station, drug stores, and other convenience retail. Each of these properties typically has its own access driveway connected to U.S. 98. Residential uses are found mostly in the northwest and northeast portions of the Town Center CRA. The residential uses are mainly medium density with a mix of smaller lot single-family houses, townhomes, and apartments. Industrial uses and services are concentrated in the northern extent of the Town Center CRA, mostly along the south side of Airport Road.

Overall, the land use pattern is characterized mostly by single uses that are spread out and separated. Few mixed-use buildings or developments exist within the area. This presents a significant challenge toward the district becoming the more vibrant and walkable district the City envisions.



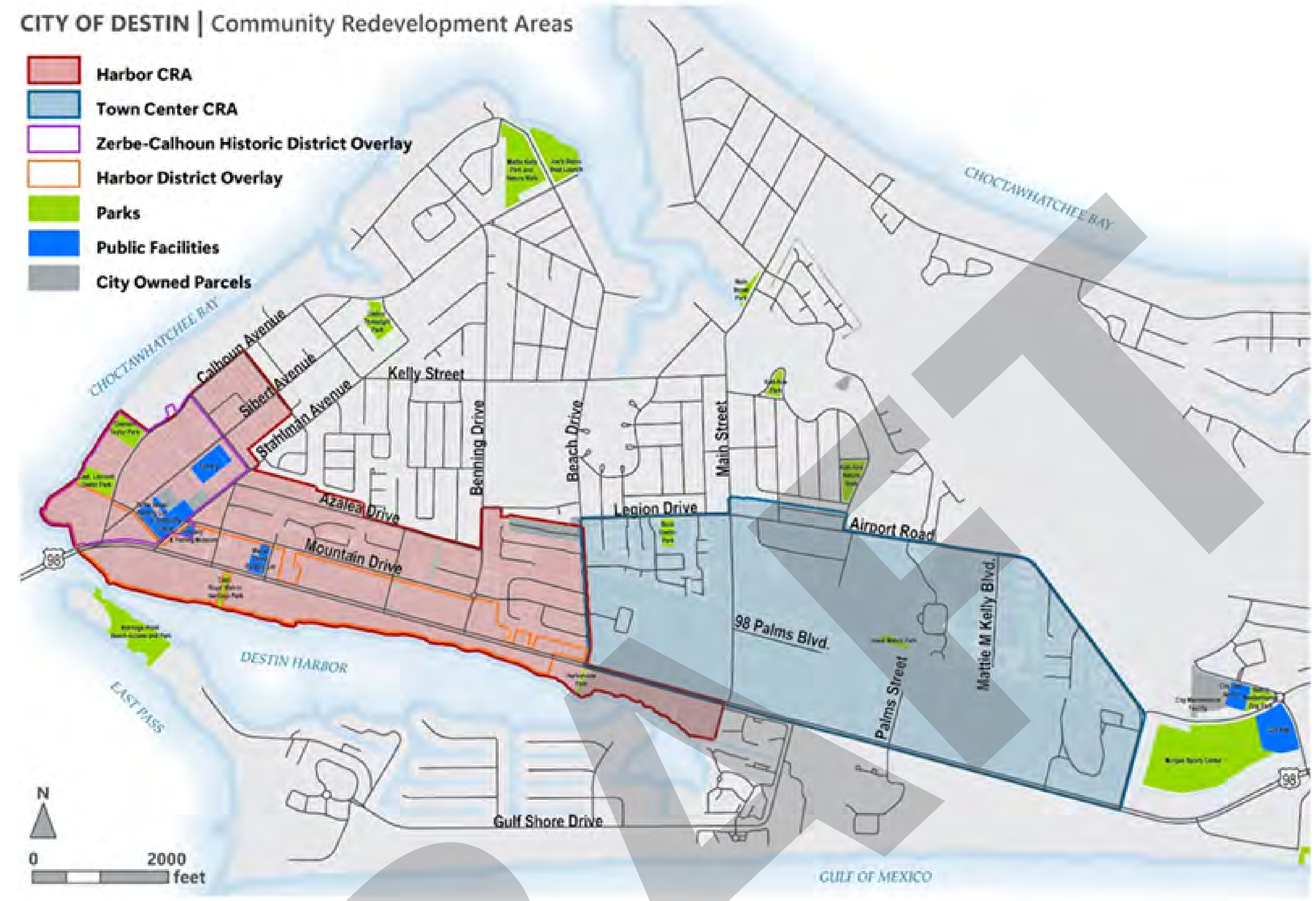




*Figure 3 - CRA District Boundaries*

Table 1 below shows the number of acres by land use type in the Town Center CRA. This is based on the future land use for each parcel as of January of 2023. Some parcels are vacant or undeveloped despite being designated for a specific use. There are about 34 undeveloped acres within the CRA and the average vacant parcel size is 1.07 acres. There are 1,299 dwelling units in the Town Center CRA.

*Table 1 - Land Uses in the Harbor CRA District*

| Land Use | Acres | Percent |
|---|---|---|
| Industrial | 27.8 | 5% |
| Institutional | 52.8 | 10% |
| Medium Density Residential | 32.1 | 6% |
| Recreational | 2.6 | 1% |
| Residential, Office, and Institutional | 108.6 | 21% |
| Town Center Mixed Use | 230.8 | 45% |
| Right-of-Way | 61.0 | 12% |
| ***Total*** | ***515.7*** | ***100%*** |

The Future Land Use Map and table below provides more detail on where these uses are allowed within the Town Center CRA, while Table 2 presents what each designation's limitations are for density, height, floor area ratio and open space.

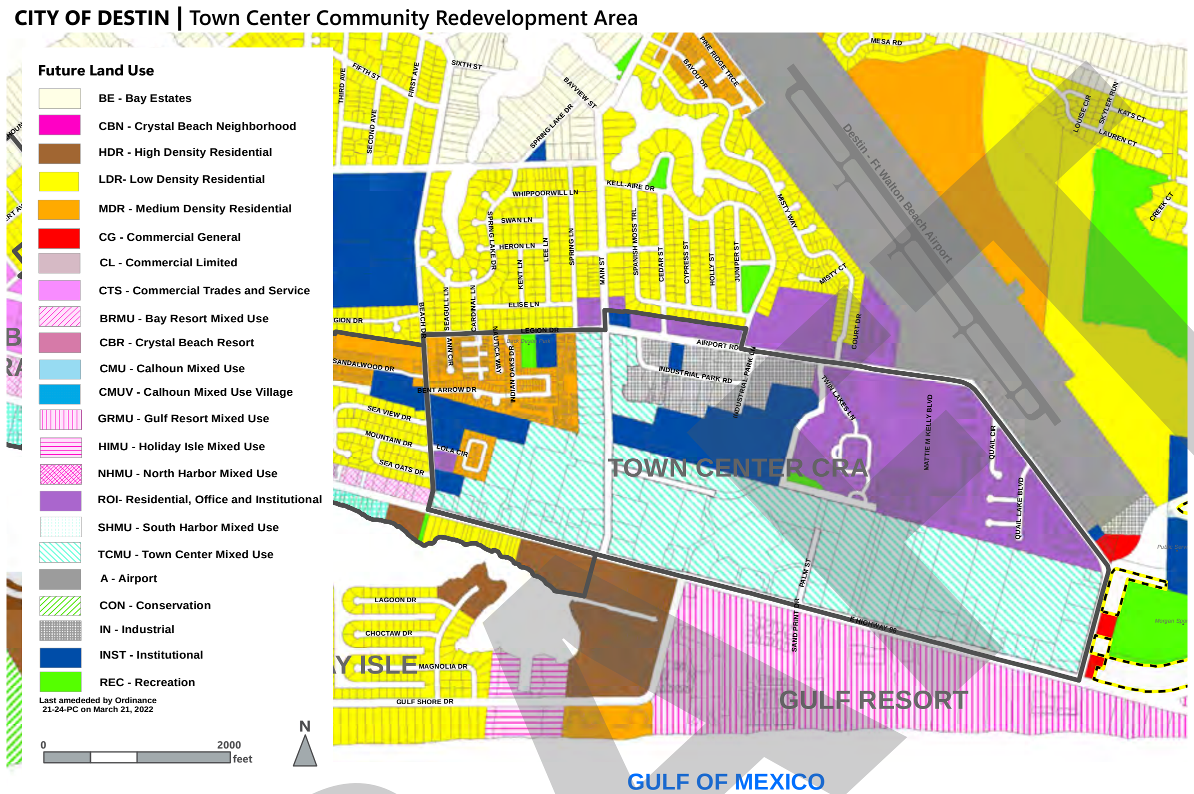



*Figure 4 - Zoning Map for the Town Center CRA as of March 24, 2023*

*Table 2 - Land Uses Limitations in the Town Center CRA District*

| Land Use | Acreage | Use Type | Max. Density (units/ acre) | Max. Height | Nonresidential Floor Area Ratio | Open Space (%) |
|---|---|---|---|---|---|---|
| **Medium Density Residential** | 32.07 | Single-Family Residential | 5.81 | 35'/3 stories | N/A | 25 |
| | | Multi-family Residential | 9.90 | 35'/3 stories | N/A | |
| **Residential, Office, Institutional** | 108.59 | Single-Family Residential | 9.90 | 35'/3 stories | N/A | 25 |
| | | Multi-family Residential | 12.00 | 50'/4 stories | N/A | |
| | | All other permitted nonresidential uses | N/A | 35'/3 stories | 0.5 | |
| **Town Center Mixed Use** | 230.84 | Single-Family Residential | 9.00 | 35'/3 stories | N/A | 25 |
| | | Multi-family Residential | 24.00 | 50'/4 stories | N/A | |
| | | All other permitted nonresidential uses | N/A | 75'/6 stories | 1.5 | |
| **Institutional** | 52.78 | Institutional Uses | N/A | 35'/3 stories | 0.5 | 25 |
| **Recreation** | 2.61 | Recreation Uses | N/A | 35'/3 stories | 0.2 | 25 |
| **Industrial** | 27.815 | Industrial Uses | N/A | 35'/3 stories | 1.30 | 25 |




## TRANSPORTATION

The Town Center CRA district depends on a limited number of large roadway facilities to provide mobility including U.S. 98, Main Street, and Airport Road. These facilities are inhospitable to pedestrians and incompatible with the City's goal of creating a more walkable district consistent with what many people would envision of a "Town Center." Therefore, the City is looking to create a more robust network of streets that achieve smaller blocks and support greater walkability. A few strategic investments would help the City move closer to its vision. This section summarizes the key issues, pulling from information the City collected and analyzed during the development of a Mobility Plan.

**KEY ISSUES**

- **Missing streets cause gaps in the transportation network for pedestrians and bicyclists**
- **Traffic volumes and pedestrian movements**
- **Level of service**

Among the key transportation issues within the Town Center CRA district are missing streets that cause gaps in the sidewalk and bicycle facility network. Figure 5 below depicts the collector street network and highlights missing sidewalks and bicycle facilities. It shows that collector streets in the Town Center, such as Main Street and Airport Road have these facilities unlike some collectors in the Harbor CRA district. However, the large block size and lack of a finer grain street network mean that walking and biking trips are difficult, which leads most people to make all their trips by vehicles. Correcting this fundamental deficiency is a focus of the City's Mobility Plan and is also important for addressing the original "blight" condition of faulty/inadequate street layout, parking, roadways, bridges or public transportation facilities incapable of handling the volume of traffic flow into or through the area.  This deficiency contributed to the Finding of Necessity for the Town Center CRA district.

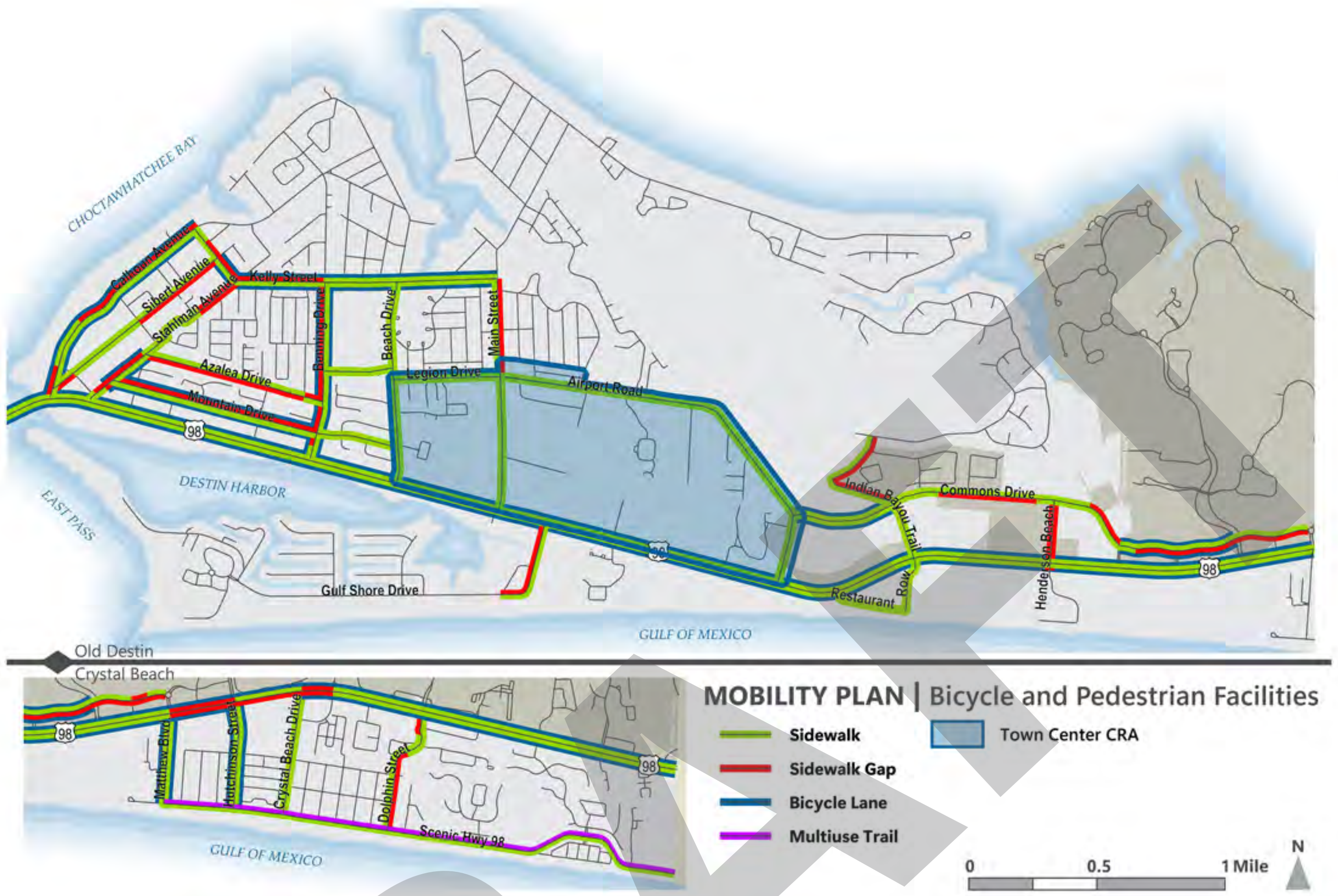



*Figure 5 - Bicycle and Pedestrian Facilities Gap*

Poor traffic and pedestrian movements are a problem for the Town Center that was identified in the previous Town Center CRA plan. The plan stated that the intent for the area was to provide "a grid system of streets both north/south and east/west, providing enhanced streetscapes improvements and by locating entry gateways at key locations in both the Town Center area and the perimeter of the redevelopment area." Furthermore, the plan stated "A key element of the redevelopment plan is to provide alternative transportation corridors that provide relief from the capacity problems on U.S. 98 and also create an internal, community-oriented network of streets within the redevelopment area. Without this system of new street corridors, the Town Center area will be permanently oriented to U.S. 98 and either by-passed or restricted by vehicle traffic." This continues to be an issue for the Town Center area, as the traffic volumes and level of service for major roadways indicates.

The table below lists traffic volumes for the PM peak hour and recent changes to volumes for arterial and collector roadways within the Town Center CRA district.

*Table 3 - Traffic volumes for arterial and collector roadways*

| Roadway | From | To | 2021 | 2017 | % Change |
|---|---|---|---|---|---|
| **U.S. 98** | Gulf Shores Drive | Airport Road | 3,538 | 3,047 | 16% |
| | Airport Road | Scenic Highway 98 | 3,996 | 3,159 | 26% |
| **Airport Road** | U.S. 98 | Commons Drive | 818 | 670 | 22% |
| | Commons Drive | Main Street | 1,894 | 1,980 | -4% |
| **Main Street** | U.S. 98 | 98 Palms Blvd | 619 | 1,081 | -43% |
| | Airport Road | Kelly Street | 1,076 | 1,001 | 7% |



Level of service is a quantitative measure of how well vehicle traffic flows on a roadway segment. The LOS describes roadways using a letter from A to F to describe performance, with A indicating the best performance and F the worst. It is important to note that the A to F letters do not necessarily indicate desired performance. A LOS of A is often not feasible, cost effective, or even desirable given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, "transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas." Therefore, LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard.

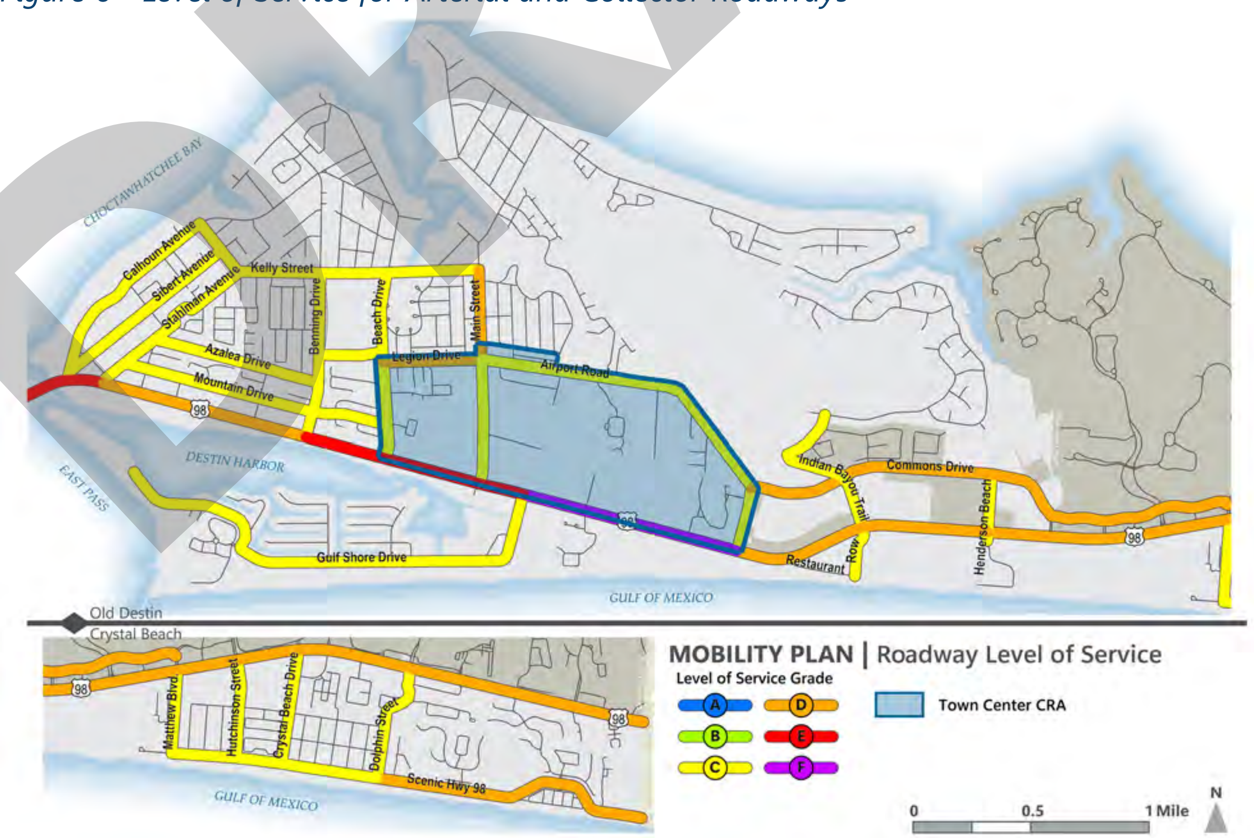
The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin's only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. A v/c ratio under 1.0 indicates this segment is meeting the LOS D standard. A v/c ratio of more than 1.0 indicates the segment is not meeting this standard. Green is meeting the standards, yellow is near the standard limit, and red is failing (does not meet the standards).

*Table 4 - Level of Service for US Hwy 98*

| US 98 Segments - Volume to Capacity | LOS | 2021 | 2016 | 2011 |
|---|---|---|---|---|
| **US Hwy 98 between Beach Drive and Main Street** | **E** | **1.01** | **0.95** | **1.03** |
| **US Hwy 98 between Main Street and Gulf Shore Drive** | **E** | **1.01** | **1.13** | **1.00** |
| **US Hwy 98 between Gulf Shore Drive and Airport Road** | **F** | **1.12** | **1.00** | **1.09** |

None of the City's collector roadways fall beneath the LOS D standard, as shown in the map below.

*Figure 6 - Level of Service for Arterial and Collector Roadways*




[1] Florida DOT 2020 Quality/Level of Service Handbook.

While vehicular LOS is an important measure of each street's congestion, Destin's streets do much more than move vehicles. They are an important part of the public realm, and it is important that they are safe and inviting for all users. Streets within the Town Center CRA are also evaluated against LOS standards for pedestrian, bike, and transit modes. New development within designated multimodal transportation districts (MMTDs) are required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards for collector roadways, which is LOS C for both bicycle and pedestrian modes. The Town Center CRA is within an MMTD, so this standard applies for its collector roadways.

## PARKING

Parking is needed to support Destin's economy. Tourists and people that travel to Destin for work each day depend on parking. However, parking also brings negative effects that the City should work to minimize. Large expanses of pavement contribute to stormwater runoff and flooding, and dedicating extensive land to surface parking reduces land that could otherwise be used for housing, parks and open space, and shops and restaurants that make Destin a desirable place.

Parking should be provided efficiently so that it does not degrade the quality of place and quality of life that people in Destin value. Parking is less of an issue within the Town Center CRA than it is other parts of the City. The challenge within the Town Center CRA will be to provide parking for future development and redevelopment in an efficient manner to avoid the large expanses of asphalt parking that detract from the sense of place that is desired by many people and businesses located within the Town Center CRA.

## STORMWATER MANAGEMENT

**The Town Center CRA has extensive impervious surfaces including buildings, roadways, and surface parking lots. These surfaces increase stormwater runoff volumes and affect water quality. Stormwater runoff is the leading cause of localized flooding and water quality concerns. Infrastructure - such as pipes, culverts, and conveyances - is a solution for addressing stormwater by helping manage surface runoff to protect property and prevent pollution.**

**The City's comprehensive plan recognizes the effects of stormwater runoff and calls for improving water quality by implementing stormwater best management practices to remove suspended solids and nutrients from runoff entering the Harbor and other receiving water bodies (objective 4-4.1). The City's 2021 Stormwater Master Plan Update identified projects that can help address runoff and improve water quality. One key issue and a recommended improvement project would affect the Town Center CRA:**

- **Flooding issues at the intersection of Main Street and 98 Palms Boulevard impact the travel lanes. The recommended improvement is two drainage structures at the intersection and a pipe conveyance system that ties into the existing drainage structure to the east on 98 Palms Boulevard at an estimated cost of about $119,000.**

**The Stormwater Master Plan also recommended the City adopt a stormwater utility fee, which would provide funding to replace aging stormwater infrastructure. The system needs frequent and costly repairs. These repairs are the City's responsibility, and the fee would provide a steady source of funding for upgrades and repairs to existing stormwater facilities.**

# STRATEGIC APPROACH TO TOWN CENTER

The existing conditions analysis pointed to several issues and opportunities in the Town Center CRA District. The issues and opportunities outlined in this section are intended to help the City prioritize investments in a manner that will help it achieve its vision for the Town Center. They also inform the CRA's strategic approach to revitalization.

## ISSUES & OPPORTUNITIES

The most prominent issue in the Town Center CRA District is that the vision of a walkable, vibrant district has not materialized. While the City has made notable improvements within the Town Center CRA, the idea of a central, walkable place has likely yet to materialize for several reasons:

1. **Town Center is a Large Area:** It is important to distinguish between the Town Center CRA and a Town Center that is a "special place in the center of Destin." The Town Center CRA at about 500 acres is likely too large to function as a Town Center. The Town Center Mixed Use zoning designation, which applies to a smaller area of 230 acres, is still larger than the typical downtown area for a city of Destin's size. The type of focal point envisioned in the Town Center CRA plan may occupy a space as small as 10 to 20 acres. The result is that the type of development envisioned for the Town Center may end up spread too thin and far apart to create the vibrant place with pedestrian traffic envisioned in the Plan. Figure 7 below shows how the Town Center CRA district compares with downtown areas of coastal communities in Florida. Downtown Stuart (navy-colored shape) is about 18 acres, the Downtown Fort Myers River District (yellow) is about 36 acres, Downtown Madeira Beach (blue) is about 13 acres, and Downtown Dunedin (orange) is about 104 acres. All of these downtowns could easily fit within the Town Center CRA district.


*Figure 7 - Town Center Compared to Coastal Florida Downtowns*



2. **Opportunities Beyond Main Street:** The Plan calls for focusing on the area adjacent to Main Street between U.S. 98 and Airport Road, including a pair of large suburban-style shopping centers, as the focal point of a future Town Center. However, this plan relies on redevelopment of private properties and several smaller sites fronting Main Street, which has proven to take a long-time to come to fruition. While redevelopment of an existing shopping center would present a major opportunity for the City, the focus on Main Street leaves out other underdeveloped or vacant parcels that are large enough to become the "special place in the center of Destin." For example, there are sites between Palm Street and Mattie Kelly Boulevard that are large enough for a significant mixed-use development with elements of a Town Center and the potential for new streets to fill in a walkable street grid.
3. **Financial Incentives for Town Center Style Development:** Several successful CRAs across Florida use a portion of their CRA funding to incentivize the type of development they want to see in the district. For example, these cities may reimburse a developer for building infrastructure consistent with City-approved design guidelines that go beyond what a developer would typically build. The Town Center CRA has not used this approach. While the CRA has funded important projects that have improved transportation access to the district and improve aesthetics, the CRA has not directly participated in supporting a development project that is consistent with its goals for the district. The CRA could utilize this approach once it identifies more detail on the design and location of the future Town Center.
4. **Large Blocks and Limited Connectivity:** The Town Center CRA Plan emphasizes the importance of building a grid of streets with short block lengths. This design is important for creating more pedestrian activity on the City's streets. Shorter blocks – such as 400 feet in length, or less - create more direct routes between point A and B for pedestrians and are known to increase foot traffic. Furthermore, building a gridded street network provides another option for siting retail and mixed-use development to the strip-style development that is accessed directly from U.S. 98. Insufficient connectivity results in heavy usage of U.S. 98 and Airport Road, which makes these roadways inhospitable to pedestrians and, as a result, not ideal to serve as the Main Street for Town Center. In the figure below, which shows four Florida downtowns overlaid on the CRA district, the white lines represent the street grid. All four of these downtowns have well connected streets with short blocks, which are critical ingredients in creating a walkable place with plenty of pedestrian traffic.
5. **Fragmented Property Ownership:** Having many parcels with many different owners is a common issue for cities like Destin. The dispersed ownership makes it difficult to coordinate development in a way that will lead to a true "Town Center" of a size typical of other downtowns in Florida. This underscores the importance of planning for how underutilized or vacant sites can be developed in the future in a manner that supports the City's goals for Town Center.

## STRATEGIES

These issues may appear daunting, but there is still significant opportunity in the Town Center CRA district for the City to achieve its goals. Below are several strategic considerations for the City as it embarks over the next decade on the next steps for realizing its vision for a true Town Center.

1. **Identify the Place:** The first step is to identify a specific place within the district that is suitable to be developed as Destin's special "Town Center." This place should be large enough to accommodate the development of multiple blocks of walkable development with a more compact form (short block lengths, buildings fronting the sidewalk, public open spaces/small public parks, etc.). These places in other Florida cities range from about 15 acres up to nearly 100 acres.
2. **Establish Design Standards for the Place:** Another important early step is to establish design standards for the place, which should cover elements such as street design/cross sections, building frontages, public space/park locations, landscaping, lighting, and parking locations. With design standards established the City can choose to partner with a developer to install public realm infrastructure that is consistent with the design standards. The four downtowns highlighted in Figure 7 represent several features common to vibrant places that should be incorporated into any future design guidelines:
    - Pedestrian and bike-friendly streets.
    - Streets that provide vehicular access but are designed for slow vehicular speeds.
    - Ample street trees, public spaces, and street furniture.
    - Well-defined street grid.
    - Access to adequate parking facilities, but not fronting the main pedestrian streets.
    - Mix of uses including restaurants, shops, housing, and more.
    - Continuous line of restaurants, shops, and entertainment fronting the street.
    - Incorporation of history, culture, and art that establishes a sense of place.
    - Clean, safe, and welcoming to all people.
    - A place that follows the "Rule of 10," which means 10 places that serve food, 10 that sell products besides food and 10 open after 5 PM.

3. **Public/Private Partnership to Support Implementation:** The Town Center CRA Plan has called out the need for a strong City/private partnership. The CRA funds represent an opportunity to create that partnership. The City, like several other Florida cities with a CRA, can use its CRA funds as a financial incentive for a developer to build the type of public realm and infrastructure that the City desires for its Town Center. For example, the City can reimburse a developer over time for building public infrastructure to the requirements of the design standards and developing buildings and public spaces in manner that is consistent with the design standards. More details and examples of this approach are provided below.

4. **Market the Plan:** Once the City updates its policies regarding where the Town Center should be located and the design for this place, it can market its plan and the opportunity for a public/private partnership to developers experienced with building great places in Florida.

Public/private partnerships to implement the Plan is a new approach introduced through the 2024 Plan Update. This is a common approach in Florida that is associated with several successful downtown revitalization efforts. More information on this concept is presented in the Implementation section.



# INVESTMENT IN TOWN CENTER

The primary purpose of the Plan Update is to identify and prioritize public improvements to take place within the Town Center CRA, consistent with Section 163.362 of the Florida Statutes. The goals, issues and opportunities, and strategies described above all point to projects the City may want to undertake within the Town Center CRA District. This section presents the key projects, as prioritized by the Town Center CRA Advisory Committee, with their cost estimate and other key details.

## PRIORITIZATION

Early in the process of updating the CRA Plan, the Town Center Advisory Committee identified specific areas of concern within the Town Center CRA district, which were sorted into the four guiding principles of safety, connectivity, green space, and economic development. Using these themes, the consulting team identified key projects that would improve pedestrian, bicycle and vehicular connectivity and safety, as well as expanded upon the projects brought up by Advisory Committee members to address improvements to green space availability and economic development in the Town Center district.

The Town Center CRA Advisory Committee in May 2023 provided input on its project priorities, which resulted in the prioritized list presented in this section. The results of the priority exercise with the Advisory Committee shown below indicate generally how the projects were ranked, and the average percentage of CRA funding that the Committee would allocate to each project. The priority order does not imply they will be implemented in that order. The City may advance a lower priority project faster if as opportunity arises, such as a grant or a large development that comes along. Some lower priority projects may also advance faster because they have a non-CRA funding source, such as a future citywide Mobility Fee for some of the transportation improvements. However, prioritization is helpful for the City and CRA to guide the investment of CRA funds over time to implement this plan.

## TOWN CENTER CRA PROJECT LIST & CRA FUND UTILIZATION BREAKDOWN

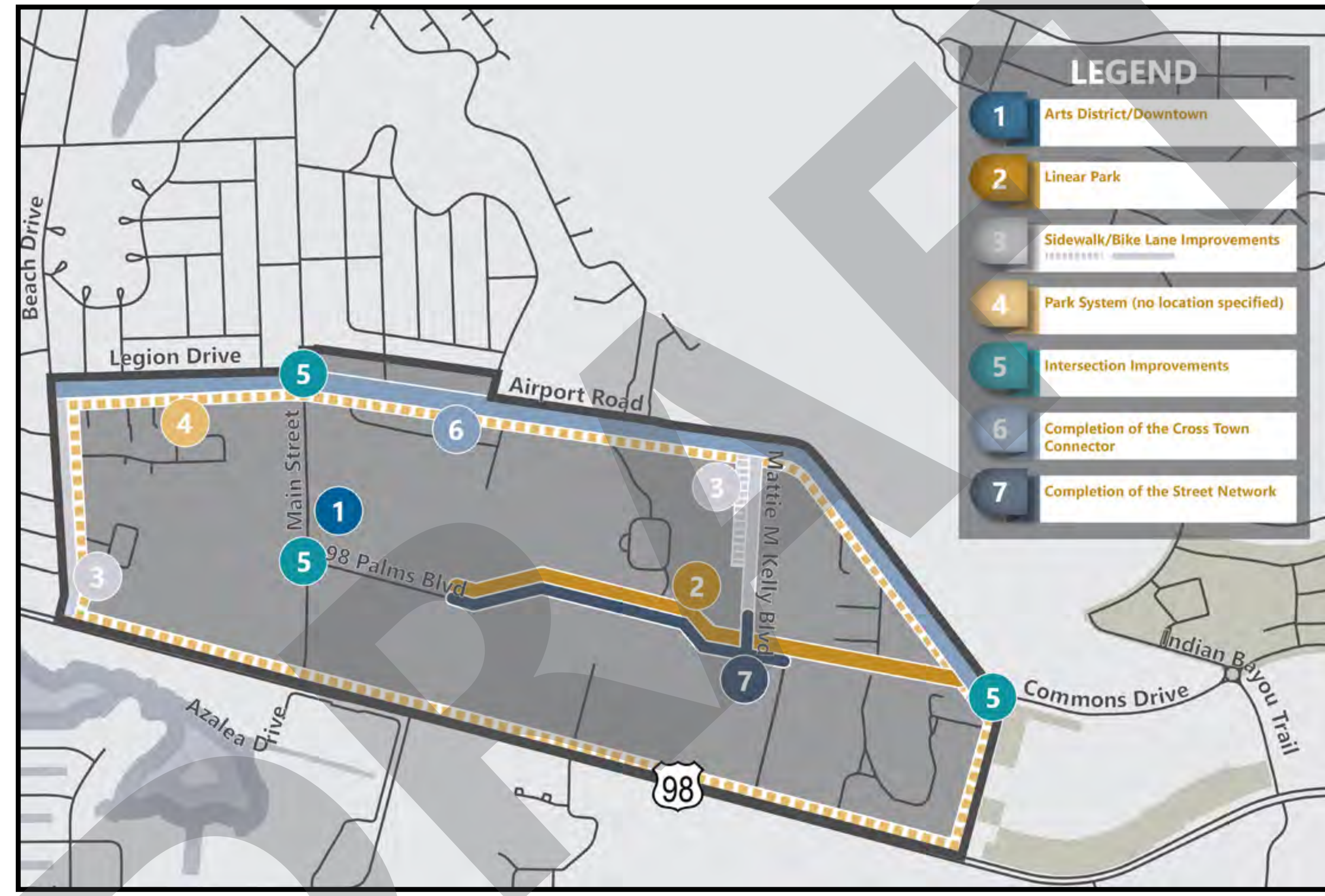
| Projects ranked in order of priority | Project | Percentage of funding allocated |
|---|---|---|
| 1 | **ARTS DISTRICT/DOWNTOWN**<br>Projects supporting an arts district or downtown area in the Town Center CRA could be the development of a small area plan, land acquisition, infrastructure improvements, etc. | 34.2% |
| 2 | **LINEAR PARK**<br>10' wide east/west multiuse path and landscaping from Main Street to Airport Road. | 28.1% |
| 3 | **SIDEWALK/BIKE LANE IMPROVEMENTS**<br>Constructing sidewalks on Mattie M. Kelly Blvd, Gulf Shore Dr., and 98 Palms Blvd, and new bike facilities on Beach Dr. and Mattie M. Kelly Blvd. | 9.0% |
| 4 | **PARK SYSTEM**<br>New park facilities vary significantly based on the park amenities provided. No specific projects are planned at this time. | 12.5% |
| 5 | **INTERSECTION IMPROVEMENTS**<br>Near term intersection enhancements including items such as adding crosswalks, extending curb, etc. for the following intersections: Legion Dr./Airport Rd. at Main St., Airport Rd. at Commons Dr., Main St. at 98 Palms Blvd. | 5.4% |
| 6 | **CROSS TOWN CONNECTOR**<br>Improve street sections of the cross town connector inside Town Center CRA district with all applicable requirements (sidewalks, bike lanes, buffers, landscaping, etc.) | 3.6% |
| 7 | **COMPLETION OF THE STREET NETWORK**<br>Complete the Town Center CRA street network by constructing the 98 Palms Blvd extension and Mattie M. Kelly Blvd connection. | 7.2% |



## PROJECTS

The project map below identifies all unfunded key projects that were identified during the Plan Update process, with the numbers indicating the order of priority.

## Town Center CRA Project Map




The projects identified in the above map are further described in their descriptions below. Each project includes summary information about the project, the cost estimate, the source of the cost estimate, and where the project or initiative is described in the comprehensive plan or another plan, such as the Pathway Plan or draft Mobility Plan.

For those projects that originate from other sources, such as the Mobility Plan, further details may be found within the source plan document. The utility undergrounding project is included in the list of key projects, however, was not included in the prioritization as CRA funds have already been allocated and approved by the CRA Board.

## Arts District/Downtown


### Description

Currently, there is not a specific location within the Town Center CRA district identified for this future area. The cost of this project includes the creation of design guidelines for this area. The preferred design should be implemented through future development. CRA funds may be used as a development incentive, supporting construction of the preferred design elements that fall within the public realm.

### Cost Estimate

$200,000

### Priority

1

### Source

**Professional judgement**

### Reference

**Comp Plan Policy 1-3.3.2**

## Linear Park


### Description

Linear Park includes a multi-use trail along the powerline easement between Main Street and Airport Road. The City is currently in the initial design phase of this project. The cost estimate considers pre-construction and construction costs for the conceptual plan of the project. More accurate cost estimates are forthcoming.

### Cost Estimate

$10,000,000

### Priority

2

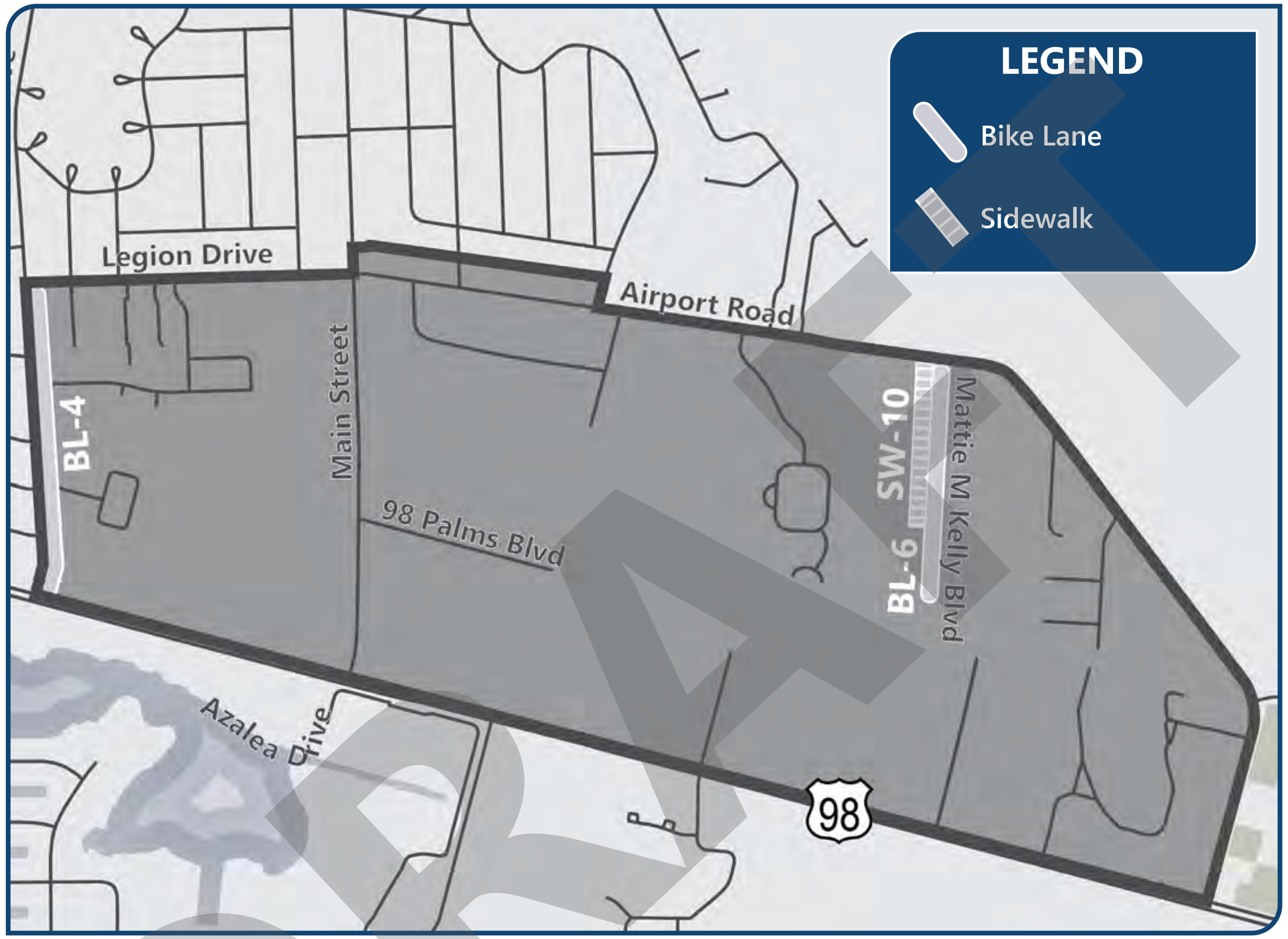
### Source

**City Engineering Department**

### Reference

**Pathways Plan**

## Sidewalk/Bike Lane Improvements




### Description

Town Center CRA includes the following sidewalk and bike lane improvement projects:

- SW-10: Mattie M. Kelly Boulevard (northern) Sidewalk
- BL-4: Beach Drive Bicycle Lanes
- BL-6: Mattie M. Kelly Boulevard (northern) Bicycle Lanes

### Cost Estimate

**$591,684**

### Priority

**3**

### Source

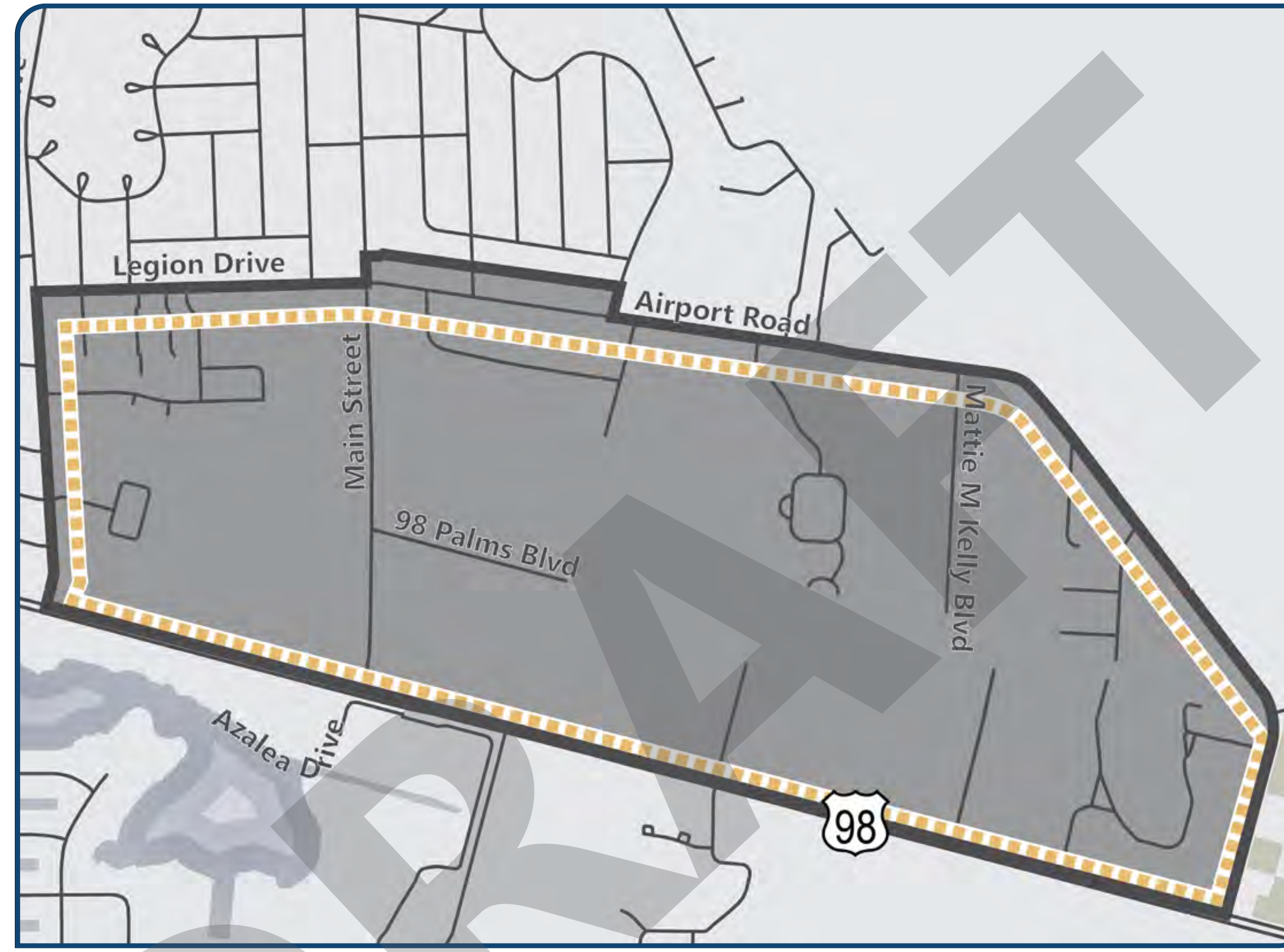
**Mobility Plan**

### Reference

**Comp Plan Map 2-2; Pathways Plan**



## Park System




### Description

Currently, there is no conceptual plan for a future park system in the Town Center CRA. However, level of service standards outlined in the Comprehensive Plan require one acre of neighborhood park facilities and two acres of community park facilities for every 1,000 functional population.

*Functional population is defined as the average annual permanent and seasonal population)

### Cost Estimate

**N/A**

### Priority

**4**

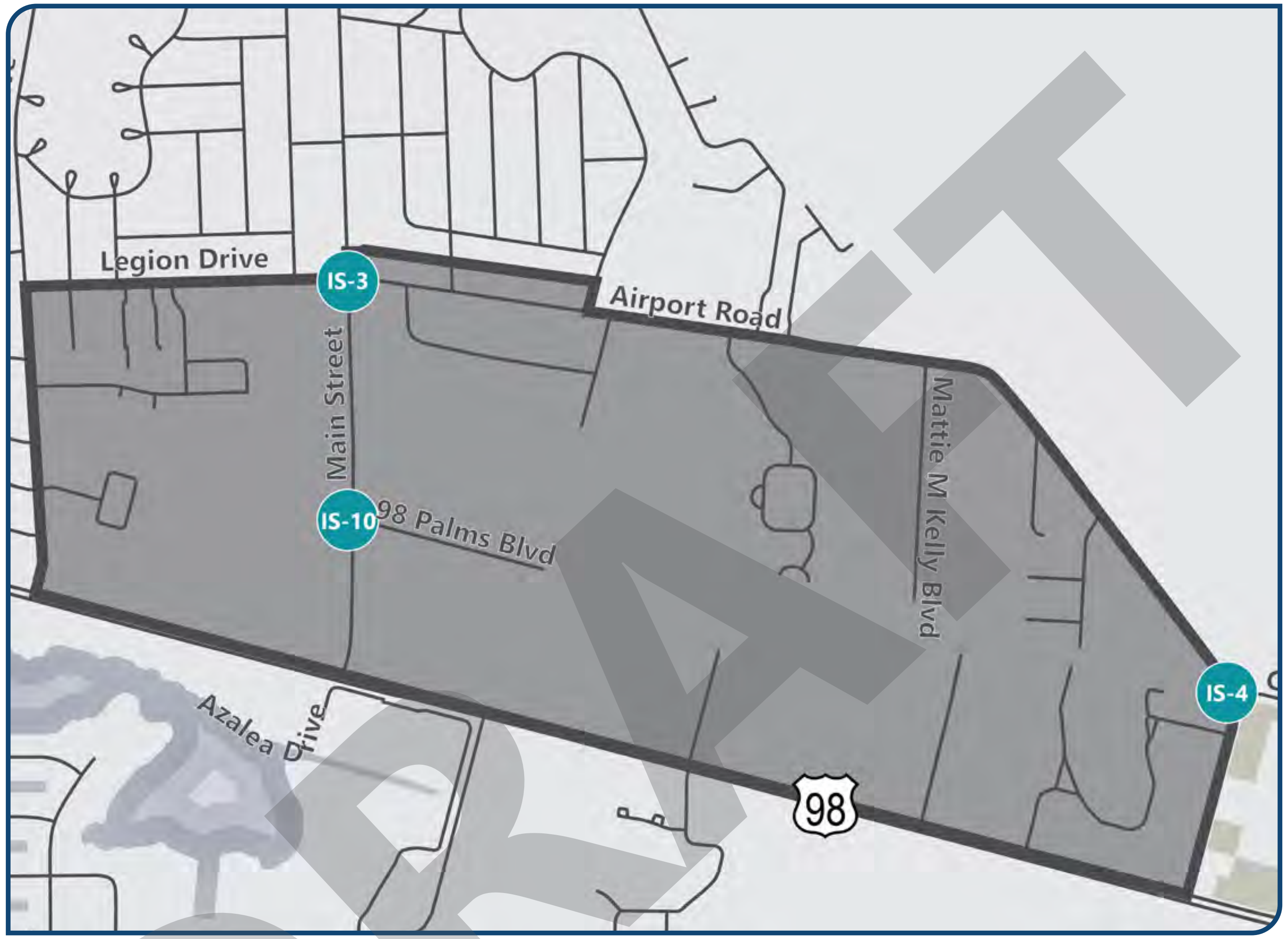
### Source

**N/A**

### Reference

**Comp Plan Policies 7-1.1.3; Table 7-2; 7-1.1.5**

## Intersection Improvements




### Description

Town Center CRA includes the following intersection improvement projects:

- IS-3: Legion Drive/Airport Road at Main Street (reduce double left turn on Airport Rd, extend medians, add streetscaping, rehabilitate crosswalks)
- IS-4: Airport Road at Commons Drive (add crosswalks and pedestrian refuge, reduce turning radii, remove merge area from Commons Dr and replace with bike lane)
- IS-10: Main Street at 98 Palms Blvd (improve crosswalks, reduce turning radii, extend center median)

### Cost Estimate

**$1,265,108**

### Priority

**5**

### Source

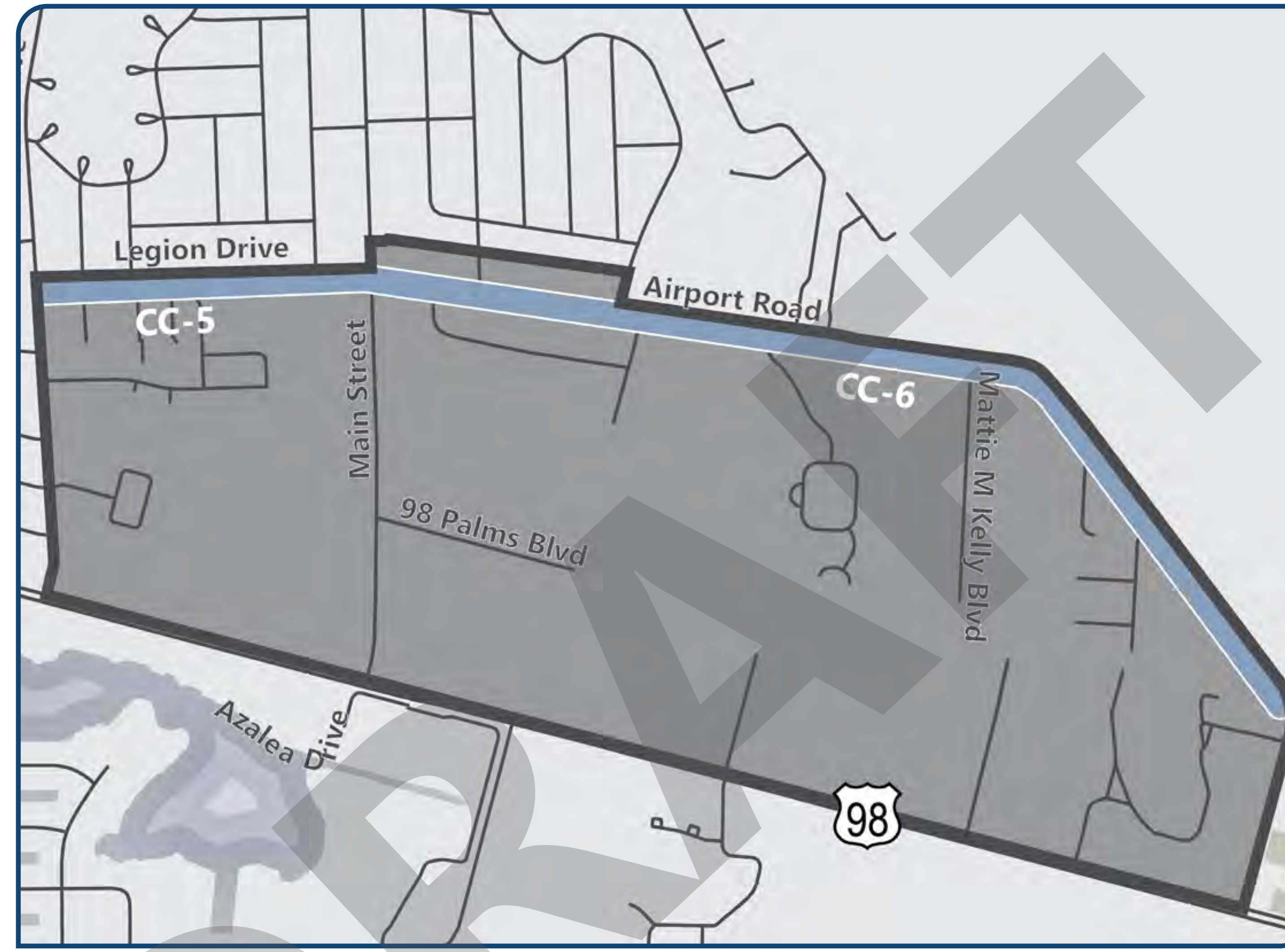
**Mobility Plan**

### Reference

**Comp Plan Policies 2-1.1.10; 2-1.3.11**



## Completion of the Cross Town Connector




### Description

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

- CC-5: Legion Drive from Beach Drive to Main Street (reconstruct with street trees and lighting)
- CC-6: Airport Road from Main Street to Commons Drive (reconstruct with street trees, lighting, pedestrian amenities)

### Cost Estimate

**$5,260,022**

### Priority

**6**

### Source

**Mobility Plan**

### Reference

**Comp Plan Policy 2-1.1.3**

## Completion of the Street Network


### Description

Town Center CRA includes the following proposed new streets:

- NC-4: 98 Palms Boulevard from the existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard (0.65 mile minor collector street)
- NC-5: Mattie M. Kelly Boulevard from existing ends of northern and southern roadways (0.06 mile minor collector street)

### Cost Estimate

**$9,994,204**

### Priority

**7**

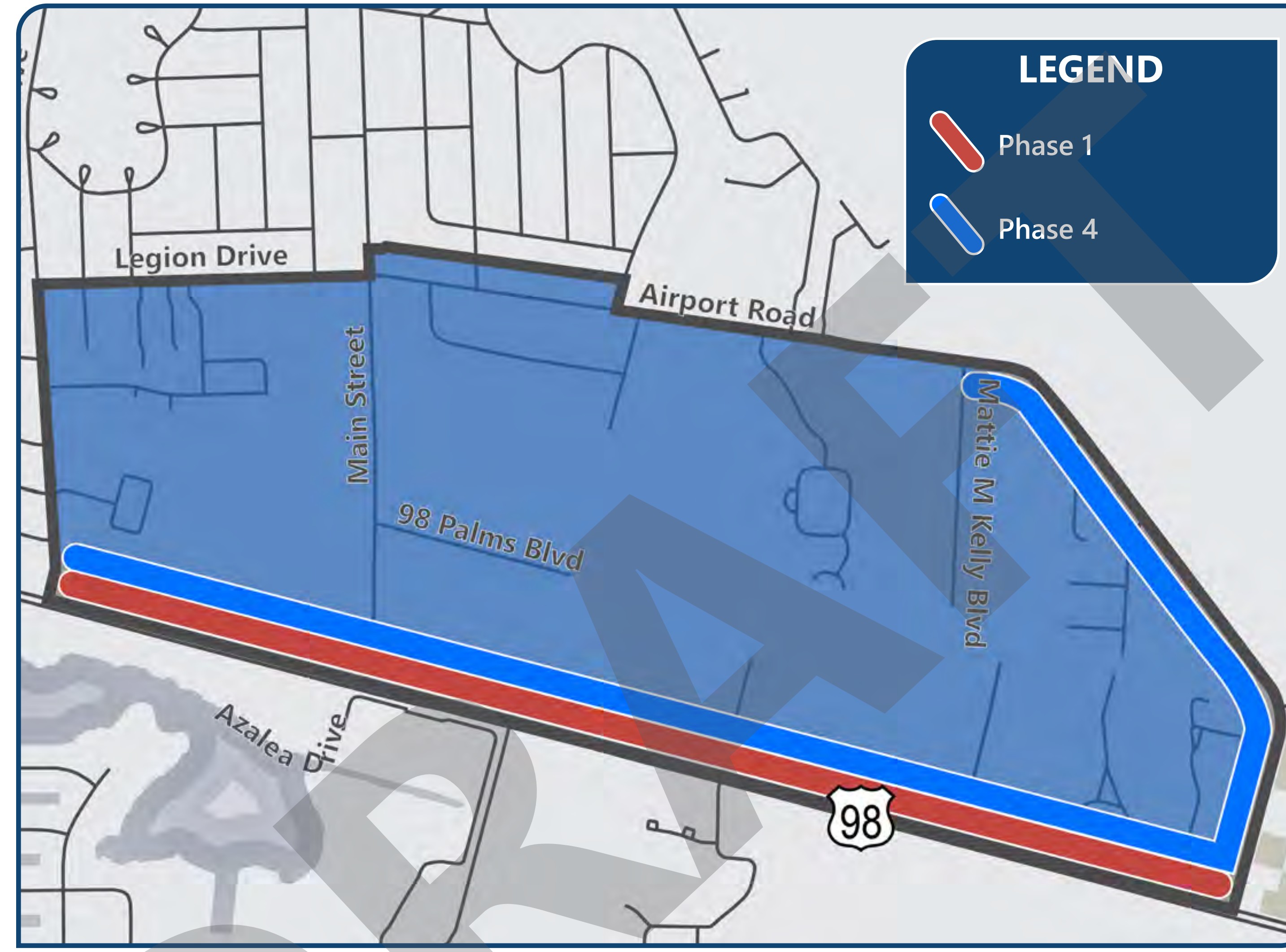
### Source

**Mobility Plan**

### Reference

**Comp Plan Map 2-1; Comp Plan Policy 1-3.3.3(1)(3)**

## 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

**$4,000,000**

### Source

**City Finance Department**

### Reference

**Comp Plan Policy 1-1.7.3**

# IMPLEMENTATION

The success or failure of the Town Center CRA Plan hinges on the ability of the City to stimulate re-investment, to undertake public improvement projects, and to engender community support. The City's role in the implementation of the Plan is that of facilitator. The City's responsibilities include being the catalyst to stimulate, market, and encourage both public support and private participation. This section of the Plan identifies a series of implementation strategies which have the highest potential for aiding Destin to reach its goals.

## TOP PUBLIC IMPROVEMENTS

As illustrated through the key project descriptions and prioritization, the two highest priority projects identified by the Town Center CRA Advisory Committee Members are the creation of the Arts District/Downtown for the Town Center, and the construction of Linear Park, a multi-use, east-west path that extends from 98 Palms Blvd to Airport Road. The importance of these two projects shows the desire to build an identity of the Town Center, and to improve connectivity and walkability within the Town Center district.

### ARTS DISTRICT/DOWNTOWN

Per Florida Statutes 163.370, any project which utilizes CRA funds must assist in the elimination of the conditions of blight that were part of the justification for the establishment of the CRA district when founded. The creation of an Arts District or downtown in the Town Center has the potential to address all four factors of blight found in the Town Center:

1. Defective or inadequate street layout.
2. Unsanitary or unsafe conditions.
3. Deterioration of site or other improvements.
4. Faulty/inadequate street layout, parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow.

Depending on how the City decides to implement the Arts District/downtown, it may involve construction of new streets with an emphasis on pedestrian facilities and access, redevelopment of vacant or underutilized parcels within the district, and alternate routes of travel depending on where in the district this sub-area is located. Additionally, the City may implement enhanced architectural design standards in this focused downtown area of the Town Center as required by the Comprehensive Plan. By utilizing the CRA incentive detailed above, the City will have an active role in the key developments taking place in the downtown area, over and above the requirements of the City's Land Development Code and development review process.

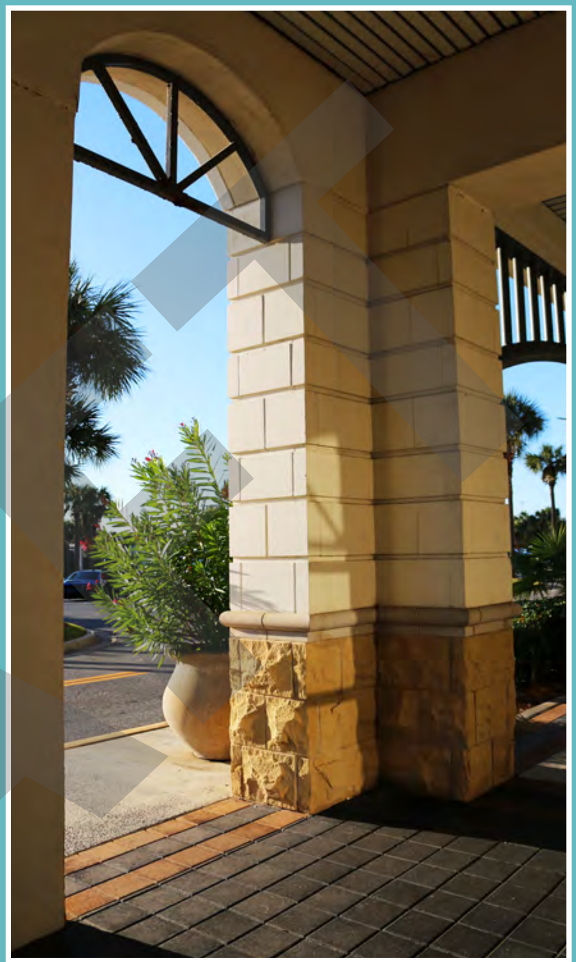


### LINEAR PARK

As stated above, the Linear Park is a multi-use, east-west, path from 98 Palms Boulevard to Airport Road. This project is listed in the City's Town Center CRA Plan and Pathways Plan. It is envisioned as a key strategic piece in improving pedestrian and bicycle mobility and safety by providing an additional east-west route besides Airport Road and Highway 98, which both have consistent issues with vehicular speeding and congestion. The construction of this park would also address multiple factors of blight, as it adds an integral east-west connection for pedestrians and bicyclists, therefore increasing connectivity and safety for those modes of travel. The estimated cost for the project is $10 million, due to the specific topographical characteristics of the route of the linear park. However, it is important to note that the project does not need to be funded entirely with CRA dollars, as it is also in the City's draft Mobility Plan (adoption anticipated in winter 2024). The City in 2023 was in the preliminary phase of design, and a more accurate cost estimate is anticipated as this project progresses.

Due to the high estimated costs of these two projects and the revenue projections for the Town Center 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 the prioritization list. However, it is worth noting that all remaining unfunded projects except for the park system, are included in the Mobility Plan, providing an alternate source of funding for those projects (the anticipated Mobility Fee that will support implementation of the Mobility Plan). Additionally, there may be other opportunities such as grants to pursue all or partial funding for the remaining projects. Finally, it is important to recognize that the CRA revenue 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 Town Center CRA.

## CRA FUNDS AS A DEVELOPMENT INCENTIVE



**This section elaborates on how to implement the arts district/downtown concept. Public/private partnerships are a popular tool used by several CRAs in Florida. Tax Increment Rebates are a tool that CRAs can use to promote redevelopment and infill projects in targeted areas. By providing financial support to private sector development projects, these rebates incentivize transformative changes and accelerate the implementation of the Community Redevelopment Plan.**

**The Tax Increment Rebates use a portion of the incremental tax revenue generated from completed new developments. Essentially, when a redevelopment project is completed, the increased property value leads to higher tax revenue. A portion of this increased tax revenue is then returned to the developer as a rebate. Developers must wait until the new project is included in the tax rolls, and the associated taxes are paid.**

**This strategy aids in bridging any financial gaps that could hinder the project's feasibility. The rebates can also offset costs incurred by developers for installing community amenities or infrastructure improvements that are outlined in the design guidelines.**

**The establishment of Community Redevelopment Agencies and their associated Tax Increment Trust Funds are sanctioned under the "Community Redevelopment Act of 1969," which falls under Florida Statutes, Chapter 163, Part III. The specific authorization for Tax Increment Rebate programs as redevelopment incentives can be found in Florida Statutes, Section 163.387. This provision enables CRAs to enter into agreements with private parties to reinvest CRA funds in services or public and private projects, aligned with the Community Redevelopment Plan.**

**Purposes of the Tax Increment Rebate program might include:**

- **Encourage and enable private sector development in targeted locations by closing financial gaps.**
- **Encourage development of affordable housing.**
- **Encourage private sector installation of infrastructure improvements and public realm amenities.**
- **Enable implementation of redevelopment strategies and projects identified in the Community Redevelopment Plan.**
- **Encourage increased architectural design guidelines on-site and in the public realm as identified in the Comprehensive Plan**




Eligibility requirements might include:

- Project characteristics (size, number or type of units, mixed-use, etc.).
- Location within the CRA district.
- Demonstration of need of rebate, or demonstrated gap in financing.
- Proposed project is in compliance with the specific redevelopment strategies or design guidelines.
- Proof of financial commitment.
- Percentage of owner equity.

The review and approval process might include:

- Review project design proposal/business plan on case-by-case basis with no prescribed guidelines.
- Establish an approval matrix tying rebate to specific project elements to clearly outlined award ranges and bonus opportunities.
- Financial need or "gap" financing.

Items to consider at the time of approval and prior to disbursement:

- Developer agreement outlining agreed terms.
- Performance Bond, Letter of Credit or other Surety instrument in case of non-performance.
- All taxes, liens, fees and fines paid and current prior to award disbursement.

## MANAGEMENT PLAN

Implementation of the Plan will require both human and financial resources. The City must assess its person-power needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review.

Two key areas are highlighted for work under the management plan:

1. Responsibility for project administration.
2. Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.

## ANNUAL REVIEW

The City, in participation with the Town Center CRA Advisory Committee and CRA Board, shall conduct an annual review of the status of the Town Center CRA. The review shall include at a minimum a review of incoming CRA revenue, use of CRA revenue for public infrastructure, public/private partnerships, changes to the City's Comprehensive Plan and Land Development Code that may impact the CRA Plan, and updates to all applicable Florida Statute sections concerning CRAs and CRA Plan content.

## COMPREHENSIVE FUND SOURCES

Planning for the income and expenditures within the Town Center CRA is integral to Plan implementation. Separate sections are devoted to the actual financial plan and yearly budget estimates, project cost estimates and proposed time frames. However, a variety of funding sources should be considered, such as (but not limited to):

1. Tax Increment Trust Fund.
2. Special Assessments.
3. General Obligation Bonds.
4. Special Revenue Bonds.
5. Grants and Loans to the Town Center CRA.
6. Public and private grants and loans using CDBG funds, Community Reinvestment Act funds, historic preservation funds, Small Business Administration loans, and small business facility rehabilitation loan programs, etc.
7. Fees and charges.

## FINANCIAL INCENTIVES, GRANTS, AND LOANS

Financial incentives may be considered as the Trust Fund gains dollars to stimulate the location of new/expanding business opportunities. These would include:





1. Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible.
2. Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, etc.
3. Grants and loans to businesses/property owners.

The City may offer, through the Town Center CRA, restricted matching grants and low-interest loans to owners of business property in the Town Center CRA District. The purpose of this financial aid is to encourage frontage improvements and major economic development projects. The basic concepts are outlined as follows:

- **Grants:** Exterior beautification of private property is the initial purpose of a grant program, which would provide funds only if they are available. The focus is on frontage improvements, especially landscaping on private property facing and along the public rights-of-way. A grant would not exceed 50% of the approved project cost, with the property owner paying the remainder (50% or more) of the cost. The maximum amount of a grant will depend upon a determined formula. Grant applications would be evaluated and prioritized. Highest ranking applications would be funded first.
- **Loans:** Economic development is the purpose of the loan program, which would make low-interest loans only to the extent that funds are available for that purpose. Initially, economic development loans may be made to businesses for projects meeting certain minimum criteria, e.g. the project must be approved by the Town Center CRA; the business must pay a significant portion of the project costs; the project must involve construction of a new building on vacant land; the new building must be for a new business or expansion of an existing business; and a significant number of new permanent full-time jobs must be created by the new business or expansion. Loans may be made by the Town Center CRA up to a maximum of $100,000, with the exact loan amount dependent upon the availability of loan funds and the magnitude of project impact. Loans would be made at an interest rate comparable to those charged by certain federal assistance programs, such as the SBA loan program. The term of the loan would not exceed ten years, and the loan must be collateralized. Loan applications would be evaluated and prioritized, with highest ranking applications to be funded first – prioritization criteria may include such factors as: number of new jobs created and amount of value added to the tax base.

## MARKETING AND PROMOTION

The effectiveness of the Plan will largely depend on the perception of the Plan by the public, prospective developers, and financial backers. Colorful illustrative materials are necessary throughout plan implementation. A strong citizen involvement and public information program can only aid in the success of the entire plan. The Town Center CRA should establish a community theme or slogan for use on City articles, or sponsor a contest for logo submittals, publish "Town Center CRA News" to residents/businesses to keep them informed, and prepare and manage an on-going "events program" to stimulate and maintain the public interest. Finally, utilize "success stories" as they develop to show that Destin is on the move.

## NON-CRA PLANNING OR REGULATORY COMPLEMENTARY PROJECTS

There are other City projects currently in progress which will support the City's goals and objectives for the Town Center CRA. Some of these projects, such as the Mobility Plan can supplement CRA funding for transportation related projects. Other projects, such as the update of the Land Development Code, will support the Town Center by strengthening the regulatory framework for project types and zoning districts within the CRA. The following includes ongoing City projects that could aid the success of the CRA Plan:

- **Citywide Mobility Plan and Fee**
  The Mobility Plan includes more than 60 transportation improvements that include projects such as sidewalk and bike path connections, intersection improvements, and new road construction. The estimated cost of the complete list of projects exceeds $150 million. The projects identified within the Town Center CRA district boundary are listed in the updated CRA Plan, and therefore both future mobility fee dollars and CRA revenue collected may be utilized for construction costs. Additionally, improved mobility around and into the Town Center district will help accomplish one of the CRA's primary goals of improving connectivity. The anticipated adoption of the Mobility Plan and fee is in 2024.
- **Land Development Code Update**
  The Land Development Code (LDC) is in the process of being updated to adequately implement all development related policies in the Comprehensive Plan. This includes all policies related to the Town Center CRA and Town Center zoning district. Aside from this update being a major improvement for the City, and users of the Code, this will also strengthen the regulatory framework for all future development in the Town Center CRA district. The anticipated completion of the LDC update is in 2024.
- **Harbor CRA Plan Update**
  The Harbor CRA Plan is currently being updated as well. Similar to the Town Center Plan, this update includes refreshed financial forecasts, updated key projects and prioritization, and an overall strategic plan to guide future development. This is significant to the Town Center CRA as the two districts share the boundary of Beach Drive, and the Harbor district encompasses land directly south of the Town Center CRA district as well. As such, improvements implemented in the Harbor CRA may have impacts on the Town Center CRA as well.

**FUNDING EXAMPLES**

- Tax Increment Financing
- FDOT Funding
- Grants
  - Community Development Block Grant
  - FDOT Highway Beautification Grant
  - Historic Preservation Grant
  - Florida Greenways and Trails System Grant
- Loans
  - Small Business Administration
- Gifts

# FINANCIAL PLAN

The 2024 Plan Update lists publicly funded infrastructure projects which the City proposes to undertake in pursuit of its redevelopment goals. The City intends to fund these projects through all available sources, such as, tax increment financing, FDOT funding, grants, loans, and gifts among others.

## TAX INCREMENT FINANCING

The ability to use tax increment revenues for community redevelopment is authorized by Chapter 163, Part III, Florida Statutes. Once the City designates an area as the Redevelopment Area, the assessed valuation of the area is “frozen” commencing with the certified tax rolls as of a specified date, as the base year, to derive tax increment revenues. Such revenues must be used by the agency to pay for approved projects within the Redevelopment Area, either on a pay-as-you-go basis or as security for bonds, the proceeds of which must be used for such lawful purposes as described in Chapter 163, Florida Statutes.

Upon the adoption of this Plan in 1998, a Tax Increment Financing Plan was implemented with the creation of the Redevelopment Trust Fund, as specified in Section 163.387, Florida Statutes. Once the tax increment funds were deposited into the Redevelopment Trust Fund, an assessment of long-term revenue stability was conducted and the use for bonds based upon the tax increment revenues was reviewed as a long-term capital improvement source. Upon the completion of this analysis, the Town Center CRA established a time certain for completing all redevelopment financed by increment revenues, which, as stated in the Plan Update, shall occur not later than the expiration of the CRA, as required by Section 163.362(10), Florida Statutes.

The process outlined above of assessing the financial stability of the CRA and the use of bonds as a long-term improvement source will continue throughout the CRA life cycle to determine whether revenue bonds will be necessary to maximize the efforts to complete infrastructure projects within duration of the Town Center CRA. Revenue bonds issued by the Town Center CRA shall comply with the requirements of Sections 163.387(4) and 163.387(5), Florida Statutes.

The estimate of TIF revenues is based on approximate increments of assessed values and resultant tax increment for general planning purposes. Variables of millage increases, increased assessed values and new development will yield greater returns. These are estimates only and subject to variance, dependent on changes from year-to-year. The exact increment will not be determined until an accounting is finalized with the City and County tax offices.

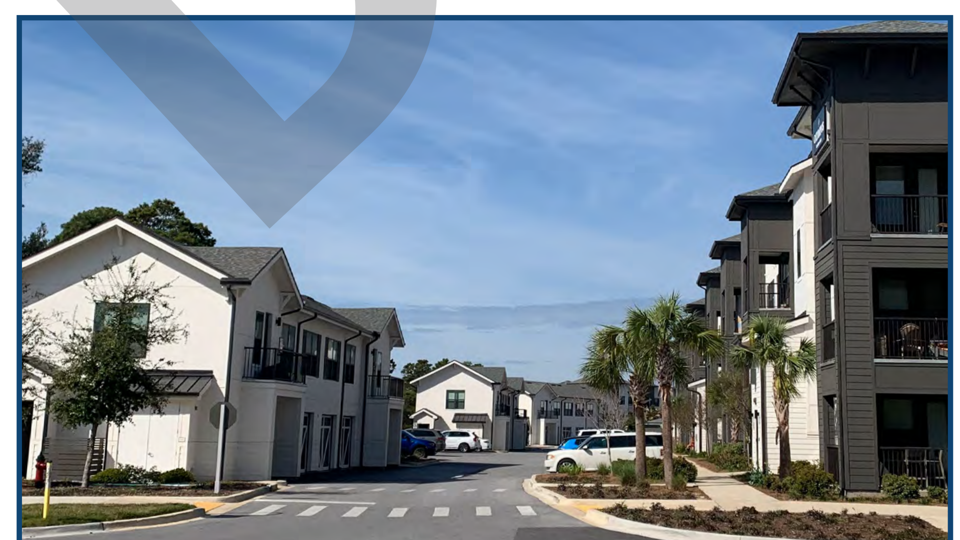
## OTHER FUND SOURCES

The following funding sources are based on identification of need and should not be considered an exhaustive list of financial sources:

- **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**
  This program provides financial assistance to eligible local governments in the areas of housing rehabilitation, neighborhood revitalization, public infrastructure improvements, commercial revitalization and economic development.

- **COMMUNITY CONTRIBUTION TAX INCENTIVE PROGRAM**
  This program was created by the Florida Legislature to encourage corporate involvement in community revitalization. It allows businesses a fifty- percent credit on Florida corporate income tax or insurance premium tax for donations to local community development projects. Donations must be made through an eligible non-profit corporation conducting an approved community development project. This program can address the revitalization of historic structures identified in the Town Center CRA. Eligible historic preservation projects have as their goals the improvement or substantial rehabilitation of housing, commercial, industrial or public facilities in a “historic preservation district”. The City of Destin can promote private participation by utilizing this incentive program if it is feasible to do so.

- **FLORIDA DEPARTMENT OF TRANSPORTATION HIGHWAY BEAUTIFICATION GRANTS**
  These grants are available for landscape and irrigation improvements along FDOT roadways. The grant may be applied for in each project phase and requires “construction read” landscape and irrigation plans as an integral part.



- **STATE OF FLORIDA HISTORIC PRESERVATION GRANTS**
  **These may be obtained for rehabilitating designated historic structures or development programs related to historic preservation activities. This is likely not applicable at this time but may be used in the future if a structure is designated as historic.**

- **FLORIDA GREENWAYS AND TRAILS SYSTEM GRANTS**
  **The Office of Greenways and Trails within the Division of Recreation and Parks provides statewide leadership and coordination to establish, expand and promote the Florida Greenways and Trails System (FGTS) pursuant to the Florida Greenways and Trails Act (Ch. 260 FS).**

- **SMALL BUSINESS ADMINISTRATION (SBA)**
  **Most SBA financing is done under the 7-A program which focuses on working capital needs. Under this program, banks loan capital to small business and the federal government guarantees 90% of the loan amount. The loans usually extend for 5 to 7 years.**

  **The other SBA program is known as "SBA 50". This program provides existing viable small businesses with long-term, below-market-rate financing for the acquisition of land and buildings, machinery and equipment, and construction and renovation which results in job creation. These programs are administered through the Florida Department of Commerce which is willing to provide on-site technical training and educational presentations.**

- **SPECIAL ASSESSMENT DISTRICT**
  **The area intended for improvements can be established as special assessment district where the individuals receiving benefit from the improvements will be assessed for their share of the improvements. This is usually done on a "front-foot" basis but can be done on an area-wide basis. Bonds can be issued using the revenues to be generated by the assessment district as security. The revenues raised are dependent upon the size of the assessment and project. Further analysis of this financing option will need to be included in future updates to this Plan.**

- **LOCAL CONTRIBUTIONS**
  **Local organizations and non-profits can raise funds for specific projects identified in this Plan. Funds raised specifically for needs identified in this Plan by local organizations or non-profits may be deposited into the Redevelopment Trust Fund. The City may wish to encourage the formation of a "Greening Destin" organization to focus on signage, streetscaping and the appearance/visual quality issues.**

- **MOBILITY PLAN FEE**
  **The Citywide Mobility Plan includes transportation projects which are within the Town Center CRA district boundary and are listed in the updated CRA Plan. Therefore, Mobility fee dollars collected may be utilized for construction costs. The anticipated adoption of the Mobility Plan and Fee is in 2024.**



## ENCUMBERED REVENUE

The following table outlines the CRA funds already encumbered by previously issued revenue bonds. A revenue bond issued in 2005 for $12,000,000 was secured with pledged tax increment revenues in conjunction with the Florida Department of Transportation's Transportation Regional Incentive Program funds. The total construction costs were totaled at over $18,000,000. Public improvements utilizing these funds included the widening of Main Street and Legion Drive, and associated stormwater, multi-modal and landscaping improvements; utility undergrounding on Main Street; and Airport Road widening, including stormwater and multi-modal improvements. Due to the downturn in the economy in 2008, the Town Center CRA did not accrue the amount of revenue originally projected. As such, the City's general fund paid the outstanding balance of debt payments during that time. As shown in the table below, the CRA is now repaying the general fund for that amount until 2031.

Looking ahead, the Town Center CRA has allocated $1,460,000 to the Linear Park project over the next few years to be funded through the operating budget for 2023 and 2026, and $4,000,000 to undergrounding utilities in the Town Center district beginning in 2024, with debt repayment planned through 2037.

*Table 5 - Town Center CRA Encumbered Revenue*

CITY OF DESTIN FLORIDA

**Town Center CRA Encumbered Revenue**

| Year Initiated/Beginning Principal Balance | Projects | Annual Payments (avg) | Completion |
|---|---|---|---|
| 2006/$12,000,000 | Construction of Main Street and Legion Drive widening, Main Street utility undergrounding, Airport Road widening | $710,724 | 2037 |
| | | $291,786 (General Fund repayment) | 2031 |
| 2024/$4,000,000 | Utility Undergrounding | $240,385 | 2037 |

## FORECASTED REVENUE

The table below outlines the annual projected CRA revenue, operating budget, debt transfer and ending account balance for the Town Center CRA each year through the duration of the CRA. Based on the projections, the Town Center CRA is estimated to have approximately $12.2 million in funds available at the end of FY 2036. The remaining fund balance for FY 2037 is allocated to the construction of the Linear Park project, which is shown as a part of the operating budget for that year. As the Town Center CRA does not expire until August of 2038, there is a projected revenue of approximately $3.1 million remaining. It is important to note that these numbers are estimates and are subject to change depending on several variables including property values, new project commitments, and refinancing opportunities.

*Table 6 - Town Center CRA Forecasted Revenue*

**Town Center CRA Forecasted Revenue**

| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 |
|---|---|---|---|---|---|---|---|---|
| **CRA REVENUE** | 1,685,693 | 2,081,659 | 2,144,110 | 2,208,430 | 2,274,690 | 2,342,920 | 2,413,200 | 2,485,600 |
| **OPERATING BUDGET** | (690,346)[1] | (281,543) | (186,960) | (1,192,540)[2] | (198,290) | (204,210) | (210,300) | (216,590) |
| **TOTAL DEBT TRANSFER** | (818,849) | (931,852) | (982,080) | (1,082,316) | (1,082,561) | (1,232,814) | (1,333,074) | (1,383,345) |
| **TOTAL BALANCE** | 874,197 | 1,642,462 | 2,517,532 | 2,251,105 | 3,044,945 | 3,650,841 | 4,120,667 | 4,606,331 |
| | **FY31** | **FY32** | **FY33** | **FY34** | **FY35** | **FY36** | **FY37** | **FY38** |
| **CRA REVENUE** | 2,560,170 | 2,636,970 | 2,716,080 | 2,797,560 | 2,881,480 | 2,967,920 | 3,056,950 | 3,145,602 |
| **OPERATING BUDGET** | (223,060) | (229,710) | (236,560) | (243,630) | (250,910) | (258,400) | (14,501,641)[3] | 0 |
| **TOTAL DEBT TRANSFER** | (1,383,625) | (1,245,539) | (1,034,215) | (1,034,525) | (1,084,845) | (1,085,177) | (750,000) | 0 |
| **TOTAL BALANCE** | 5,159,816 | 6,059,913 | 7,505,218 | 9,024,623 | 10,570,348 | 12,194,691 | 0 | 3,145,602 |

[1] $460,000 is included in the FY 2023 operating budget for the Linear Park project.
[2] $1,000,000 is included in the FY 2026 operating budget for the Linear Park project.
[3] $14,235,521 (remaining fund balance) is included in the FY 2037 operating budget for the Linear Park project.



## BUDGETARY REVIEW

At the first quarterly meeting after the Tax Increment funds have been deposited into the Trust Fund, the Town Center CRA shall develop a budget for the upcoming year. The budget shall specifically establish spending categories and budgetary amounts. Any remaining unencumbered funds from the preceding budget year shall be deposited into an interest-bearing escrow account on the last day of the fiscal year of the Town Center CRA for the purpose of later reducing any indebtedness to which increment revenues are pledged or to fund improvement projects scheduled in the next three successive years. The Town Center CRA shall evaluate the programs and revenue sources listed above during the budgetary review process to insure maximum utilization of available resources.

Revisions to the budget during the fiscal year shall be preceded by public notice (Chapter 120, Florida Statutes) and a public hearing, and shall be approved by the majority of the Town Center CRA members.

Assets in the Redevelopment Trust Fund may be expended for the following purposes, in accordance with Section 163.387 (6), Florida Statutes:

1. Administrative and overhead expenses necessary or incidental to the implementation of the Community Redevelopment Plan.
2. Expenses for redevelopment planning, surveys, and financial analysis, including reimbursement to the City Council or the TC CRA for such expenses incurred before the Redevelopment Plan was approved and adopted.
3. Acquisition of real property in the TC CRA.
4. The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area. Repayment of principal and interest for loans, advances, bonds, bond anticipation notes and any other form of indebtedness.
5. All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.
6. The development of affordable housing within the community redevelopment area.
7. The development of community policing innovations.
8. Expenses that are necessary to exercise the powers granted under s. 163.370, as delegated under s. 163.358.

**Encumbered revenue is money set aside for a specific purpose. In this case, funds were set aside by previously issued revenue bonds for the Town Center CRA.**

**The Town Center CRA forecasted revenue is the estimated available funds for the Town Center CRA each year. These numbers are subject to change depending on various factors.**

**Each year, a budget shall be set by the Town Center CRA. Revisions to the budget require public notice and a public hearing.**

# LEGAL/REGULATORY ISSUES

## RESIDENTIAL USE ELEMENT

There are currently residential uses in the Town Center CRA district, but as there is no moderate- or low-income housing, an element of residential use is required per F.S. 163.362(8). Previously, a Neighborhood Impact Statement (NIS) was included in the CRA plan, however State regulations now only require an NIS if moderate- or low-income housing is present in a redevelopment area. As required by the Comprehensive Plan (Policies 3-1.1.1 – 3-1.1.3), the City is currently in the process of incorporating strategies into the Land Development Code which require the development of moderate- and low-income housing units when a planned unit development is proposed within the Town Center CRA. This strategy will support the City's overall goal of providing an adequate ratio of housing units for residents and workers which support the local economy. The City will coordinate with the State Departments of Health and Children and Family Services, the West Florida Regional Planning Council, and the Fort Walton Beach Housing Authority as well as other appropriate agencies to improve the overall affordable housing stock regionally, but specifically within the Town Center CRA.

The City shall assist any person who is required to relocate from their property due to City acquisition of property for public purposes by locating other housing facilities available as replacement dwellings, as required by Comprehensive Plan Policy 3-1.7.2. The City shall assess the degree of displacement which may occur when planning future land acquisition and shall not be responsible for displacement because of county, state or federal actions.

## LAND USE AND REGULATIONS

As shown in the District Existing Conditions Analysis, the existing land uses and regulatory framework currently in place in the Town Center CRA district is composed of a mix of uses, densities and other development regulations, with the majority of acreage in the district having Town Center Mixed Use zoning. The existing regulations for the zoning and future land use included in this district are adequate to support the mix of uses and development envisioned for the Town Center CRA. As described in the Strategic Approach, by focusing private investment and public financial incentives in one consolidated area, the vision for a Town Center "downtown" has the ability come to fruition.


Throughout the redevelopment process for the Town Center CRA district, any restrictions or covenants shall run with the land regardless of transfer of ownership or private use for the period of time the City deems necessary.

## COMPREHENSIVE PLAN CONSISTENCY

The 2024 Plan Update is determined to be consistent and comply with the City's adopted Comprehensive Plan, including the Future Land Use Map (FLUM), and the Goals, Objectives and Policies of all the Elements. Any amendments to the Comprehensive Plan which will impact the Plan should result in an update to the Plan as well, consistent with Florida Statutes 163.361. A detailed table outlining the existing Comprehensive Plan policies directly related to the Town Center CRA and their implementation in the updated plan is included in the Appendix.

## PLAN DURATION

The redevelopment provisions, controls, restrictions and covenants of the Redevelopment Plan shall be effective until August 3, 2038, as stated in the Interlocal Agreement between the City of Destin and Okaloosa County dated May 5, 2015. Additionally, all City projects and redevelopment funded by tax-increment revenues shall be completed no later than August 3, 2038.

## PLAN MODIFICATION

The Redevelopment Plan may be amended or modified at any time subject to approval and adoption requirements imposed by Chapter 163.361 Florida Statutes.

## SEVERABILITY

If any provision, section, or clause of the Redevelopment Plan is held to be invalid, unconstitutional, or otherwise illegal, such decision shall not affect the validity of the remaining portions of the Redevelopment Plan.

# APPENDICES

## APPENDIX A - LEGAL DESCRIPTION OF TOWN CENTER CRA DISTRICT BOUNDARY

A portion of the City of Destin, Okaloosa County, Florida being more particularly described as follows:

Begin at the intersection of the South right-of-way line of U.S. Highway 98 with the easterly right-of-way line of Airport Road; thence Northerly along said right-of-way line a distance of 1350 feet, more or less; thence Northwesterly along the Northeasterly right-of-way line of Airport Road a distance of 2950 feet, more or less; thence westerly along the northerly right-of-way line of Airport Road a distance of 2900 feet, more or less to its intersection with the east line of Lot 12 of Kell-Aire Gardens as shown on the plat thereof as recorded in Plat Book 5, page 4 of the public records of Okaloosa County, Florida; thence Northerly along said east line of Lot 12 a distance of 200 feet, more or less, to the Northeast corner of said Lot 12; thence North 79°12’00” West along the north line of said Lot 12 a distance of 948.80 feet to the East right-of-way line of Cedar Street; thence Westerly, crossing Cedar Street, to the Northeast corner of Lot 12 of First Addition to Kell-Aire Gardens Subdivision as shown on the plat thereof as recorded in Plat Book 5, page 89 of the public records of Okaloosa County, Florida; thence North 79°12’00” West along the north line of Lots 12-16, inclusive of said First Addition to Kell-Aire Gardens Subdivision a distance of 432.96 feet; thence South 73°00’04” West along the North line of said Lot 16 a distance of 32.84 feet; thence North 80°41’30” West along the North line of Lots 17 and 18 of said First Addition to Kell-Aire Gardens Subdivision a distance of 167.00 feet to the Northwest corner of said Lot 18 and the Easterly right-of-way line of Main Street; thence West, crossing Main Street to the westerly right-of-way of Main Street; thence Southerly along said westerly right-of-way of Main Street a distance of 300 feet, more or less, to its intersection with the Northerly right-of-way line of Legion Drive; thence Westerly along said Northerly right-of-way of Legion Drive a distance of 2150 feet, more or less, to the Westerly right-of-way line of Beach Drive; thence Southerly along said westerly right-of-way line of Beach Drive a distance of 2150 feet, more or less to its intersection with said Southerly right-of-way line of U.S. Highway 98; thence Southeasterly along said southerly right-of-way line a distance of 8370 feet, more or less, to the POINT OF BEGINNING.

Said lands situate, lying and being in Okaloosa County, Florida.



## APPENDIX B - COMPLETED PROJECTS INVENTORY (2023)

| PLANNED PROJECTS IN TC-CRA PLAN | PUBLIC PROJECTS IN TC-CRA DISTRICT TO IMPLEMENT CRA PLAN (2008 – present) | COMPLETE (Y/N) |
|---|---|---|
| **Main Street Redesign and Enhancement** | None | |
| **Entry Gateways** | None | |
| **Sidewalk Improvement Program** (Beach Dr., Industrial Park Rd., Quail Cir., Quail Lake Blvd., Mattie Kelly Dr.) | None | |
| **Bike Lane Improvements** (Beach Dr., U.S. 98) | RRR remedial reconstruction and rehabilitation US highway 98 from Marler Bridge to Airport Road | Y |
| **Street Light Program** (Airport Rd., Legion Rd., Beach Dr., Quail Cir., Quail Lake Blvd., Mattie Kelly Dr., U.S. 98) | FDOT US Highway 98 East, lighting project added approximately 60 street lights; Marler Bridge to Indian Bayou Trail | Y |
| **Pedestrian Crosswalks** | Pedestrian crosswalk signalization at Gulf Terrace Dr | Y |
| | Pedestrian crosswalk signalization at 1007 US Hwy 98 E (Big Kahunas) | Y |
| **New east/west road “98 Palms Blvd”** | Extension of 98 Palms Blvd to Palm St, with integrated linear park under design | N |
| **Extension of Mattie M. Kelly Blvd. to U.S. 98** | South Mattie M Kelly Boulevard – 80’ wide ROW from US Hwy 98 E to Powerline easement, added approximately 970 linear feet of roadway w/bike lanes 10-ft wide sidewalk on east side of road | Y |
| **New multi-use trail from 98 Palms Blvd north to Airport Road** (along preservation area); Park Feasibility Study | Powerline Trail and Linear Park - under design to provide 10 ft wide trail with workout stations from east end of 98 Palms Blvd to the intersection of Airport Rd & Commons Drive. | N |
| **Extension of Palms St north to extension of 98 Palms Blvd** | Palm Street extension headed approximately 600 linear feet of roadway 10-ft sidewalks on both sides of road added 12 parking spaces roadside and multimodal Transit stop | Y |
| **Conversion to Underground Utilities** | Utility undergrounding is in progress. US 98 will take place in Phase 1, the rest of district will take place in Phase 4. | N |
| **Need for Drainage Assessment** | Stormwater Master Plan Update completed in 2021; there is one project located within Town Center CRA District. | Y |
| ***U.S. 98 Landscaping** | FDOT US Highway 98 East, landscaping project currently under construction; Marler Bridge to Airport | N |

| COMPREHENSIVE PLAN POLICY REVIEW | | |
|---|---|---|
| POLICY NO. | POLICY DESCRIPTION | PLAN UPDATE IMPLEMENTATION |
| 1-3.3.1 | **CRA Building Forms, Grid System, Pedestrian Environment, and Park.** Coordinate and work with property owners and the development community to implement a master redevelopment plan. Support a more concentrated development pattern that provides external and internal linkages with the grid street pattern and/or contiguous uses. Implement the streetscape program for the Main Street gateway and corridor consistent with the street cross section illustrations for Main Street, both south and north of the Post Office. Establish a pedestrian friendly environment that is attractive and entertaining for local residents and community guests. Development should be, to the extent feasible, internally oriented, rather than exclusively facing the Harbor Boulevard corridor. Evaluate the feasibility of establishing a neighborhood park utilizing the small lake east of Main Street north of the electric power easement, and south of Airport Road. | The primary goal of the Town Center CRA Plan update is to provide a central walkable "downtown" area. Additionally, the following key projects are included in the update of the Plan which support this policy: an arts district/downtown, park system, and new collector streets to create a grid pattern, missing bike lane/sidewalk connections. Finally, Jewel Melvin Park and the Main Street updates were both completed prior to the current update of the CRA Plan. |
| 1-3.3.2 | **CRA Architectural Design Criteria.** Use architectural design criteria to ensure the area provides a pleasant, interesting and compatible design atmosphere. In addition to streetscape improvements, the LDC shall include design criteria addressing unified architectural themes and improved appearance of signage. Design criteria shall provide specific guidance regulating height, bulk, lot sizes/dimensions, and other components of design. Such standards shall address architectural, landscape architectural, signage, and site design criteria for new developments as well as for proposed changes in land use. The architectural theme and implementing design criteria will assist in visually unifying the area.<br><br>Several existing and proposed developments apply elements of a "Florida Vernacular" style of development, including features, such as, but not limited to, wide sidewalks, massing, colonnades, balustrades, front porches, pitched roofs, and consistency in building materials all of which are intended to achieve a Village ambiance and pedestrian scale. The plan encourages continuation of this architectural style. Incompatible signage in terms of style, size and location negatively | This is discussed as part of the development incentive strategy within the updated plan for the conceptual "downtown" area which is the first priority for the Town Center CRA Advisory Committee. Additionally, the estimated cost for this key project is specifically for the development of increased architectural and design standards within the identified downtown district. |





| COMPREHENSIVE PLAN POLICY REVIEW | | |
|---|---|---|
| POLICY NO. | POLICY DESCRIPTION | PLAN UPDATE IMPLEMENTATION |
| | impacts this area of the City. Much of the tourism oriented signage along Harbor Boulevard/Emerald Coast Parkway is not the appropriate style or scale for the Town Center area. The update of the LDC shall include recommended revisions to the existing sign regulations, including a review process that considers architectural and/or appearance criteria. The LDC shall include review and approval mechanisms for implementing design criteria. | |
| 1-3.3.3(1) | **CRA Grid System Improvements.** Develop the "Grid system" street network within the Redevelopment Area, with particular emphasis on an east/west corridor through the middle of the area, which intersects with Main Street. Work with the Florida Department of Transportation and the local Transportation Planning Organization (i.e., Okaloosa Walton Transportation Planning Organization) to coordinate the location of the new east/west corridor (Center Street) in a manner consistent with the location and street cross-section identified in the redevelopment plan. Implement the extension of Mattie M. Kelly Road from Airport Road south to Harbor Boulevard. Establish two new north/south street corridors, including:<br>1. New north/south corridor east of the conservation area extending from Airport Road to Harbor Boulevard.<br>2. New north/south corridor from the new east/west corridor (Center Street) south to Harbor Boulevard.<br>The location of the latter corridor is generally east of the Shores Shopping Center. Design and construct streets, streetscape improvements and entry gateways as defined in the redevelopment plan. | The completion of the grid network in the Town Center CRA district is included as a key project in the Plan Update. This includes the extension of 98 Palms Blvd east to Mattie M. Kelly Blvd and the connection of the northern and southern segments of Mattie M. Kelly Blvd. |
| 1-3.3.3(2) | **CRA Drainage Improvements.** Evaluate the drainage problems identified in the Findings of Necessity Study and implement recommendations to resolve those problems. | A review of the stormwater management in the district is included in the Plan Update. The Citywide Stormwater Master Plan update was completed in 2021 and identified one project within the boundaries of the Town Center CRA: intersection flooding at the intersection of 98 Palms Blvd and Main St. |

| COMPREHENSIVE PLAN POLICY REVIEW | | |
|---|---|---|
| **POLICY NO.** | **POLICY DESCRIPTION** | **PLAN UPDATE IMPLEMENTATION** |
| **1-3.3.3(3)** | **New East/West Road ("Center Street").** This project is an essential component of the grid concept, a major component of the CRA Redevelopment Plan. The early development of "Center Street" could pave the way to many other proposed projects, including reinvestments in the Town Center district east of Main Street, the Office/Residential and associated medical complex, and the reconfiguration/redevelopment of the Downtown Destin Shopping Center. This should be a planned two-lane pedestrian-oriented collector. | The extension of 98 Palms Blvd from the existing terminus east to Mattie M. Kelly Blvd is included as part of a key project in the Plan Update. |
| **1-3.3.5** | **Provide for Redevelopment Initiatives Through CRA Tax Increment Financing and Other Plan Implementation Initiatives.** The success or failure of adopted Town Center and Harbor CRA Redevelopment Plans (collectively referred to as "Plans") hinges on the ability of the City to stimulate re-investment, to undertake public improvement projects, and to engender community support. The City has taken its first steps by identifying needs, evaluating alternatives, and preparing Plans to guide efforts for the next several decades. The City shall become the facilitator for the Plans' implementation. The City's responsibilities shall include serving as the catalyst for stimulating, marketing, and encouraging both public support and private participation as elaborated in the following Policies. As part of its responsibilities for maintaining and improving the CRA tax increment financing program, the City shall monitor CRA property values. These responsibilities shall include annual review, update, and evaluation of the effectiveness of the tax increment financing program including the timely processing of information by the City and County to ensure that the best interests of the City are carried forth. | The Plan Update includes a section regarding the successful implementation of the plan. This section includes information on the required annual review, funding sources, financial incentives, marketing and promotion, etc. |
| **1-3.3.5(1)** | **CRA Management Plan.** The CRA shall assess CRA manpower needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review. The City shall commit resources to the two key areas of the management plan: (a) Responsibility for project implementation, creating marketing materials, new | There is a section specifically for the City's management plan within the Implementation section referenced above. |





| COMPREHENSIVE PLAN POLICY REVIEW | | |
|---|---|---|
| **POLICY NO.** | **POLICY DESCRIPTION** | **PLAN UPDATE IMPLEMENTATION** |
| | development codes, and public and private project review. | |
| **1-3.3.5(2)** | **Comprehensive CRA Funding Sources.** The City shall commit resources to planning for the income and expenditures within the CRA as an integral part of CRA Redevelopment Plan implementation. The City shall manage the CRA financial plan and yearly budget estimates, project cost estimates and monitor progress in meeting proposed time frames. A variety of funding sources shall be considered, such as the following: (a) Tax increment trust fund, (b) Special assessments, (c) General obligation bonds, (d) Special revenue bonds, (e) Grants and loans to the CRA, (f) Public and private grants and loans using CDBG funds, Community Reinvestment Act funds, historic preservation funds, Small Business Administration loans, and small business facility rehabilitation loan programs, as well as other similar programs, (g) Fees and charges. | In addition to the annual review of CRA revenue, expenditures and key project statuses which is outlined in both the Implementation and Financial Plan sections, the Plan Update also directs the City to consider other funding sources, including those listed in the policy. |
| **1-3.3.5(3)** | **CRA Financial Incentives.** Financial incentives may be considered as the Trust Fund gains dollars to stimulate location of new/expanding business opportunities. These alternatives shall include: (a) Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible. (b) Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, or other similar programs. (c) Grants and loans to businesses/property owners. | The Plan Update discusses financial incentives, grants and loans as a part of the Implementation section. |
| **1-3.3.5(4)** | **CRA Marketing and Promotion.** The effectiveness of the CRA Redevelopment Plan will largely depend on the perception of the plan by the public, prospective developers and financial backers. Colorful illustrative materials are necessary throughout plan implementation. A strong citizen involvement and public information program can only aid in the success of the entire plan. The CRA shall establish a community theme or slogan for use on City articles, or sponsor a contest for logo submittals, publish "CRA News" to residents/businesses to keep them informed, and prepare and manage an on-going "events program" to stimulate and maintain the public interest. Finally, | There is a marketing and promotion portion of the Implementation section in the updated plan. This has been expanded to include the marketing of the development incentives as well. |

| COMPREHENSIVE PLAN POLICY REVIEW | | |
|---|---|---|
| POLICY NO. | POLICY DESCRIPTION | PLAN UPDATE IMPLEMENTATION |
| | utilize "success stories" as they develop to show that Destin is on the move. | |
| **1-3.4.4** | **Initiate Public and Private Sector Partnerships.** The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts, especially along the Harbor and in the Town Center CRA area. | Public and private partnerships are discussed as a financial incentive, as well as in the strategic approach for the implementation of the downtown area. |
| **2-1.3.11** | **Create Safe Pedestrian and Cycling Roadway Crossings.** The City shall create, safe crossings on Harbor Boulevard/Emerald Coast Parkway between the Marler Bridge and the eastern edge of the Town Center CRA, with particular emphasis on strengthening the connection between the Town Center and the Harbor. Crossings shall be evaluated and designed to provide maximum pedestrian visibility, safety, and convenience, consistent with all applicable standards, guidelines, and best current practices. The City shall coordinate with FDOT to ensure adequate crossings are planned and constructed along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility. | There were two pedestrian crosswalk signalizations installed on Highway 98 during the prior phase of the Town Center CRA: Gulf Terrace Drive and 1007 US Hwy 98 E (Big Kahunas). At this point, there is not a demand for any additional signalized intersections in the portion of Hwy 98 in the Town Center CRA boundary. |
| **2-1.3.21** | **Prioritize Projects.** As revenues become available from the Community Redevelopment Area (CRA) tax increments, the City shall prioritize projects that help support the goals of the MMTD. | Throughout the update process with the Town Center CRA Advisory Committee, the key projects were ranked and given a priority level which is included in the Plan Update. As a part of the annual review of the Plan, the City will review the project and priority status of identified key projects. |



## APPENDIX D - FLORIDA STATUTES CRA PLAN CONTENT REVIEW

| FLORIDA STATUTES SECTION | REQUIREMENT | PLAN UPDATE IMPLEMENTATION |
|---|---|---|
| **163.360.2.a** | Conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Community Planning Act. | All applicable sections of the current Comprehensive Plan have been implemented. This is demonstrated through the "Comprehensive Plan Consistency" subsection, as well as the detailed policy review in the Appendix. |
| **163.360.2.b** | Be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community redevelopment area; zoning and planning changes, if any; land uses; maximum densities; and building requirements. | The "Land Use Review" section outlines the existing zoning, land uses, densities and building requirements for the Town Center CRA district. All planned public improvements which may include land acquisition, demolition, redevelopment, and public projects proposed in the Town Center CRA are included in the "Key Projects" subsection. |
| **163.360.2.c** | Provide for the development of affordable housing in the area, or state the reasons for not addressing in the plan the development of affordable housing in the area. The county, municipality, or community redevelopment agency shall coordinate with each housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area. | The "Residential Use Element" of the Plan Update describes the current changes that are being incorporated into the Land Development Code supporting the development of affordable housing and discusses the coordination of local, regional and state agencies to increase the affordable housing stock in the area. |
| **163.362.1** | Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan. | The Finding of Necessity Study section of the Plan Update generally describes the Town Center CRA district boundary, and the reasons this area was determined "blighted" and targeted for redevelopment in the City. A specific legal description of the district is included in the appendix. |

| FLORIDA STATUTES SECTION | REQUIREMENT | PLAN UPDATE IMPLEMENTATION |
|---|---|---|
| **163.362.2.a** | Show by diagram and in general terms the approximate amount of open space to be provided and the street layout. | The Land Use and Transportation Reviews describe the minimum amount of open space required for each zoning district within the Town Center CRA District, and the existing street layout. The Key Projects show all planned projects including new streets and open space. |
| **163.362.2.b** | Show by diagram and in general terms limitations on the type, size, height, number and proposed use of buildings. | The Land Use Review in the Plan Update describes the limitations on building type, size, height, number and use that are implemented through the Future Land Use Designations and zoning districts in the City's Comprehensive Plan and Land Development Code. |
| **163.362.2.c** | Show by diagram and in general terms the approximate number of dwelling units. | The Land Use Review in the Plan Update describes the number of existing dwelling units, as well as the limitations on building type, size, and density that are implemented through the Future Land Use Designations and zoning districts in the City's Comprehensive Plan and Land Development Code. |
| **163.362.2.d** | Show by diagram and in general terms such property as intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature. | The Key projects section of the Plan Update describes all future public facilities planned for the CRA district. This includes public parks, new streets, and all other public improvements planned at this time. |
| **163.362.3** | If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community | As there is currently no low or moderate income housing in the Town Center CRA district, the existing Neighborhood Impact Assessment was replaced with a Residential Use Element (163.362.8). |



| FLORIDA STATUTES SECTION | REQUIREMENT | PLAN UPDATE IMPLEMENTATION |
|---|---|---|
| | facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood. | |
| **163.362.4** | Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area. | A list of publicly funded key projects to be undertaken in the Town Center CRA district is included in the Public Improvements section of the Plan. |
| **163.362.5** | Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan. | The Plan includes adequate safeguards through the Financial and Management Plan sections of the Plan Update. |
| **163.362.6** | Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part. | Language implementing this requirement is included in the Land Use and Regulations section of the Plan. |
| **163.362.7** | Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area. | The Residential Use Element includes language describing the City's policies on replacement housing due to redevelopment activity. |
| **163.362.8** | Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore. | The Residential Use Element in the updated Plan includes the proposed changes to the Land Development Code which would require a percentage of affordable housing in new planned unit developments when located in the Town Center CRA district. |
| **163.362.9** | Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such | In the Financial Plan section, there are multiple tables which outline the encumbered revenue for the Town Center CRA, the projected revenue, operating budget, total debt transfer, and balance from FY 23 through the |

| FLORIDA STATUTES SECTION | REQUIREMENT | PLAN UPDATE IMPLEMENTATION |
|---|---|---|
| | indebtedness is to be repaid with increment revenues. | duration of the CRA (FY38). Additionally, each key project includes a cost estimate for the project. |
| **163.362.10** | Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted. | The Plan Duration section of the updated plan states that all projects and redevelopment funded by CRA revenue shall be completed no later than August 3, 2038. |





## APPENDIX E - ALTERNATIVE PLAN DEVELOPMENT (1998 - 2014)

On April 22, 1998 the TC CRA Advisory Committee conducted a public workshop that was designed to consider alternative redevelopment plans that addressed the Town Center problems, opportunities and concepts that had been defined in their previous meeting. In response to these issues and ideas the TC CRA Advisory Committee developed three mandates that were to be the basis for any selected plan. These were labeled "Town Center Imperatives":

**Town Center Imperatives**

- Develop a Town Center Grid Form
- Create a Town Center Function
- Establish an Image and Identity

The basis for these three key plan components evolved from discussion and analysis regarding plan characteristics that would directly address the problem and opportunities, Town Center Concepts and the Findings of Necessity Report issues. These three key elements deliver the following actions:

**Town Center Grid Form**

- Choices of Movement – Auto/Non-Auto
- Framework for Development
- Internal and External Connectivity
- No more exclusive US 98 Orientation
    - Avoids being "doomed" to Strip Commercial
    - "To" place rather than "through" place

**Town Center Function**

- Mixed Uses, including residential
- New land use models
- Civic/Public Activities/Amenities
- Catalyst Projects

**Image and Identity**

- Gateways, Using Monumentation and Theme
- Main Street Image
    - Architectural Style
    - Architectural Form
- District Identity
    - Signs
    - Streetscape (e.g. trees, lighting, furniture)
- East/West Road – regardless of Azalea Drive
    - Opens Area Up to Development
    - Creates Multiple Development Options
    - Provides Opportunity for Internal Focus
    - Complements Land Use

**Alternative Plans**

Two Town Center area plans were developed for the TC CRA Advisory Committee to evaluate. The alternative plans demonstrated:

- How uses fit together and function in a generalized way and form the basis of more detailed alternatives.
- Difference in the use emphasis, configuration and road schemes.
- Component parts, i.e., land use districts, road arrangements are interchangeable.

**Alternative Plan A**

Alternative Plan A reflected a linear approach to the Main Street corridor between U.S. 98 and Airport Road. The plan concentrated on bringing structures and uses closer to the Main Street corridor and providing a street cross section that included four moving lanes and on-street angle parking between the block corners. Street trees would be located on each side of the street and pedestrian amenities would be provided in an expanded sidewalk area. An east/west road, Center Street (now identified as 98 Palms Blvd.), was proposed through the entire redevelopment area that intersected with Main Street north of the Post Office. The two existing shopping centers east and west of Main Street continued with orientation to U.S. 98. The northeast quadrant of the redevelopment area reflected an infill of existing uses, both residential and office medical. Three new north/south streets were proposed east of Main Street. Two of these ran between U.S. 98 and the new east/west road. The third, the extension of Mattie Kelly ran between U.S. 98 and Airport Road. Residential infill was identified east of the Mattie Kelly extension and south of the new east/west corridor. The 98 Palms property reflected mixed use with north and south access.

**Alternative Plan B**

Alternative B concentrated the "Town Center" focus on the redevelopment of the Downtown Destin Shopping Center. The area was re-oriented toward Main Street while maintaining access to U.S. 98. The cross section of Main Street reflected four lanes of traffic separated by a landscape median. There is no on-street parking. A five foot bike lane is provided on each side of the street and landscaping is provided on each side separating the pavement from a ten foot wide pedestrian sidewalk. The street cross section "internal" to the redeveloped shopping center reflects two lanes of traffic with on-street parking on each side. A landscape area separates the parking lane from the sidewalk. Building "storefronts" are moved close to the street adjacent to the sidewalks. A new east/west street runs the width of the redevelopment area intersecting with Main Street south of the Post Office. New north/south streets are identical to Alternative A. The northeast quadrant of the area reflects an expansion of the existing medical and office uses. This area is on both sides of Mattie Kelly south to the new east/west corridor. South of the new east/west corridor and east of the Mattie Kelly extension there is an area designated for resort/lodging use. Main Street north of the Post Office continues the current development pattern. The 98 Palms property reflected mixed use with both north and south access.



## APPENDIX F - SELECTED PLAN (1998 - 2014)

After review and discussion of Alternatives A and B, the TC CRA Advisory Committee made recommendations that are reflected in the following Selected Plan description. The major recommendations included:

- An expanded Town Center
- Create an Office/Residential mixed use district
- Establish a neighborhood park and conservation area
- Develop a grid street pattern
- Create streets with character
- Locate entry gateways at key locations

**Town Center**

The Selected Plan defines the Town Center area as including the Downtown Destin Shopping Center, the Shores Shopping Center, the 98 Palms property and the Main Street corridor from U.S. 98 to Airport Road. The intent for this area is to integrate the three major properties defined above by providing a grid system of streets both north/south and east/west, providing enhanced streetscapes improvements and by locating entry gateways at key locations in both the Town Center area and the perimeter of the redevelopment area. A new "Town Center mixed use" zoning district creates the opportunity and incentives for retail, office and residential uses that are compatible in scale for the Town Center. The street cross sections in the Town Center area also define the character of development. The Main Street corridor south of the Post Office, Main Street north of the Post Office, the interior shopping streets and 98 Palms Blvd. each provide driving and pedestrian environments that supplement the differing uses and development patterns in those areas. Additional explanation of these cross sections is included in the Streetscape Elements section of this plan.

**Office/Residential Mixed Uses**

The northeastern portion of the redevelopment area includes existing medical, office and residential uses. Each of these uses is an important component of this sub-area and can be expanded in a manner that creates compatibility of uses. In order to encourage these uses to expand, a "mixed use" office/ residential zoning district needs to be established. This would allow for the expansion of medical services in the area, which would build on the existing health related uses in the area. The district would also allow for general office use. Due to the heavy emphasis on the tourist and seasonal business, opportunities to expand the area's economic base is limited. This area could accommodate office park development which would provide additional employment and business opportunities which are limited in the City. In addition to these uses, a mixed-use district would allow for infill multi-family residential opportunities. Destin and the surrounding area have limited housing choices for permanent residents. This area provides the opportunity to locate additional housing. The development of the mixed-use district should allow increased base density and provide incentives for a portion of housing developments to address affordable housing needs.

**Linear Park**

An extension of 98 Palms Boulevard to the east, connecting to portions of the Gulf Power easement provides an opportunity to create a "linear park/multi-use trail" connecting main Street to Airport Road including the existing Jewel Melvin Park, currently accessible only from Cordgrass Court in the rear of the Twin Lakes subdivision off Airport Road, The trail would provide a safe area for walking, jogging, biking and exercise, with rest areas and vegetation, and provide an alternate means of transportation from the residential areas off Airport Road to shops, restaurants and other amenities in the redesigned Town Center.

**Conservation Area**

An existing wetland area currently exists east of the industrial area and west of the proposed mixed-use district. The area extends from Airport Road to the north to the electric power line easement on the south, adjacent to the Twin Lakes development. This area should be preserved for its natural drainage benefits and for the buffering affect between uses. This area also provides visual relief from the built environment and creates an opportunity for additional passive uses such as pedestrian or bike path use.

**Grid Street Pattern**

A key element of the redevelopment plan is to provide alternative transportation corridors that provide relief from the capacity problems on U.S. 98 and also create an internal, community oriented network of streets within the redevelopment area. Without this system of new street corridors the Town Center area will be permanently oriented to U.S. 98 and either by-passed or restricted by vehicle traffic. In order to avoid a permanent commitment to U.S. 98 and provide redevelopment opportunities, a new east/west corridor is proposed that runs through the center of the redevelopment area. The mixed use potential of the Town Center zoning district would allow office or multi-family residential to occur in this area in addition to retail. This allows development to utilize both sides of the corridor. East of the 98 Palms property the corridor moves north to align with the electric power line corridor until it intersects with Airport Road. It should be noted that City Council has endorsed a study of an east/west corridor that would run farther west that the redevelopment area boundary on Beach Drive. The TPO and Florida Department of Transportation are strongly encouraged to incorporate the design and community redevelopment intent that is reflected in the redevelopment plan.

Three other north/south streets are being proposed in addition to the new east/west corridor. Mattie Kelly Drive is proposed to extend from Airport Road south to U.S. 98. A second north/south corridor is proposed to run along the eastern edge of the conservation area between Airport Road and U.S. 98. Finally, a third north/south corridor is proposed to run south from the new east/west corridor to U.S. 98. The general location of this corridor is east of the Shores Shopping Center.

**Streetscape Elements**

The elements of the streetscape system are a powerful tool that affects the attractiveness and general atmosphere of an area. The key components of a streetscape system are:

- Street Lighting (with banner arms)
- Bike Lanes
- Sidewalks
- Landscaping
- Street Furniture (including bike racks, benches and trash receptacles)
- Medians with trees and landscaping
- Parking

The redevelopment plan defines four streetscape types for:



- Main Street – south of the Post Office
- Main Street – north of the Post Office
- "98 Palms Blvd" – the new east/west corridor
- Interior Shopping Street

Main Street south of the Post Office utilizes the current one hundred feet of right-of-way by providing four moving lanes of traffic separated by a landscaped median. A landscaped parkway exists on each side separating the pavement from an expanded sidewalk. The intent of this treatment is to allow traffic to move through the area to and from U.S. 98 while signaling that a slower speed and pedestrian atmosphere exists. A major entry/gateway feature should be located at the Main Street/U.S. 98. New and existing buildings should be oriented close to the sidewalk on Main Street between U.S. 98 and the Post Office. A banner system, "period street lighting" or other type of monumentation may be added.

The property north of the Post Office on Main Street takes on a different character. This area is more suburban in nature as opposed to the urban character of the South Main Street area. Bicycle lanes are not included. The option exists to apply a more urban treatment to this area similar to the south Main Street area if continuity of treatment is desired.

The "98 Palms Blvd." or new east/west corridor is similar to Main Street except that the median and side landscape treatment would be less concentrated. As of this Plan update, main Street has been redeveloped, substantially incorporating the design elements of the plan.

The "Interior Shopping streets" reflects the slow pace of traffic and close building front to the pavement that often exists in interior retail shopping streets. This treatment would be appropriate for redevelopment with the existing shopping centers or 98 Palms.

The following pages reflect the streetscapes described above.

**Entry Gateways**

Entry gateways in various forms convey a special place and pride that a community wants to communicate about an area. The Town Center area specifically and the overall redevelopment area provide a number of natural locations for entry gateway treatment. The locations in order of priority defined for this type of treatment include:

- Main Street and U.S. 98
- Airport Road and U.S. 98
- Main Street and Airport Road/Legion Drive
- Beach Drive and U.S. 98
- Airport Road and Commons Drive
- Beach Drive and Legion Drive

An illustration of arches above the Main Street intersection with U.S. 98 was previously provided in the streetscape section.

**Other Infrastructure Improvements**

If the Town Center mixed use concept is to be successful, pedestrian traffic is essential. As mentioned previously, the residential component is a significant one in the town center, offering residents the opportunity to live, work and shop, all without commuting by car. But residents will not be attracted to the area if the environment does not appear to be friendly to the pedestrian. The shortfalls, such as lack of street lighting and complete sidewalks, which were listed in the Findings of Necessity Study, must be corrected if the grid network is to function successfully and help reduce the amount and length of automobile trips, and attract the pedestrian traffic required for a vibrant town center.

Both existing and proposed streets must contain several essential elements. First, adequate street lighting is critical to foster a feeling of security for both walkers and bikers. Gaps must be filled along existing roads and lights must be required along new roads. Second, bike lanes should be installed along busier streets to provide some separation of users sharing the roadway. Bike lanes are proposed along Main Street, 98 Palms Blvd., the other new streets, and proposed to be retrofitted onto Airport, Legion and Beach. Third, and perhaps most critical, expansive sidewalks are necessary to create a pleasant walking experience. Many in the redevelopment area were built to the city's previous standards. A five-foot minimum width is recommended here to allow at least two people to walk comfortably side by side. It is recommended that sidewalks be included on both sides of all new streets, and that gaps be filled along existing streets. Where existing sidewalks are less than five feet, which is the current city standard, it is recommended that additional width be added to bring them up to code. In the event the sidewalk is approaching its useful life span, it is recommended it be replaced with a new five-foot walk, or larger, as appropriate for multi-modal considerations. Fourth, pedestrian crosswalks are critical to ensure that pedestrian and vehicular conflicts are minimized at potentially busy intersections. Currently, few crosswalks exist within the redevelopment area. They are recommended for Airport and Main Street, Airport and U.S. 98, Main and U.S. 98 and Beach and U.S. 98. It is also recommended that cross walks and/or signalized pedestrian crossings be installed at the intersections of the proposed new north/south streets and U.S. 98 to ensure that people on the south side of U.S. 98 can safely cross into the town center district by foot. These elements should be included in any plans for new roadway development or rehabilitation of existing roadways, and are listed along with the street improvements in the Public Improvements section which follows. Crosswalk designs should be consistent with the existing crosswalks within the TC CRA. City staff will dictate the design criteria for crosswalks.

In addition to transportation issues, other infrastructure improvements are needed to further the redevelopment process. For example, as cited in the Findings of Necessity Study, drainage is a citywide problem which needs to be addressed. As they currently exist, several residential subdivisions in the Town Center area do not have adequate drainage. The city's codes regarding drainage have been changed over the years and have resulted in conflicting drainage patterns among subdivisions. It is recommended that a comprehensive study be conducted to assess the extent of the problem and determine a comprehensive solution.

Another infrastructure improvement recommended is placing utilities underground. Today, existing power lines criss-cross Destin's Streets, detracting from the visual appeal of the streetscape. Moving overhead wires underground over a period of time will allow the other improvements to the redevelopment area's streetscape to clearly show through, and will also increase the safety and continuity of electrical service. It is therefore recommended that agreements be pursued with Gulf Power for locating wires underground as soon as possible.

**Design and Signage**

The TC CRA Advisory Committee recognized that in addition to streetscape improvements certain design considerations should be encouraged and assessed in order to provide the most appealing atmosphere for the area. Decisions regarding architectural theme and signage were determined to be two areas that should receive more study upon plan adoption. An architectural theme or set of design guidelines assists in visually unifying an area. Several existing and proposed developments utilize elements of a "Florida Vernacular" style of development. The plan encourages continuation of this architectural style.

Similarly, incompatible signage in terms of style, size and location can negatively impact an area. Clearly, the tourism oriented signage along U.S. 98 is not the appropriate style or scale for the Town Center area. The plan recommends that the current sign regulations be addressed in more detail in conjunction with the review and recommendations regarding architectural considerations.

## APPENDIX G - GOALS AND OBJECTIVES (1998 - 2014)

The development of the Town Center Concepts, Alternative Plans, the Selected Plan and a plan update have led to the identification of five major goals and series of objectives that are the basis for the redevelopment plan and reflect intended actions needed to continue implement of the plan.

**Goal One**

Establish a Town Center for the City of Destin that has a community orientation and is anchored by the Main Street corridor.

- Coordinate and work with property owners and the development community to implement building forms. Support a more concentrated development pattern and that provide external and internal linkages with the grid street pattern and/or contiguous uses.
- Implement the streetscape program for Main Street consistent with the street cross section illustrations for Main Street, both south and north of the Post Office.
- Evaluate the feasibility of establishing a linear park and multi-use trail utilizing 98 Palms Blvd. right-of-way and the electric power easement, to connect Main Street with Airport Road.
- Establish a pedestrian friendly environment that is attractive and entertaining for local residents and community guests.
- Development should be, to the extent feasible, internally oriented, rather than exclusively facing the U.S. 98 corridor.

**Goal Two**

Create an identity and image for the Town Center area that provides needed services and positive experiences for the residents of Destin, community guests and the business community.

- Design, locate and construct a gateway entry program for the Town Center area using major intersections as identified in the redevelopment plan.
- Implement the streetscape program for the redevelopment area based on cross-section illustrations as identified in the redevelopment plan.
- Evaluate the use of architectural design guidelines to ensure the area provides a pleasant, interesting and compatible design atmosphere.
- Establish a marketing program for the Town Center redevelopment area that will attract residents, community, visitors and the business community to patronize and invest in the area.
- Maintain an on-going committee from the redevelopment area that is assigned the task of encouraging the on-going participation of property owners in the area to implement the plan, define special events, participate in fund raising and generally serve as catalysts for the area.
- Promote initiatives that encourage property owners to keep their property from becoming unsightly and/or blighted through code compliance efforts.

**Goal Three**

Develop a "grid system" street network within the Redevelopment Area, with particular emphasis on an east/west corridor through the middle of the area, which intersects with Main Street.

- Work with the Florida Department of Transportation and the local Transportation Planning Organization (TPO) to coordinate the location of the new east/west corridor (98 Palms Blvd. and/or extension) in a manner consistent with the location and street cross-section identified in the redevelopment plan.
- Implement the extension of Mattie Kelly Road from Airport Road south to U.S. 98.
- Establish a new north/south multi-use trail east of the conservation area that extends from Airport Road to U.S. 98.
- Establish a north/south corridor (Palms Street) from the new east/west corridor (98 Palms Blvd.) south to U.S. 98. The location of this corridor is generally east of the 98 Palms Shopping Center.
- Continue to promote and retain internal roadways within shopping centers to encourage inter-parcel access and mobility which promote multi-modal transportation.

**Goal Four**

Implement a program of public infrastructure improvements that address the needs identified in the Findings of Necessity Study and the Redevelopment Plan.

- Implement a program to install missing sections of sidewalk and to upgrade and repair all sidewalks in substandard condition.
- Implement a program to install streetlights in locations where needed. Evaluate the use of special street light design in the Town Center mixed use district.
- Evaluate the drainage problems identified in the Findings of Necessity Study and implement recommendations to resolve those problems.
- Design and construct streets, streetscape improvements and entry gateways as defined in the redevelopment plan.

**Goal Five**

Create a land use pattern and development regulations that provide mixed uses, are sustainable and allow a range of intensity for land use in the area.

- Create a Town Center Redevelopment land use category that will be applied to the entire redevelopment plan area.
- Create a Town Center mixed use district that allows and encourages a compatible mix of retail, office and residential uses.
- Create an office/residential mixed use district for the northeast area of the redevelopment planning area that allows and encourages a compatible mix of office and multi-family residential uses and establishes incentives for affordable housing.
- Evaluate the sign ordinance as it may apply to the redevelopment area, particularly in the Town Center mixed use district, to determine whether sign ordinance modifications will assist in improving the quality and design features of the area.

ITEM # 2024-7607

**CITY OF DESTIN – COMMUNITY DEVELOPMENT**

# AGENDA ITEM

**MEETING DATE:** **March 20, 2024**
**BOARD/COMMITTEE:** **Town Center Community Redevelopment Agency Advisory Committee**
**TYPE OF AGENDA ITEM:** **Presentation**
**OUTLINE NUMBER:** **4.C.**

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**TO:** Town Center Community Redevelopment Agency Advisory Committee

**THRU:** Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney
Steve O'Connor, Principal Planner

**FROM:** Rachel Hoag, Planner

**DATE:** March 13, 2024

**SUBJECT:** Development Projects and City Projects Update – February 2024

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

**II. DISCUSSION:** Below are the Development and City projects within the Town Center CRA.

**1. Development Projects:**

**New Development Projects**

- None.

**Projects Under Review**

- **Project: 22-59-SP Destin Villas (DEV-000878-2022)**
- **Project Location:** 1035 US Highway 98 E., **Parcel: ID:** 00-2S-22-0000-0024-001C
- **Status:** Under Review – The project was approved at the February 20, 2024, City Council meeting, with conditions. These conditions have been satisfied and the Development Order has been drafted by Staff and executed by the applicant. However, the project is still under further discussion to clarify site alterations with a

neighbor of the proposed development.

- The proposed project consists of a Major Deviation to a Major Development Order. The scope includes the construction of a 64-unit boutique hotel.

- **Project: Publix Subdivision (SUB-001240-2023)**
- **Project Location:** 761 Harbor Blvd., **Parcel: ID:** 00-2S-22-0000-0011-006G
- **Status:** Under Review – A 120-day extension was granted for the applicant to obtain additional easements, with a resubmittal deadline of March 18, 2024.
  - The proposed project consists of a Minor Subdivision. The scope is to reconfigure the two (2) existing lots to be contiguous to Publix, and another parcel to be developed separately.

- **Project: Sunburn Dispensary (DEV-001330-2024)**
- **Project Location:** 865 Harbor Blvd., **Parcel ID:** 00-2S-22-1156-0000-004B
- **Status:**Under Review – The subject project is undergoing application completeness review after a second resubmittal was received on Tuesday, March 5, 2024.
  - The proposed project consists of a Minor Development Order. The scope includes the construction of a one-story, 2,992 square foot commercial medical marijuana dispensary.

**Approved Projects**

- None.

**2. City Projects:**

- **Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Road to include Marler Bridge.**
- **Status:**Study in progress
  - The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge. The project will now include the extension of the Boardwalk under the Marler Bridge.

- **Linear Park**
- **Status:**Design in progress
  - A conceptual linear park is being proposed along the Florida Power and Light (FPL) easement and City Right-of-Way corridor. The project is currently heading to 60% completion of the plans.

- **Airport Road/Industrial Park Road Median Improvements**

- **Status:** Design complete
    - The design to improve the median between Airport Road and Industrial Park is complete and waiting on construction/funding.

- **Cross Town Connector (Beach Dr. to Benning Dr.)**
- **Status:** Design/Permitting in progress
    - 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. One lot located within the TCCRA has been demolished for this construction, located at 700 Legion Drive.

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

A. **Link to Strategic Goals / Objectives:** N/A
B. **Effect on Budget (EOB):** N/A
C. **Level of Service (LOS):** N/A
D. **Legislative Sponsor:**

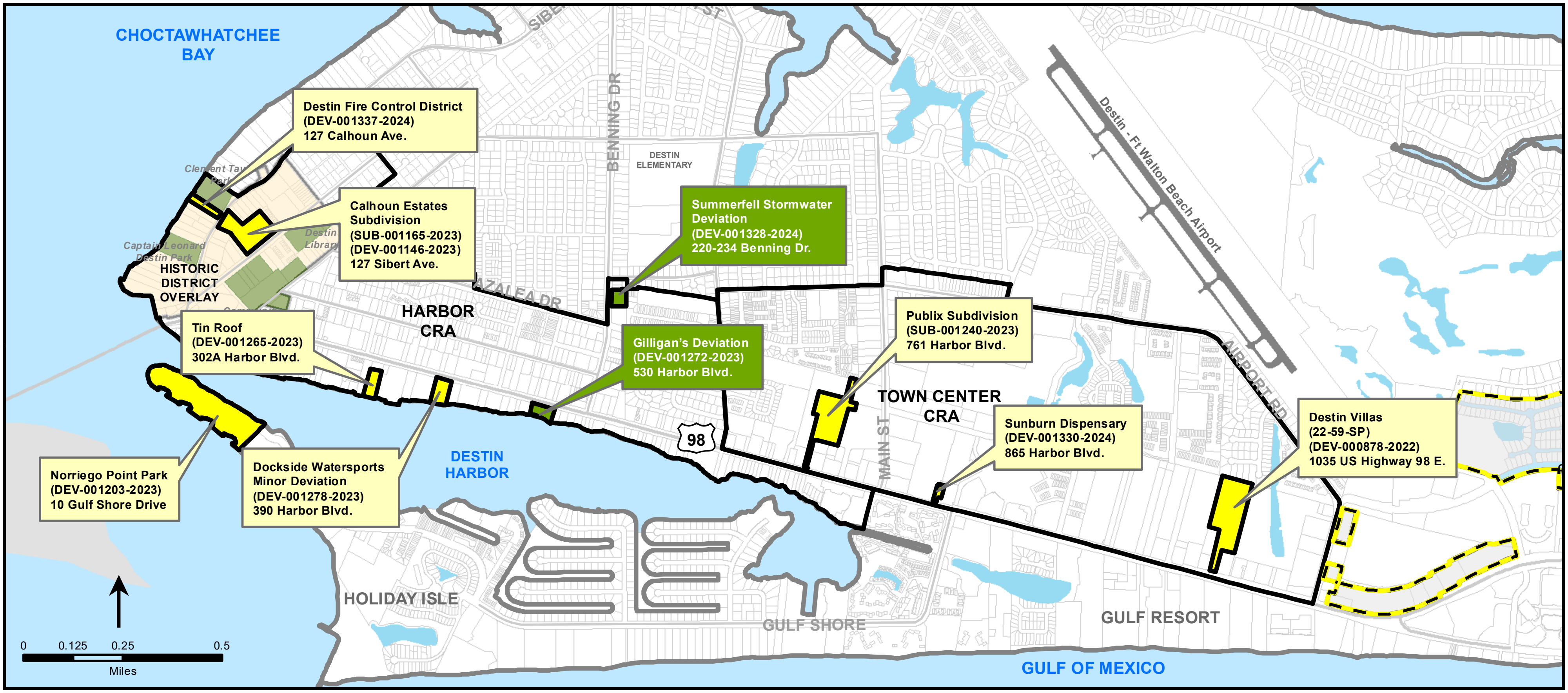
## III. CONCLUSION:

## IV. RECOMMENDED MOTION: Informational Item Only

Attachments:

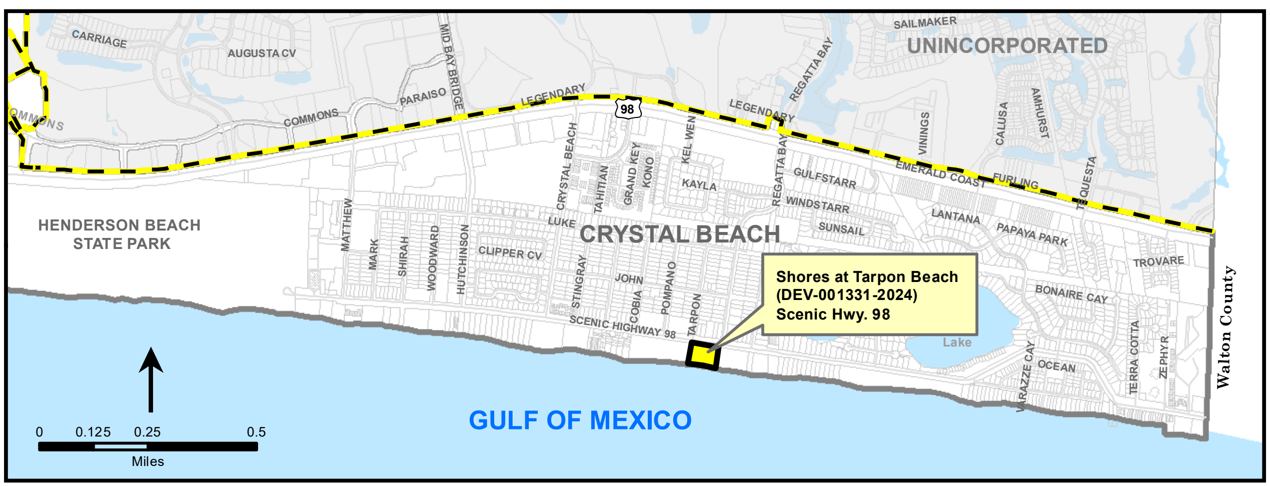
1. Development Map February 2024
2. City Projects February 2024

# February 2024 City Wide Development Projects




West Destin

East Destin




## LEGEND

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

# City Projects February 2024


West Destin

East Destin


## LEGEND

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

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 include the 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).
16. Channel Maintenance Dredging.