



**AGENDA
LOCAL PLANNING AGENCY
THURSDAY, FEBRUARY 6, 2025
5:30 PM
ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
- 4. CURRENT BUSINESS**
 - A. Community Redevelopment Areas Master Plans Recommendation**
 - B. Property Maintenance Code Discussion**
- 5. DIRECTOR'S REPORT**
- 6. PUBLIC COMMENTS** (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)
- 7. NEXT MEETING DATE: February 20, 2025**

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)

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 6, 2025
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.A.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Deputy Community Development Director

DATE: January 28, 2025

SUBJECT: Community Redevelopment Areas Master Plans Recommendation

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 Areas (CRA) Master Plans consists of **Three Phases**.

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

Tonight's meeting is one of the last remaining steps before the CRA Board can adopt the Harbor and Town Center CRA Master Plans. Staff provided the **Harbor and Town Center CAR Master Plans Final Drafts**, and tonight Staff will ask the LPA to consider and either:

- 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 LPA members that are motioned and approved. Once the approved changes are completed, Staff will present it to the CRA Board.

The Final Drafts presented is the culmination of the Committee's, 3TP Ventures, LLC, and Staff's effort to update and provide the the highest quality analysis, recommendations, and direction, for the continued

redevelopment of the Harbor and Town Center areas. 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 Mobility Plan as the two plans will complement each other to provide further insight into the objectives and priorities of not just the HCRA but the surrounding areas of the City as well.

The new plan does this in a much more clear and focused method by:

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

From this point, if adopted, all decisions and recommendations from the committees can now be based on the foundation the Master Plans provide.

The Draft Master Plans, if adopted, will satisfy many objectives of the adopted Comprehensive Plan. Specifically, 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*.

Comprehensive Plan Goals, Objectives, and Policies that the CRA Master Plans help implement or promote:

- **Policy 1-1.1.1:** Promote urban design standards that integrate mixed-use developments, encourage pedestrian-oriented design, and maintain harmony with existing development.
- **Policy 1-1.1.3:** Protect natural systems like the harbor and bayou through sustainable development practices.
- **Policy 1-1.1.4:** Employ innovative design techniques to preserve scenic vistas and waterfront views
- **Policy 1-1.1.5:** Require new developments to incorporate multimodal infrastructure for pedestrians, cyclists, and transit users.
- **Objective 1-1.3:** Encourage mixed-use development to create a vibrant, walkable town center
- **Policy 1-3.5.6:** Promote infill development and redevelopment of underutilized properties.
- **Objective 7-1.4 & Policy 7-1.4.1:** Enhance public plazas, parks, and open spaces in urban areas. Encourage placemaking initiatives through public art, events, and cultural programming.

General Goals of the Comprehensive Plan

- Expand walkability and bikeability through improved sidewalks, trails, and transit.
- Reduce traffic congestion and improve alternative transportation options.
- Increase public transit connectivity to key destinations.

A. Link to Strategic Goals / Objectives: II. Enhance Quality of Life
 III. Economic Development and Revitalization
 IV. 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:

E. Business Impact Statement:

III. CONCLUSION: This is the final step before the findings are compiled and integrated into the **Updated Master Plan Final Draft**. This is the LPA's opportunity to affirm or address any deficiencies in compliance with the Comprehensive Plan in the draft plans. 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 **Harbor and Town Center CRA Master Plans Final Drafts** to the CRA Board for their consideration.

ALTERNATIVE MOTIONS:

I move to recommend approval of the **Harbor and Town Center CRA Master Plans Final Drafts** to the CRA Board for their consideration with modification

OR

I move to recommend denial of the **Harbor and Town Center CRA Master Plans Final Drafts** to the CRA Board for their consideration.

Attachments:

1. Harbor CRA Master Plan
(FINAL DRAFT)
2. Town Center CRA Master
Plan (FINAL DRAFT)

DESTIN HARBOR CRA PLAN - DRAFT

July 2024



ACKNOWLEDGMENTS

CITY COUNCIL

Mayor Bobby Wagner
Councilman John Stephens
Councilman Torey Geile
Councilman Dewey Destin
Councilman Jim Bagby
Councilwoman Terésa Hebert
Councilman Johnny King
Councilman Kevin Schmidt

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CONSULTING TEAM

3TP Ventures





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EXECUTIVE SUMMARY

The Harbor CRA Plan is the Community Redevelopment Plan for the Harbor district of the City. The Harbor district contains 397.3 acres of land which is primarily privately owned. The district includes several civic buildings, parks, the Zerbe-Calhoun Historic District and the Destin Harbor Boardwalk. This district is generally bounded by Choctawhatchee Bay on the west, Destin Harbor to the south, Beach Drive on the east and Azalea and Pine Streets on the north. The CRA Board originally adopted the Harbor CRA Plan in 2003, and this 2024 Plan Update is the first since the plan's adoption. The City's goals for the Harbor district are to provide better access, safety, and connectivity for locals and tourists alike to visit the Destin Harbor and support the businesses in the district.

The Harbor 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 and unsanitary or unsafe conditions, as contributing to the "blight" condition. These issues continue to hinder the City's goals for the Harbor district.

The 2024 Harbor CRA Plan Update focused on evaluating the existing condition of the Harbor CRA and reviewing the public projects that have been completed since 2003. The plan's update identifies three primary issues that the City faces in the Harbor district:

1. **Getting to the Harbor District** – Congestion on U.S. 98 for east-west traffic with few alternative routes, public parking space shortages.
2. **Getting Across Harbor Boulevard/U.S. 98** – Insufficient safe and convenient routes across U.S. Highway 98 for pedestrians and non-vehicular modes of transportation.
3. **Getting to the Harbor Boardwalk** – Public access to the Harbor Boardwalk is difficult to locate and largely unmarked.

To strengthen the connection between the north side of Harbor Boulevard where many of the Harbor support facilities, such as parking, are located, and the Destin Harbor, the 2024 Plan update identifies near-term (0-2 years), mid-term (2-5 years) and long-term (5+ years) strategies for the CRA Board to pursue. These





strategies vary from beautification and wayfinding enhancements to the construction of a parking garage in the Harbor district.

The Harbor CRA Advisory Committee (HCRAAC) identified eight key projects in the Harbor CRA district in the next 20 years. The HCRAAC then reviewed and ranked the key projects in terms of priority as well as funding contribution. The top priority is the design and construction of a parking garage in the location of the current Marler public parking lot. This property is strategically located on the north side of Harbor Boulevard, about 0.2 miles from the newly completed Captain Royal Melvin Heritage Park on the Harbor, and near the heart of commercial activity in the Harbor district.

The second ranked project is the completion of the Cross Town Connector, a new east-west collector roadway north of Harbor Boulevard. This will provide a much-needed alternate east-west route through the City to help alleviate congestion on U.S. Highway 98 (Harbor Blvd.).

The third ranked project is the land acquisition and design related to Phase II of the Harbor Boardwalk. This segment of boardwalk is proposed to continue west around the point of Destin, north up to Clement Taylor Park. The City recently acquired the waterfront property located at 1 Calhoun Avenue, which will serve as a gateway into the Harbor district given its location at the western point of the City. It's important to note that while all of the key projects are important, they may be implemented using a variety of funding mechanisms rather than just CRA revenue, such as a future mobility fee.

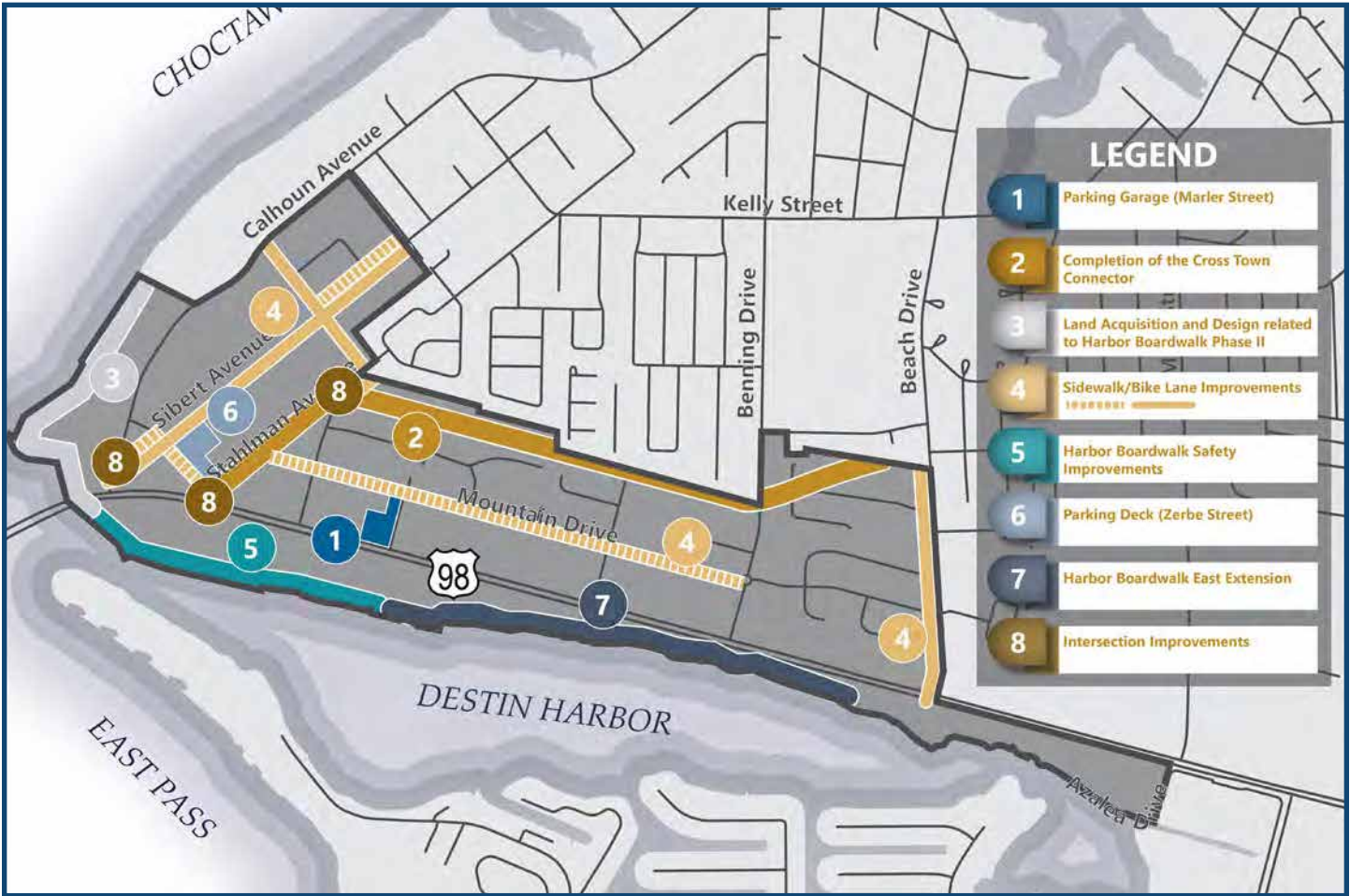


Figure 1 - Projects for Harbor CRA

The following pages present the Harbor CRA Plan through four primary sections. The first section provides an analysis of the existing conditions of the district for land use, transportation, parking, and stormwater management. The second section includes a discussion of the overarching issues and goals for the Harbor District. The third section provides a detailed list of key projects, their recommended prioritization, and planning-level cost estimates. The last section includes details related to the implementation of the Plan and a detailed breakdown of the finances of the CRA, including encumbered and forecasted revenue through the duration of the Harbor CRA, which is set to expire in 2043.



INTRODUCTION

BACKGROUND

The City in 2003 identified the Harbor district as a redevelopment area in Destin. The Harbor district at that time was envisioned as the principal tourist and business corridor within the City. That vision has become reality, and the district continues to be viewed that way today. Throughout the revitalization process, which began when the Harbor CRA district was established, the City and community have shown their commitment to addressing and/or mitigating the constraints or conditions associated with site and/or structure deterioration, economic decline, inadequate street layout, harbor and bay access, transportation and parking facilities, functional deterioration or obsolescence and other conditions of “blight” as described in the Harbor Finding of Necessity Report. The 2024 Plan update entailed an evaluation of the existing plan; physical conditions of the district; and a refresh of the goals, projects and strategies needed to maintain this vision of the Harbor.

The City’s approach to the Harbor CRA Plan update is to focus on a foundation of public engagement and current data. Based on that information, the Harbor CRA Advisory Committee identified public projects and initiatives which would then help foster the goals for the Harbor district, while simultaneously encouraging participation from the private sector. These projects and initiatives may be funded through tax increment revenues derived from the Harbor district, other City-revenue sources such as a future

mobility fee, public-private partnerships, as well as State and Federal funding opportunities, which are explained further in the Implementation and Financial Plans.

While the original vision of the Harbor becoming the economic center of the City has been realized since the CRA district’s establishment, the increase in development and commercial activity over the last 21 years welcomes new challenges related to the Harbor district. The Harbor CRA Advisory Committee updated their original vision with new direction for investment in the Harbor CRA district. All new investments in the district with CRA dollars should support one of the following goals: getting to and traveling within the Harbor district, getting safely across U.S. Highway 98, and getting down to the Harbor Boardwalk.

The 2024 Plan update focuses on the existing conditions of the Harbor district and updated public improvement projects designed to implement the three new goals mentioned above. For the plan to adequately address the needs of the district, the issues of vehicular, non-vehicular and pedestrian transportation, parking, and waterfront accessibility are explored further throughout this document.

FINDING OF NECESSITY OVERVIEW

The Finding of Necessity Report dated May 23, 2003 studied the physical, economic and regulatory conditions of the Harbor district for potential causes of “blight” which would demonstrate the need for a Community Redevelopment Area to be established. If conditions of blight were found to be present, that would allow the City to utilize tax increment financing to fund projects that specifically are aimed at eradicating the blight described in the Finding of Necessity Report.

At the time of this report, a two-step process was used to determine if blight was present. First, the study area must contain “a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies are leading to economic distress or endanger life or property.” The report confirmed that a large portion of commercial buildings were “functionally deteriorated, rendered obsolete by the constraints of site, structure placement, access, residential platting adapted to commercial use, and insufficient parking.” Due to those conditions observed on commercial properties, the first criterion of establishing blight was met.

The second step required that two or more of the fourteen factors which contribute to blight listed in the Florida Statutes be present in the study area. After an analysis of the district, six of the fourteen factors were found to be present in the Harbor area. The following list includes the factors found to contribute to blight in the Harbor CRA district, and a brief explanation for each one.

1. **Predominance of defective or inadequate street layout.** At the time of this study, the primary concerns related to this subject were lack of internal street connections to redirect traffic off of U.S. Hwy 98, localized ponding within certain local roadways, absence of continuous sidewalks, queuing onto U.S. Hwy 98 due to insufficient parking on private properties, vehicular stacking at intersections along U.S. Hwy 98.
2. **Faulty layout in relation to size, adequacy, accessibility and usefulness.** Commercial lots in the Harbor were found to be inadequate specifically in relation to their size. Due to the dimensional restrictions of the lots, an excessive number of access points along major roadways in the Harbor area was required. Additionally, the size of the lots put limitations on the on-site amenities required for development, such as parking, and landscaping. Finally, there were a significant number of properties observed south of Harbor Blvd and west of Calhoun Avenue that did not have access to the Destin Harbor or Choctawhatchee Bay, and therefore also properties that did not have access to the main roadways.

3. **Unsanitary or unsafe conditions.** The two primary contributors to this factor were found to be insufficient sidewalks throughout the Harbor area, and lack of connectivity between subareas of the Harbor, which forces traffic onto the major roadways to travel locally.
4. **Deterioration off site or other improvements.** The combination of lack of sidewalks and pedestrian oriented amenities, perceived traffic stacking, lack of adequate public parking, and insufficient stormwater improvements, has resulted in a deterioration of public infrastructure and sustainability. Additionally, many of the existing commercial improvements are functionally deteriorated, specifically parking and access points.
5. **Inadequate and outdated building patterns.** The following deficiencies demonstrate the inadequate and outdated building patterns in the Harbor at the time of the study: planned intensity relative to the size and adequacy of platted lots, absence or deterioration of infrastructure, poor connectivity among neighborhoods prompting the use of regional arterials for local travel, no sidewalks, no designated public spaces, unrestricted and divided ingress and egress among numerous commercial properties, commercial intrusion into residential areas stemming from inadequate lot depth, poor design controls, and the absence of transitional zones that preclude opportunities to insert buffering, and no view corridors.
6. **Diversity of Ownership.** The study identified the district's diverse ownership as one of its most pressing problems. Due to the quantity of different owners, the non-resident status for a large portion of owners, and patterns of small lots, it will be a challenge for future developers or investors to acquire sufficient property in the Harbor to change the established development patterns and use.

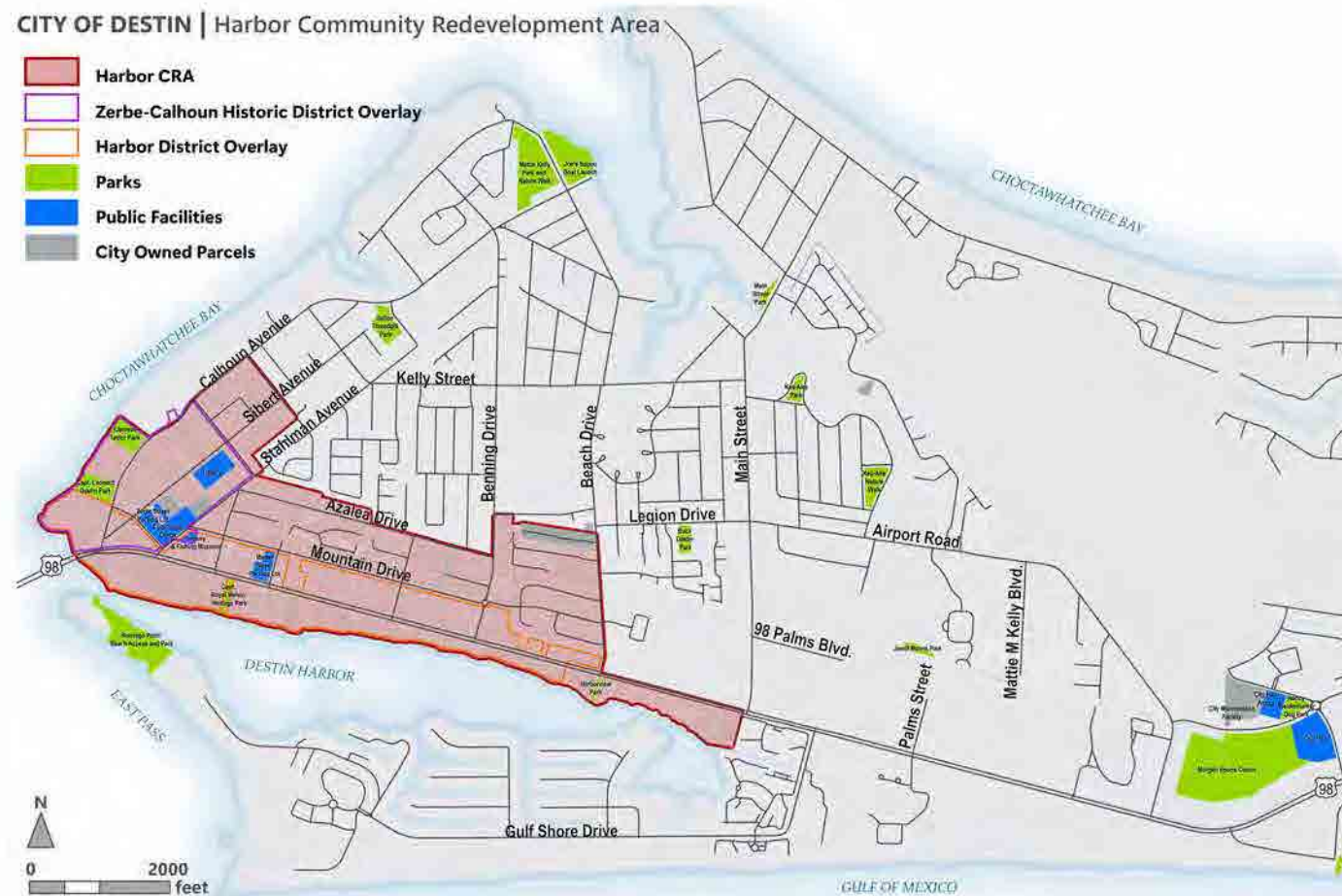


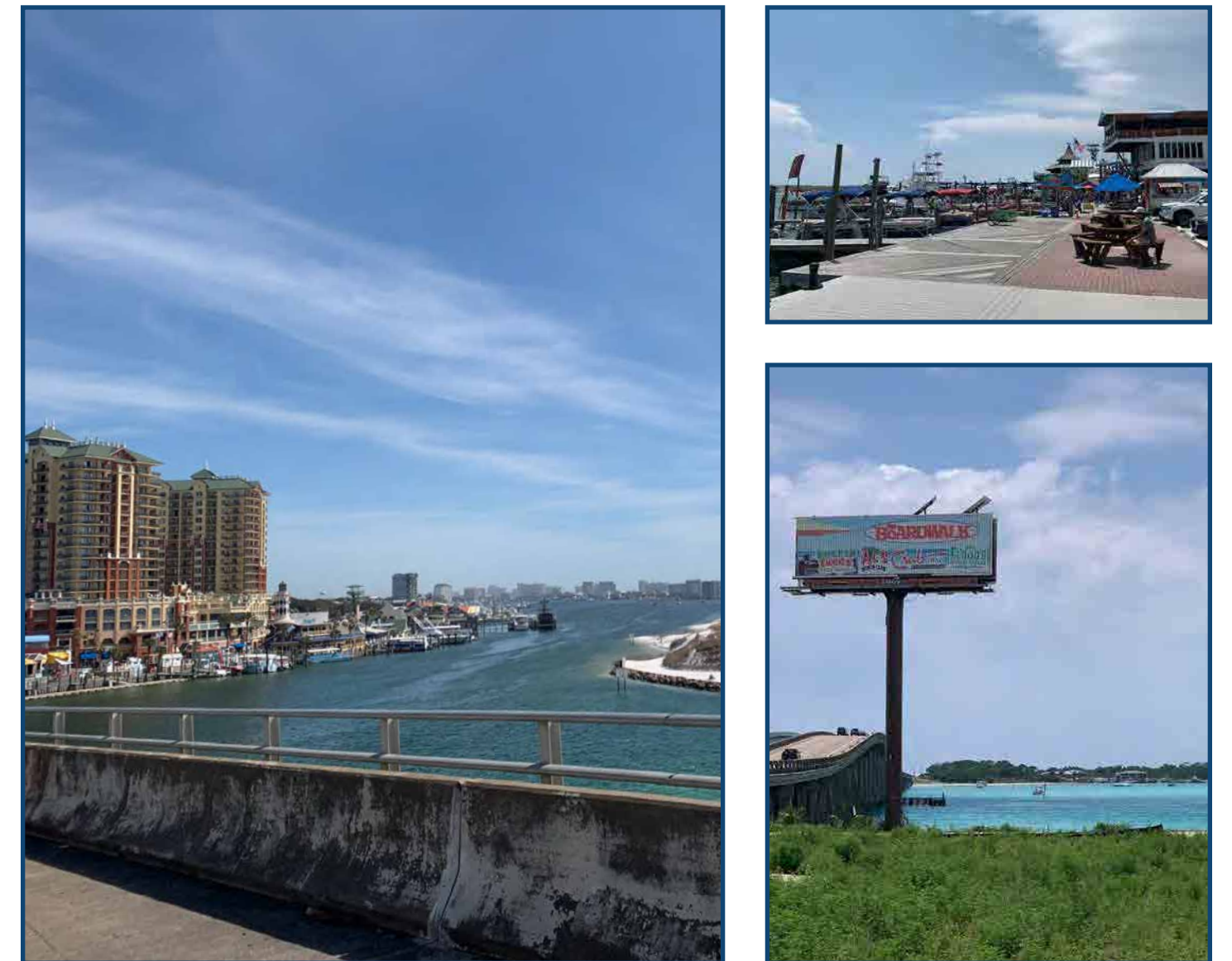
Figure 2 - Boundary Map of Harbor CRA

INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The intent of this Plan update is to serve as a framework for guiding development and redevelopment of the Harbor Community Redevelopment Area through the lifetime of the CRA, which expires in 2043. This Plan identifies redevelopment objectives, programs, and capital projects to be undertaken to reverse blighting trends within the Harbor Redevelopment Area. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. While based on the most accurate data available, the various strategies and costs identified in this Plan update will require additional review and action by the CRA Board as specific projects are initiated, refined, and implemented.

The Plan's focus is mitigation or correction of various transportation, parking, waterfront access and safety issues documented in the Harbor Finding of Necessity Report.

The Harbor Community Redevelopment Plan describes objectives, initiatives, and a financial plan to mitigate or correct blight factors and concludes with a demonstration of how this Plan is consistent and complementary with the City of Destin's Comprehensive Plan and other studies done for the Harbor District.



DISTRICT EXISTING CONDITIONS ANALYSIS

LAND USE

The Harbor CRA contains 397.3 acres of land, most of which is privately owned except for public right of way, city-owned parcels, and parks. The district also includes the Zerbe-Calhoun Historic District, which is north of U.S. 98 and west of Stahlman Avenue. This district is home to several civic buildings and parks including Clement Taylor Park, Captain Leonard Destin Park, Destin Community Center, and Destin Library. Land uses are primarily commercial in nature along U.S. 98 and the Harbor. The highest intensity land uses are concentrated along the Harbor and U.S. 98. The intensity of development tapers moving northward from U.S. 98. Lower density residential uses become more common along and north of Azalea Drive and within the Zerbe-Calhoun Historic District on the west side of the Harbor CRA.

Table 1 below shows the number of acres by land use type in the Harbor 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 31 undeveloped acres within the CRA and the average vacant parcel size is 0.36 acres.

Table 1 - Land Uses in the Harbor CRA District

Land Use	Acres	Percent
Residential - Low Density	48.0	12%
Residential - Medium Density	31.0	8%
Residential - High Density	11.6	3%
Mixed Use	148.4	37%
Commercial	41.2	10%
Industrial	0.0	0%
Residential, Office, and Institutional	12.3	3%
Institutional	23.0	6%
Recreational	7.9	2%
Public Right-of-Way	73.9	19%
Total	397.3	100%

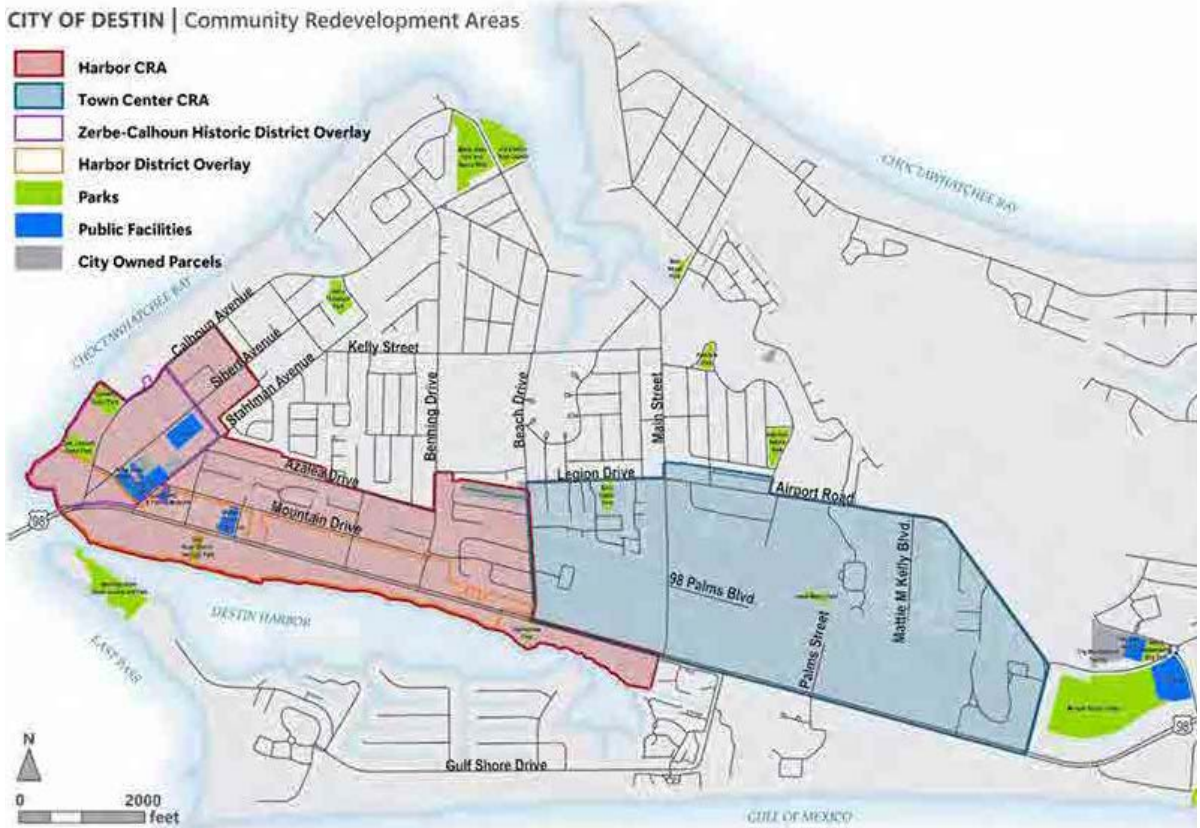


Figure 3 - CRA District Boundaries

The Future Land Use Map and table below provides more detail on where these uses are allowed within the Harbor CRA and what each designation’s limitations are for density, height, floor area ratio, and open space.



Figure 4 - Future Land Use Map for the Harbor CRA as of March 2022

Table 2 - Land Uses Limitations in the Harbor CRA District

Land Use	Acre-age	Use Type	Max. Density (units/acre)	Max. Height	Max. Nonresidential Floor Area Ratio	Min. Open Space (%)
Bay Estates	6.23	Single-Family Residential	2.90	35'/3 stories	N/A	25
Low Density Residential	41.80	Single-Family Residential	5.81	35'/3 stories	N/A	25
Medium Density Residential	31.02	Single-Family Residential	5.81	35'/3 stories	N/A	25
		Multi-Family Residential	9.90	35'/3 stories	N/A	
High Density Residential	11.64	Single-Family Residential	9.90	30'/3 stories	N/A	30
		Multi-Family Residential	16.90	50'/4 stories	N/A	25
Residential, Office, Institutional	12.34	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	
Institutional	23.00	Institutional uses permitted	N/A	35'/3 stories	0.5	25
Calhoun Mixed Use	5.93	Single-Family Residential	6.00	35'/3 stories	N/A	25
		Multi-Family Residential	12.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	50'/4 stories	0.5	
Calhoun Mixed Use - Village	17.76	Single-Family Residential	9.00	35'/3 stories	N/A	25
		Multi-Family Residential	12.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	50'/4 stories	0.5	
North Harbor Mixed Use	56.91	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	
South Harbor Mixed Use	67.74	Single-Family Residential	9.00	30'/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	
Recreation	7.86	Recreation Uses	N/A	35'/3 stories	0.2	25
Commercial Trades and Services	41.22	Nonresidential except for custodian or night-watchman residence	1.00 per development	35'/3 stories	1.30	25



TRANSPORTATION

The HarborCRA district has a fairly well-connected street network, which is good for all modes of travel. However, there are some key gaps, particularly in the pedestrian and bicycle network, and a few strategic connections would provide for better east-west connectivity, which could help alleviate congestion on U.S. 98. This section summarizes the key issues, pulling from information the City collected and analyzed during the development of a Mobility Plan in 2023 and 2024.

Among the key transportation issues within the Harbor CRA district are missing sidewalks and bicycle facilities. Figure 5 below depicts missing sidewalk segments within the Harbor CRA district on Azalea Drive, Mountain Drive, Calhoun Avenue, Sibert Avenue, Stahlman Avenue, and Benning Drive. Collector streets with bicycle facility gaps include Stahlman Avenue, Sibert Avenue, and Azalea Drive. Correcting these deficiencies is a focus of the City’s Mobility Plan and are also important for addressing the original “blight” condition of inadequate street layout and unsafe conditions, both of which contributed to the finding of necessity for the CRA district.

Vehicular congestion is another significant issue, which is also connected to defective or inadequate street layout. The 2003 Harbor Community Redevelopment Plan stated that “the absence of satisfactory internal connections forces local traffic onto US 98, which adds unnecessary and potentially dangerous trips to this arterial road.” While FDOT and the City have made transportation improvements to address this issue, the layout of streets pushes much of the vehicular traffic onto U.S. 98. The Crosstown Connector project, which is a priority of the City, would create a more seamless and consistent connection among Azalea Drive, Legion Drive, and Airport Road to create a viable alternative to U.S. 98 for east-west trips.

KEY ISSUES

- Missing sidewalk segments on Azalea Dr, Mountain Dr, Calhoun Ave, Sibert Ave, Stahlman Ave, and Benning Dr
- Missing bicycle facilities on Stahlman Ave, Sibert Ave, and Azalea Dr
- Vehicular congestion



Figure 5 - Bicycle and Pedestrian Facilities Gap

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

Table 3 - Traffic volumes for arterial and collector roadways

Roadway	From	To	2021	2017	% Change
U.S. 98	Marler Bridge	Stahlman Ave	3,282	3,075	7%
	Stahlman Ave	Benning Dr	2,909	2,505	16%
	Benning Dr	Beach Dr	3,255	2,815	16%
	Beach Dr	Main St	3,279	2,841	15%
Azalea Drive	Stahlman Ave	Benning Dr	587	524	12%
Benning Drive	U.S. 98	Kelly St	398	269	48%
Calhoun Avenue	U.S. 98	Kelly St	501	351	43%
Legion Drive	Benning Dr	Beach Dr	609	509	20%
	Beach Dr	Main St	1,098	1,226	-10%
Mountain Drive	Stahlman Ave	Benning Dr	592	536	10%
	Benning Dr	Beach Dr	466	633	-26%
Sibert Avenue	Calhoun Ave	Kelly St	580	324	79%
Stahlman Avenue	U.S. 98	Kelly St	762	714	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 Marler Bridge and Stahlman Avenue	E	1.03	0.92	0.91
US Hwy 98 between Stahlman Avenue and Benning Drive	D	0.97	0.88	1.00
US Hwy 98 between Benning Drive and Beach Drive	E	1.00	0.93	1.05
US Hwy 98 between Beach Drive and Main Street	E	1.01	0.95	1.03

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 vital that they are safe and inviting for all users. Streets within the Harbor 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 Harbor 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 shops, restaurants, parks and open space, or other compatible uses for the area 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. This section outlines key parking issues and solutions.

The City in 2016 studied the supply and demand for parking spaces in the Harbor CRA district. This study yielded an inventory of spaces – private and public – within the district and found there were 5,959 parking spaces with 2,846 spaces (48 percent) located on the north side of Harbor Boulevard and 3,113 spaces (52 percent) located on the south side. There were 722 parking spaces (13 percent) serving residential uses and 5,187 parking spaces serving non-residential land uses (87 percent) at the time. The majority, 94 percent, of the parking spaces were within privately owned lots.

The study compared the supply of parking with parking demand, which was estimated using existing land use data and the parking requirements outlined in the City of Destin Land Development Code (LDC). This analysis found a significant surplus of parking north of U.S. 98, but a shortage of non-residential parking south of U.S. 98 of up to 420 spaces. While the destinations on the south side of U.S. 98, such as the Harbor Boardwalk, are close to parking on the north side, the width of U.S. 98 and speed of vehicles traveling along the highway make it challenging for people to cross on foot or any other non-vehicular mode of travel.

There are four designated pedestrian crosswalks along U.S. 98 in the Harbor District that serve to help pedestrians travel from parking lots to destinations on the south side of the road. These are located at Melvin Street, the Marler Street Parking Lot, Palmetto Street, and Stahlman Avenue. However, the wait time to cross at these locations can be long, which hinders the City's efforts to encourage people to park on the north side of U.S. 98 and walk to final destinations. Among the strategies identified by the City in 2017 for addressing the parking supply and spatial mismatch issues were the following:

1. Increase total number of available public parking spaces for residents and visitors within the Harbor CRA District.
2. Create better functioning parking lots and access drives that minimize pedestrian-vehicle conflicts and reduce traffic congestion by reducing recirculation traffic seeking parking spaces.
3. Once sufficient parking is increased north of Harbor Blvd, decrease number of parking spaces necessary south of Harbor Blvd to allow for highest and best use of harbor front properties.
4. Enhance wayfinding to public parking destinations.
5. Connect the Boardwalk to the north side of Harbor Blvd. to safely access additional public parking.



There are four public parking lots in the Harbor CRA:

- Marler Street: This lot sits between U.S. 98 and Mountain Drive. It has 146 spaces.
- Destin Community Center: This lot serves the Community Center at the intersection of Zerbe Street and Stahlman Avenue. It has 86 spaces.
- Zerbe Street: This lot is at the corner of Zerbe Street and Sibert Avenue. It has 51 spaces.
- Destin Library: This lot serves the library on Sibert Avenue. It has 64 spaces. However, these spaces are only available after library hours.

The City has identified both supply and demand solutions to the parking challenges of the Harbor CRA District. On the demand side the City in 2019 increased the cost of parking from \$1 for the first hour and 50 cents for every additional hour to a flat rate of \$5 for 24 hours. Prior to 2017 there was no cost to park in the public lots. The pay-to-park policy has helped optimize parking, making it easier for visitors to find a space. The City also identified opportunities to expand the supply of public parking spaces in the Harbor CRA District. Destin added spaces on Sibert Avenue behind the Community Center and is considering a project to convert surface spaces in either the Marler Street or Zerbe Street surface parking lots into a multi-level parking structure.

There are additional opportunities to reduce demand for vehicular parking. These strategies would include services such as a circulator shuttle, new shared-use paths and crosswalks, and shared parking among adjacent properties with different peak parking demand. These strategies can help shift people from driving to other modes, and to make the most efficient use of existing surface parking.

STORMWATER FACILITIES

The Harbor CRA has extensive impervious surfaces, which increase stormwater runoff volumes and affect water quality. Stormwater runoff is the leading cause of localized flooding and water quality concerns. The solutions for addressing stormwater include infrastructure such as pipes, culverts, and conveyances, which help manage surface runoff to protect property and prevent pollution.

The City’s Comprehensive Plan recognizes the effects of stormwater runoff on the Harbor 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 looked at the Harbor in detail to identify projects that can help address runoff and improve water quality. A pair of issues and associated improvement projects are listed below.

- Erosion and flooding issues in the vicinity of the Zerbe Street and Sibert Avenue intersection. The recommended improvement is a new culvert along Sibert and Zerbe to collect and treat stormwater in this area at an estimated cost of about \$73,000.
- Flooding along Reddin Brunson Road and adjacent roadways due to a lack of roadside swales and stormwater conveyance. The recommended improvement is purchasing a property along Reddin Brunson Road for construction of a detention pond at an estimated cost of \$410,000.

The Stormwater Master Plan also recommended the City adopt a stormwater utility fee, which would provide funding to replace aging stormwater infrastructure. The system is aging and in need of 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 THE HARBOR DISTRICT

The existing conditions of the Harbor district discussed above point to key issues and opportunities that exist within the district. This section describes those issues and opportunities identified in detail, as well as strategies to achieve the overall goal outlined in the original Harbor CRA plan, which states “to be redeveloped as an easily accessible, economically sustainable and attractive waterfront-oriented district that provides safe transportation, pedestrian and recreation facilities in a manner that promotes a favorable identity for the City of Destin.” This section expands this goal further, by indicating the areas that should be strengthened by redevelopment initiatives, financial incentives, and public improvements. Additionally, the projects included in this plan, and other investments in the Harbor district, can work together to achieve the City’s goals.

ISSUES AND OPPORTUNITIES

Conditions in the Harbor district have improved during the last 20 years, and is viewed today as the economic heart of the City. Additionally, the Harbor Boardwalk has become a popular and cherished destination for locals and tourists alike. Building on the success of the Boardwalk is an effective way for the City to achieve its goals for the Harbor.

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

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

By improving access to the Harbor district and the Harbor Boardwalk the City can increase the economic and recreational value of this unique asset while enhancing pedestrian safety on U.S. 98. There are several strategies for the CRA to consider, some of which are already included as projects in the Plan, while others merit consideration for implementing through other avenues, such as the City’s draft Mobility Plan (adoption is anticipated in Fall 2024).



STRATEGIES

In March of 2023, the Committee identified the two primary themes of the Harbor CRA’s overall vision for improvement as connectivity and safety. These themes apply to all the issues and opportunities already discussed including vehicular and pedestrian travel and access, and the improvements and continuation of the Harbor Boardwalk.

Throughout the process of the 2024 Plan Update, the Harbor Advisory Committee further defined these themes into three main goals related to the Harbor district that CRA funds should be used to achieve. The goals were centered around the Destin Harbor and explained above. First, make it easier to get into and park in the Harbor district. Second, make it easier for pedestrians to get from the north side of U.S. Highway 98 to the south side of U.S. Highway 98. Third, make it easier to get to and enjoy the Destin Harbor and Harbor Boardwalk. Taking these refreshed goals from the Advisory Committee, the consulting team identified key projects which would provide necessary access, safety and connectivity for vehicles, bicycles, and pedestrians in the district.

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

Access to the Harbor Boardwalk can be improved in several ways including an extension to the west, an extension to the

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

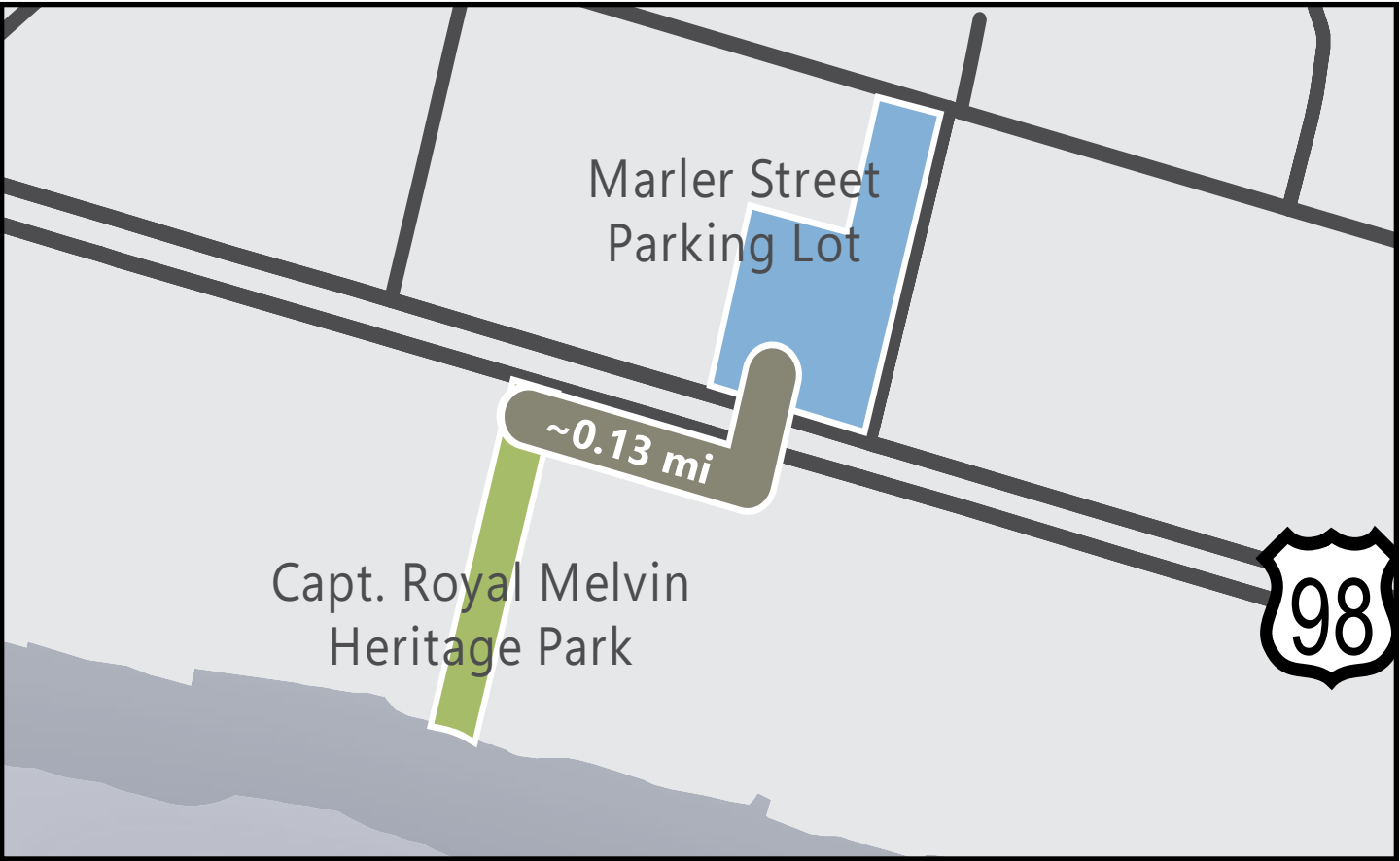
Near-Term Strategies (Less Than 2 Years)

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

Medium-Term Strategies (2 to 5 Years)

- **Shared-Use Path from Marler Lot to the Harbor Boardwalk:** The Marler Parking Lot is centrally located and is served by a nearby pedestrian crosswalk with a pedestrian actuated signal that stops traffic in both directions of U.S. 98. As such its potential as a central parking facility for the City is

Figure 7 - Proposed location of shared-use path from Marler Lot to the Harbor Boardwalk



high, but its present utilization is typically low. There are two strategies the City should consider to make this a more popular parking location where people can park once and explore on foot all the Harbor Boardwalk has to offer. First, the physical and visual connection from the Marler Lot to the Harbor Boardwalk is lacking. The City can tackle this issue by installing wayfinding for pedestrians and bicyclists that directs them to the best route to the Boardwalk, which is the new Royal Melvin Heritage Park. Additionally, the City can invest in a wider shared use path that would run from the U.S. 98 crosswalk (across from the Marler Lot) to Royal Melvin Heritage Park, which is a distance of just less than 300 feet. The total walking distance from the Marler Lot to the Harbor Boardwalk via the Royal Melvin Heritage Park is about 0.2 miles, well within walking distance. More people will likely use this option if there is clear wayfinding and a much wider and safer feeling path alongside U.S. 98. Additionally, the pedestrian signal of U.S. 98 requires pedestrians to wait too long after pressing the push button before they are given permission to cross. The City may be able to work with FDOT to adjust the signal timing, giving more priority to pedestrians crossing here. This is also described as a near-term strategy in the section above.

- **Intersection Enhancements:** The City should also look to implement quick fix solutions at intersections in the district so that traffic flows better, safety is enhanced, and people feel more comfortable on foot or bike. These improvements will enhance access to the Harbor for all modes of transportation. The City is in the process of creating a Mobility Plan that identifies a range of potential intersection enhancements to reduce delay and enhance pedestrians safety.

Long-Term Strategies (More than 5 Years)

- **Harbor Boardwalk West Extension:** Extending the Boardwalk to the west would both improve Harbor access and enhance pedestrian safety on U.S. 98. FDOT’s plans for replacing the Marler Bridge make this project challenging in the near term. Initially this extension could take the form of a path that connects the existing western terminus of the Boardwalk up to Calhoun Street. Then as the Marler Bridge is reconstructed the extension could be upgraded to have a more consistent design to the existing Harbor Boardwalk. The westward extension could eventually also improve access to the City’s recently completed Captain Leonard Destin Park and Clement Taylor Park. These parks are popular destinations that provide exceptional views of the Bay. The City also recently acquired 1 Calhoun Avenue, which regardless of development type, will be a prominent property at the western edge of the City and support the western extension of the Harbor Boardwalk.
- **Marler Parking Garage:** The Harbor district depends on parking near its most popular destinations. While studies have demonstrated that the district has ample parking in the aggregate, there still exist parking challenges where public parking availability is insufficient close to the most popular destinations. As use of the Marler Lot increases the City should look at building a parking garage at this location. In addition to providing more parking for the Harbor Boardwalk, restaurants, and businesses on the south side of U.S. 98, a parking garage would reduce the footprint now dedicated to surface parking, opening land for new development. The Marler Lot is a central and accessible location that would be ideal for several civic and private uses.

INVESTMENT IN THE HARBOR DISTRICT

Due to the changes in the Harbor district that have taken place since the Harbor CRA’s establishment, the main goal of the 2024 Plan Update is to update the prioritize public improvements for the district in the coming years, consistent with Section 163.362 of the Florida Statutes. These projects were recommended based on the analysis of the existing condition of the district and the goals related to the Harbor district voiced through engagement with the Harbor CRA Advisory Committee. This section identifies the key projects with their recommended prioritization, cost estimate, and other pertinent details.



PRIORITIZATION

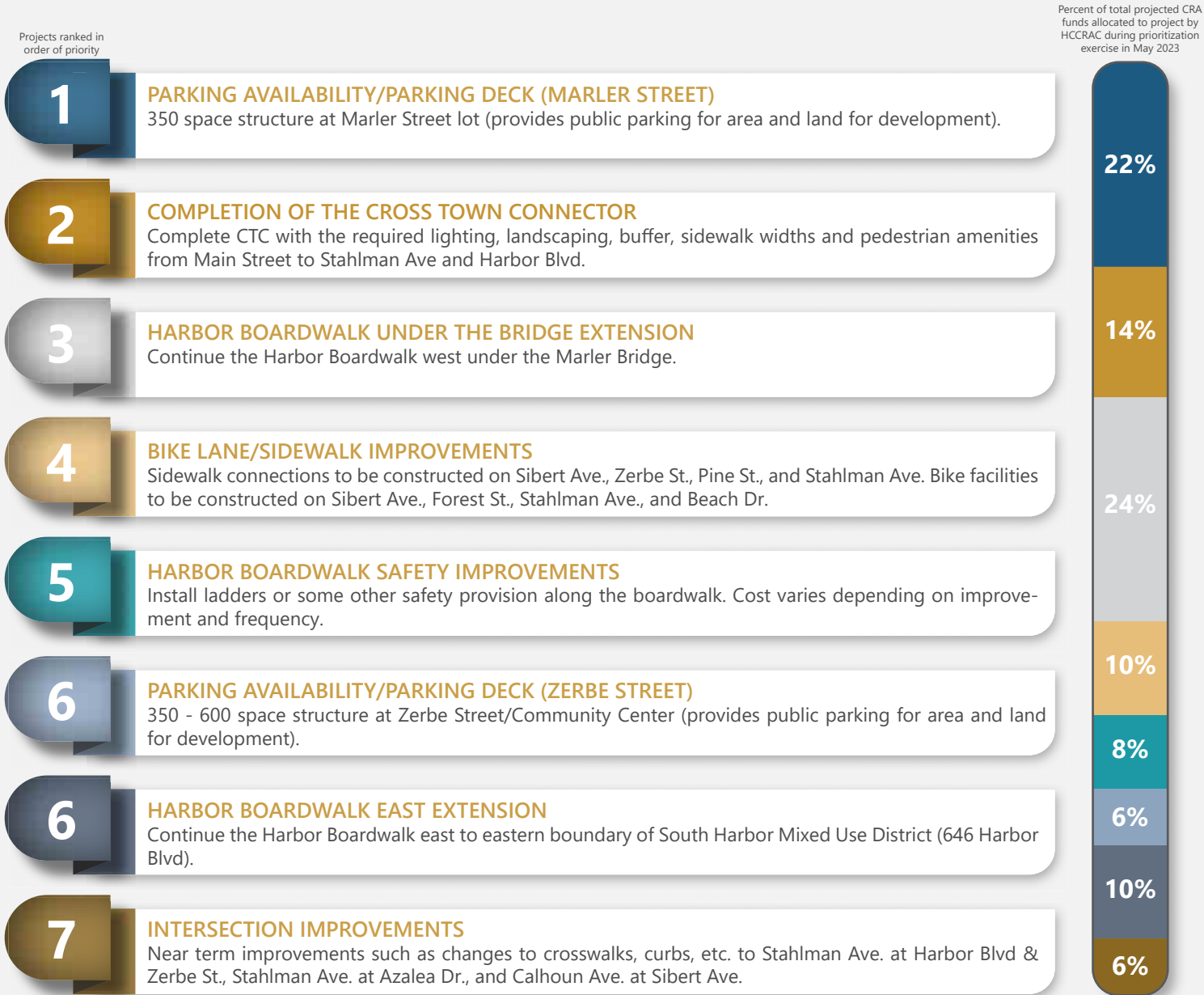


Early in the process of the 2024 Plan Update, the Harbor Advisory Committee identified the themes of connectivity and safety, and refined those into the goals of vehicular and pedestrian transportation and access to and within the Harbor District. Additionally, the goals focused on the Destin Harbor, as the main attraction and resource within the district. Taking these refreshed goals from the Advisory Committee, the consulting team identified key projects which would provide necessary access, safety and connectivity for vehicles, bicycles, and pedestrians in the district.

The Harbor 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. Where projects have the same ranking number, there was a tie for priority. The priority order does not imply they will be implemented in that order. The City may advance a lower priority project faster if an 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.



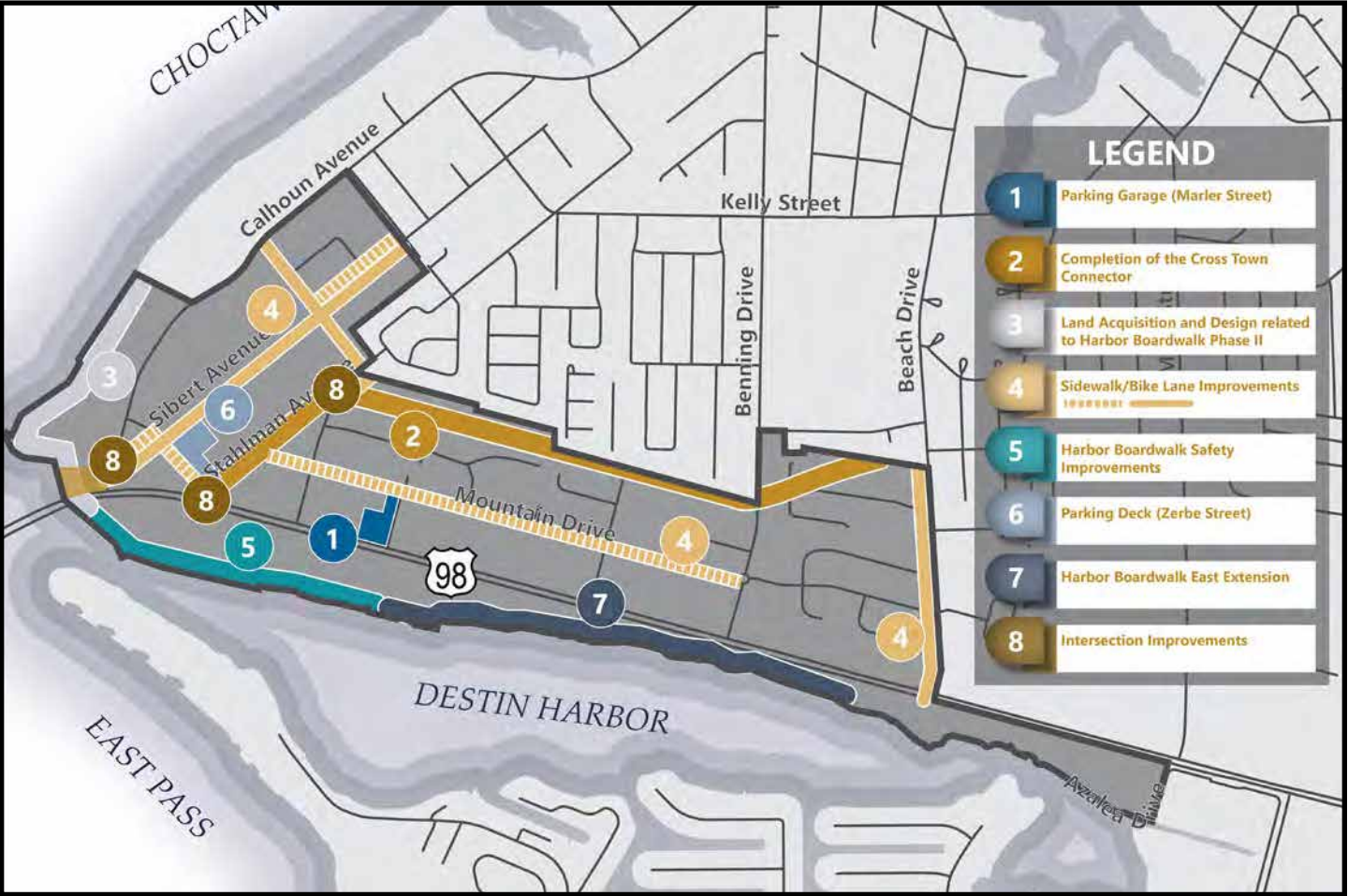
HARBOR CRA PROJECT LIST & CRA FUND UTILIZATION BREAKDOWN



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.

Harbor 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 draft 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.

Parking Garage (Marler Street)



Description

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

Cost Estimate

\$20,799,450

Priority



1

Source

Mobility Plan

Reference

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

Completion of the Cross Town Connector



Description

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

Cost Estimate

\$20,962,989

Priority



2

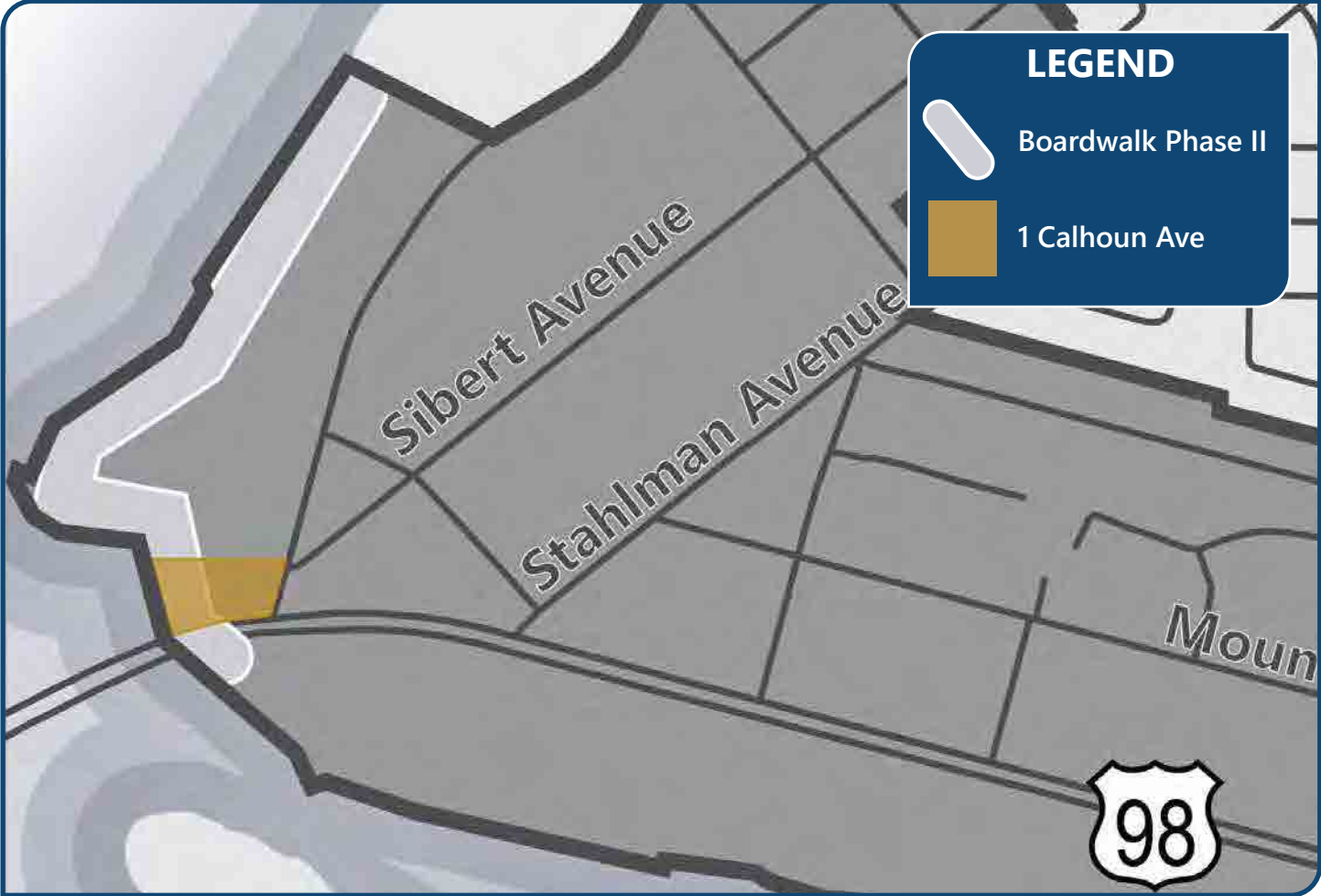
Source

Mobility Plan

Reference

Comp Plan Policy 2-1.1.3

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



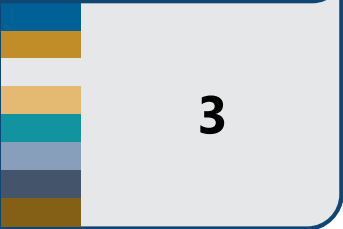
Description

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

Cost Estimate

\$14,850,000

Priority



Source

Provided by City
(Finance and
Engineering)

Reference

Comp Plan Policy
1-3.3.4(4)

Sidewalk/Bike Lane Improvements



Description

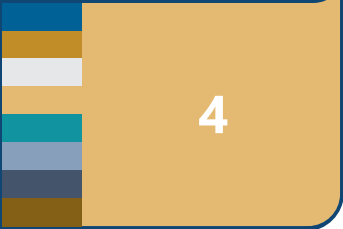
Harbor CRA includes the following sidewalk and bike lane improvement projects:

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

Cost Estimate

\$1,826,361

Priority



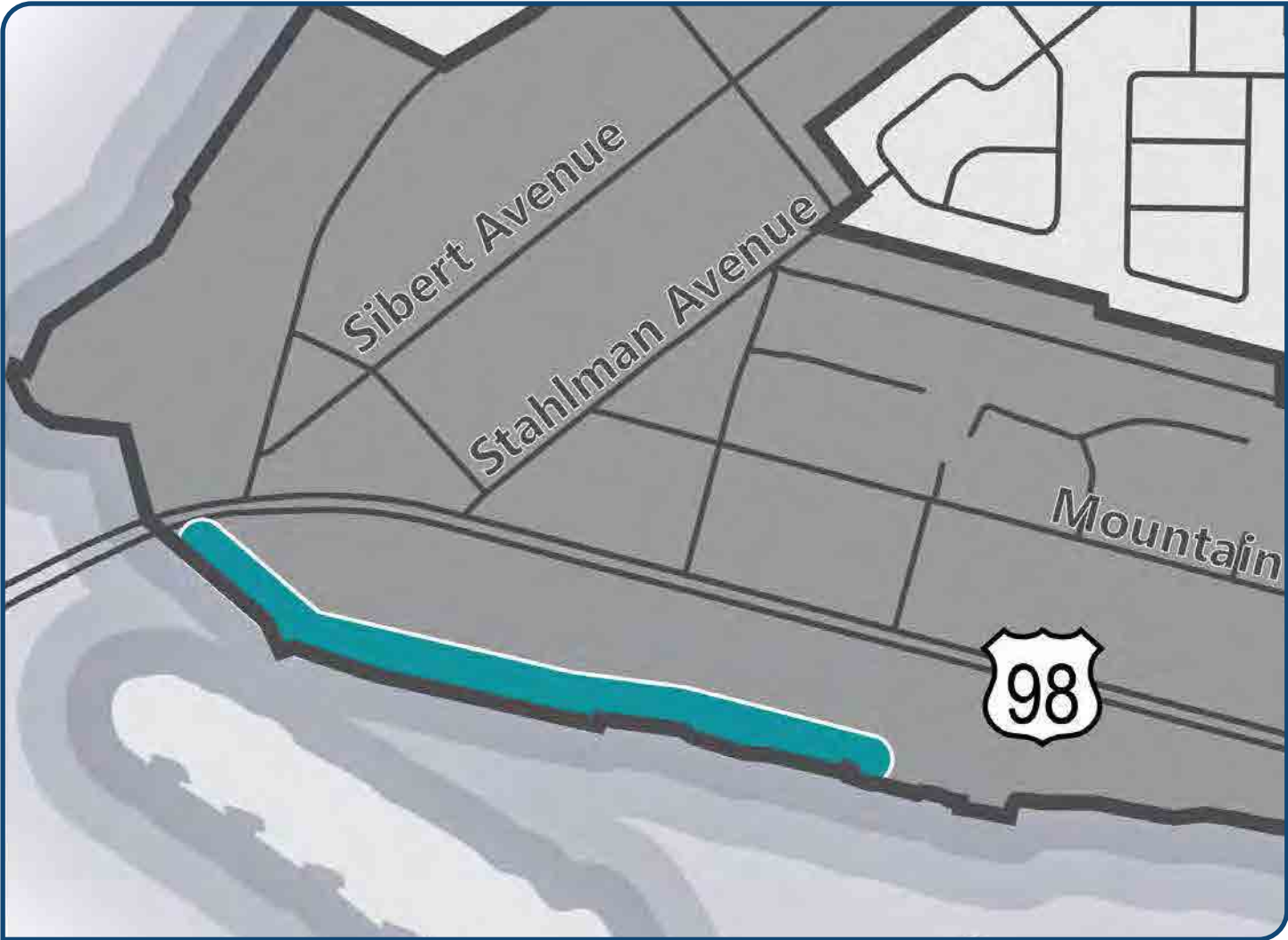
Source

Mobility Plan

Reference

Comp Plan Map
2-2; Pathways Plan

Harbor Boardwalk Safety Improvements



Description

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

Cost Estimate

\$225,261

Priority



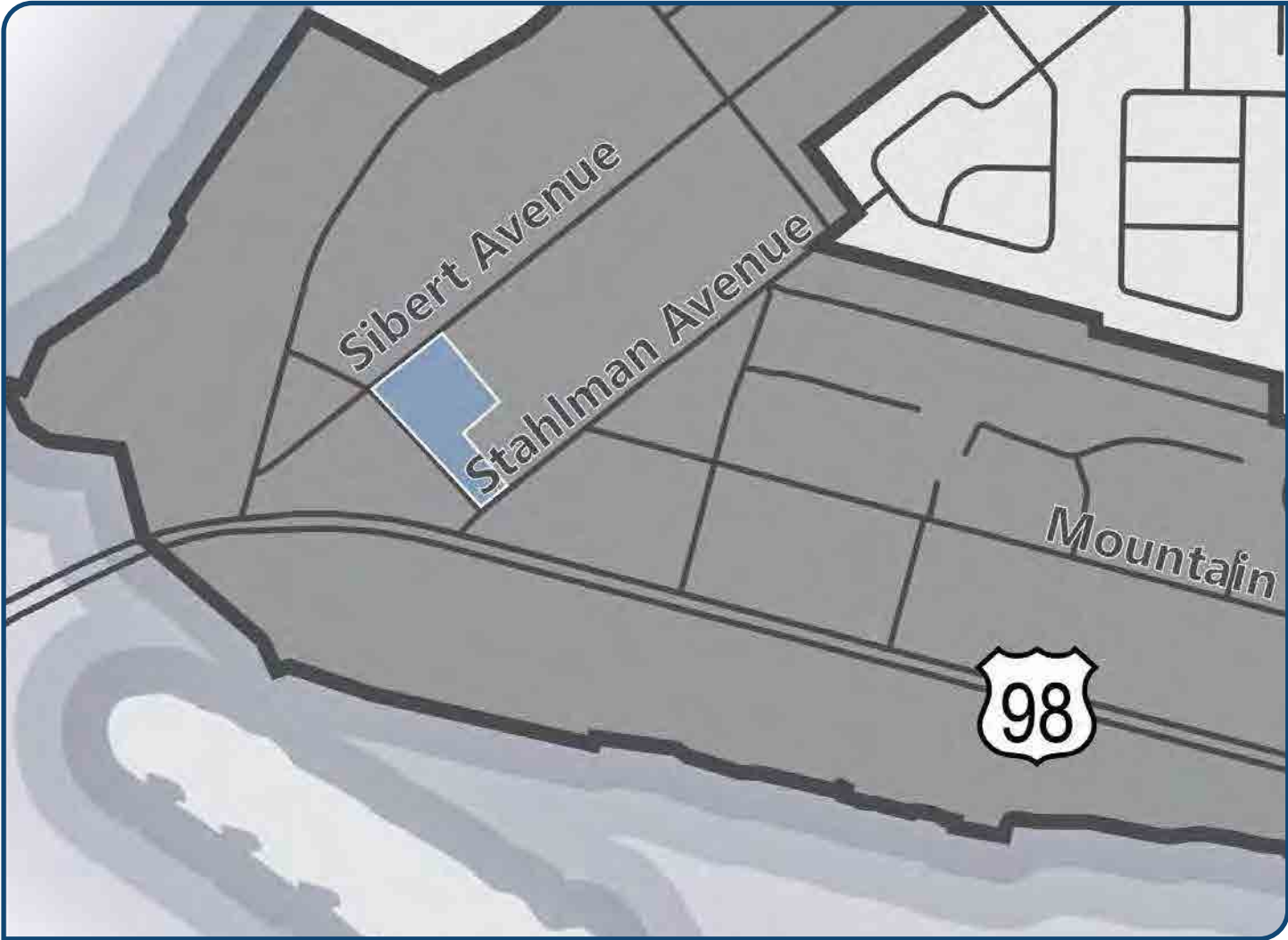
Source

FDOT & Unified Facilities Criteria

Reference

Comp Plan Policy 1-3.3.4(4)

Parking Deck (Zerbe Street)



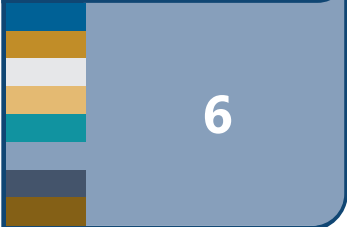
Description

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

Cost Estimate

\$37,141,875

Priority



Source

Mobility Plan

Reference

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

Harbor Boardwalk East Extension



Description

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

Cost Estimate

N/A

Priority



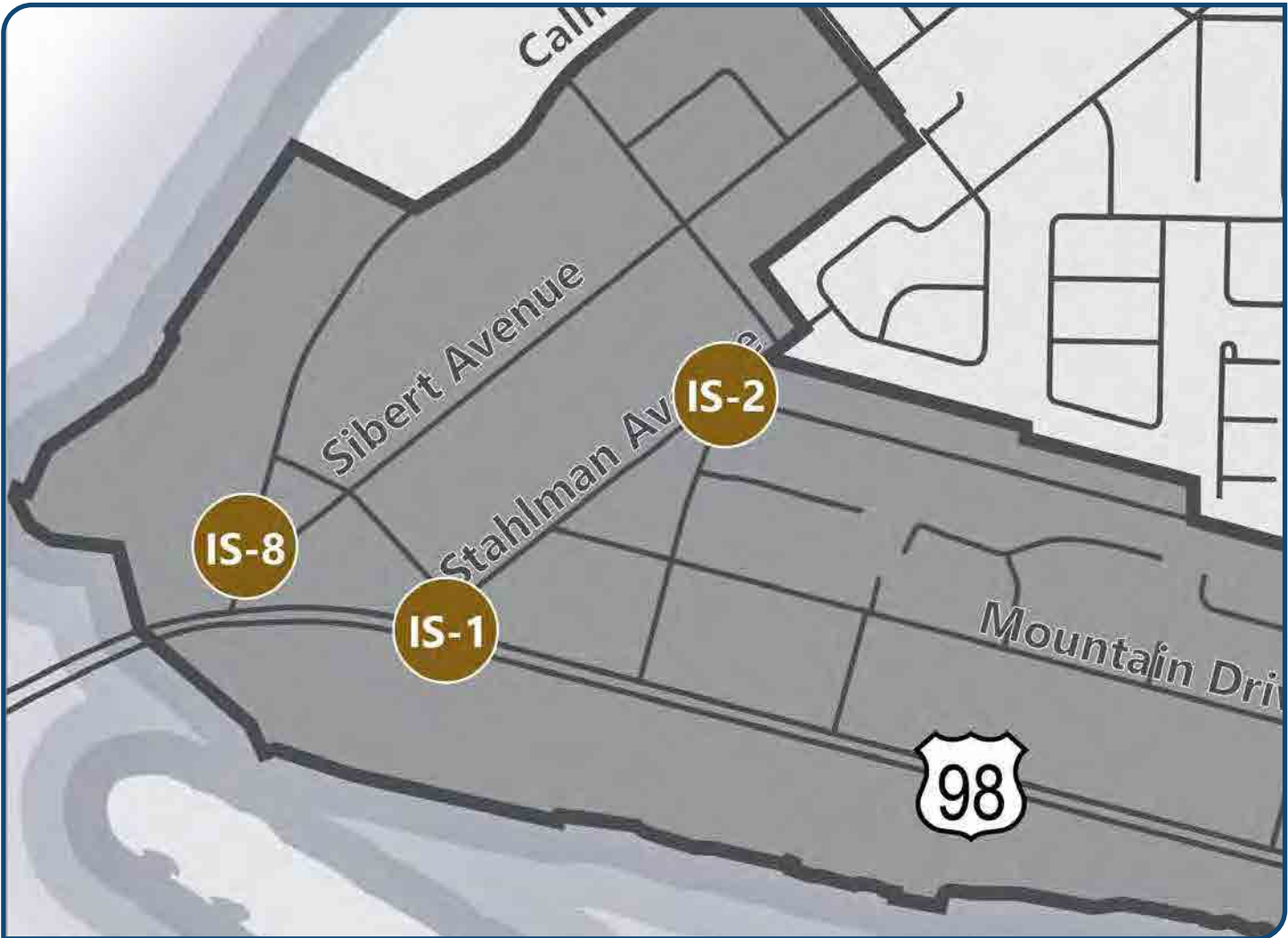
Source

LDC Section 8.09.03.A.9

Reference

Comp Plan Policy 1-3.3.4(4)

Intersection Improvements



Description

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

Cost Estimate

\$278,386

Priority



Source

Mobility Plan

Reference

Comp Plan Policy 1-3.3.4(5)

Utility Undergrounding



Description

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

Cost Estimate

\$4,500,000

Source

**City Finance
Department**

Reference

**Comp Plan Policy
1-1.7.3**

IMPLEMENTATION

TOP PUBLIC IMPROVEMENTS

The subsections below further expand upon the top three ranked priorities for the Harbor CRA district and outline implementation steps. While these projects may not be entirely implemented with CRA revenue, or implemented in the recommended order, it should be noted that the Advisory Committee viewed these public projects as key catalysts of improvement for the Harbor District.

Marler Street Parking Garage

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

Cross Town Connector

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

Land Acquisition and Design Related to Harbor Boardwalk Phase II

The acquisition of 1 Calhoun Avenue, and design and construction costs related to Harbor Boardwalk Phase II assist in addressing the second and sixth factors of blight by extending the boardwalk through



contiguous properties to the west, and providing an alternate opportunity for pedestrians to access all properties along the Harbor without needing to park directly at one specific property. As identified in the Opportunities & Issues section above, accessing the Harbor Boardwalk is one of the key challenges of the Harbor district. By increasing the length of the Boardwalk and adding access points in lower traffic areas further away from Highway 98, this issue may be adequately addressed through this project. While there is no specific plan at this time for the land recently acquired at 1 Calhoun Avenue, there are several public uses that may be appropriate for this site, such as a gateway park to the Boardwalk, or other accessory uses.

Due to the estimated costs of all three key projects and the revenue projections for the Harbor CRA, it is unlikely that the revenue funds by themselves will provide the opportunity for the City to complete many more of the identified key projects in its priority list. However, it is worth noting that some of the remaining unfunded projects are included in the draft Mobility Plan, providing an alternate source of funding for those projects (a proposed Mobility Fee to be considered by the City in 2024). Additionally, there may be other opportunities such as grants available to pursue all or partial funding for the remaining projects, such as the safety improvements for the Harbor Boardwalk. Finally, it is important to keep in mind that the CRA revenue coming into the City may increase beyond the projected rates due to successful development projects. For these reasons, all projects should be kept for consideration over the duration of the Harbor CRA.

ANNUAL REVIEW

The City, in participation with the Harbor CRA Advisory Committee and CRA Board, shall conduct an annual review of the status of the Harbor 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.

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 Harbor

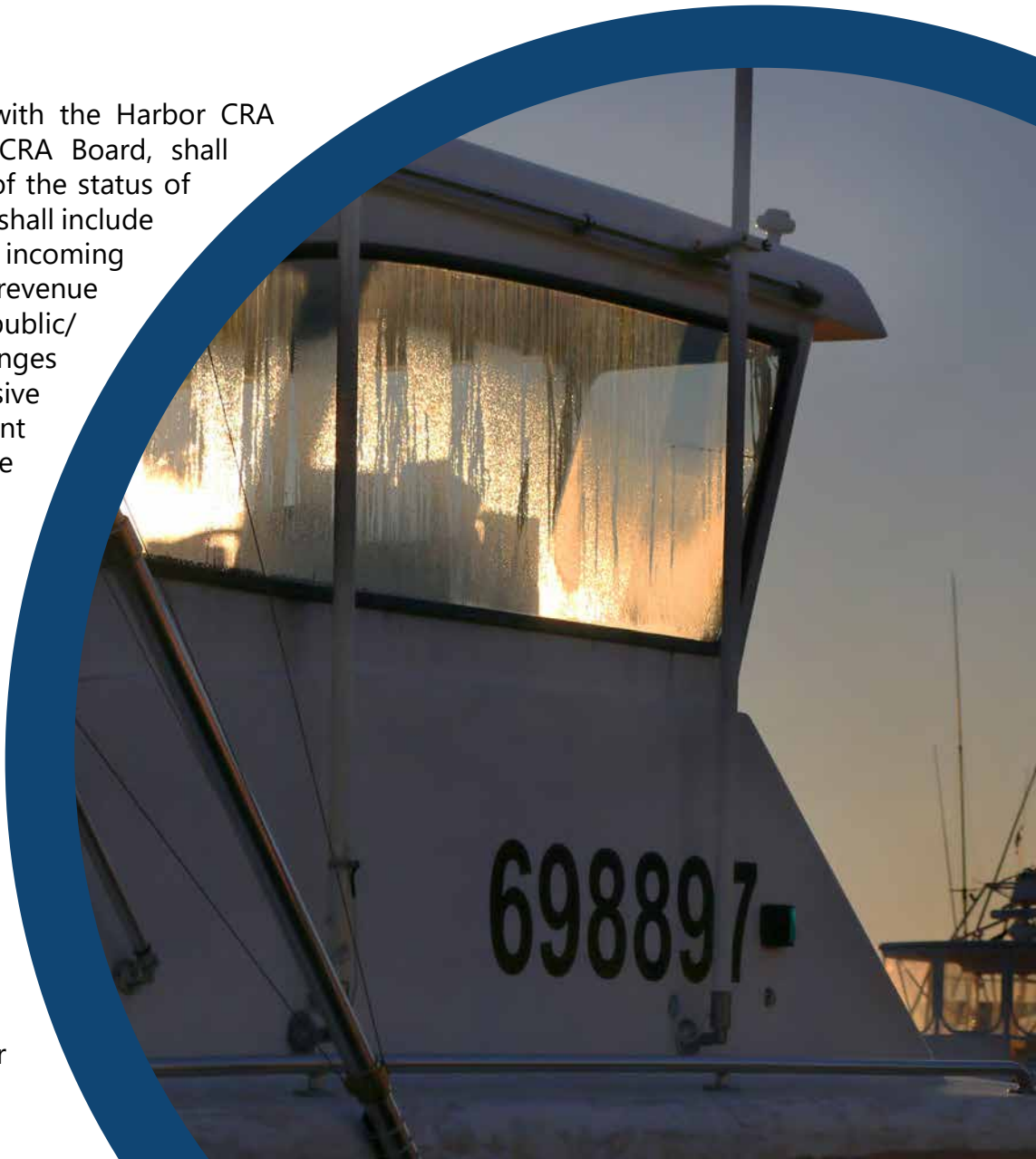
CRA. Some of these projects, such as the Mobility Plan can supplement CRA funding for transportation related projects. Other projects, such as the update of the Land Development Code, will support the Harbor District by strengthening the regulatory framework for project types and zoning districts within 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 is approximately \$150 million. The projects identified within the Harbor CRA district boundary are listed in the updated CRA Plan, and therefore both proposed mobility fee dollars and CRA revenue collected may be utilized for construction costs. The anticipated adoption of the Mobility Plan and proposed 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 Harbor CRA and zoning districts in the Harbor CRA boundaries. 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 Harbor CRA District. The anticipated completion of the LDC update is in 2024.
- **Town Center CRA Plan Update**
The Town Center CRA Plan is currently being updated as well. Similar to the Harbor 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 Harbor 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 Town Center CRA may have impacts on the Harbor CRA as well.

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.



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, such as informational materials for CRA projects which include project renderings and illustrations. A strong citizen involvement and public information program can only aid in the success of the entire plan. The Harbor CRA should utilize the City social media websites to advertise and promote progress of projects within the Harbor district, as well as involve the community in the development of the district by sponsoring programs and events to keep locals and tourists involved.

FINANCIAL INCENTIVES, GRANTS AND LOANS

Financial incentives may be considered 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 Harbor CRA, restricted matching grants and low-interest loans to owners of business property in the Harbor 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 Harbor 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. 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.





FUNDING EXAMPLES

- The City
- Non-ad valorem assessments
- Florida Department of Transportation (FDOT)
- Florida Department of Economic Opportunity (DEO)
- Northwest Florida Water Management District
- Florida Department of Environmental Protection
- Florida Department of Agriculture and Consumer Services
- Economic Development Administration

FINANCIAL PLAN

Among the most powerful tools associated with Part III Section 163, Florida Statutes, is the availability of tax increment financing to support a wide range of redevelopment initiatives. While tax increment is the single source of revenue enabled through the legislation, it is anticipated in most cases that a variety of revenue sources will be strategically assembled to meet the overall redevelopment objectives of this plan. When used in conjunction with these other means of funding or financing, tax increment, in effect, leverages the dollars that might otherwise be available.

This section of the plan update provides an overview of Harbor CRA funds already encumbered from capital projects (completed or in progress), and forecasted annual revenue to be collected throughout the life cycle of the CRA. This money will become available to support or further the program framework generally described in this Plan. This section also describes the funding and financing arrangements that are the most prudent means to support redevelopment activities.

TAX INCREMENT REVENUE FORECASTS

Estimates of prospective tax increment revenue to be generated in the Harbor CRA district, were completed by the City of Destin’s Finance Director with support from the consultant team. The stream of prospective revenue is dependent on several factors, including the pace of development which occurs in the Harbor Redevelopment Area, the content of that development, its assessed and taxable value, the millage levied against the taxable base and the rate of appreciation in the existing tax base and the level of public intervention. Together, these many variables suggest a wide range of outcomes, all possible depending on the specific conditions imputed into the analysis. The following sections include both the encumbered revenue due to revenue already earmarked for projects within the CRA district, and forecasted revenue. It should be noted that the revenue forecasts

do not consider any future potential development, and therefore the actual revenue amounts may be more or less than the amounts listed in the tables. As further explained in the Implementation Plan, these forecasts should be updated on an annual basis for a better understanding of the financial status of the Harbor CRA district.

ENCUMBERED REVENUE

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

Table 5 - Harbor CRA Encumbered Revenue

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

FORECASTED REVENUE

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

Table 6 - Harbor CRA Forecasted Revenue

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

¹ \$9,100,000 included in the FY 2024 operating budget for the purchase of 1 Calhoun Avenue.
² \$3,596,995 included in the FY 2043 operating budget for the construction of Harbor Boardwalk Phase II project.

FUNDING SOURCES

To supplement and leverage the funds available through tax increment revenues, the following sources can provide financial support for the implementation of the Harbor Community Redevelopment Plan. Use of the funds and application are a function of specific project initiatives.

- The City is an appropriate source of funds for redevelopment planning support through its staff and consultants. These costs could be recovered from the CRA.
- Non-ad valorem assessments could be developed and imposed to fund the construction and maintenance of specific public improvements and essential services. Non-ad valorem assessments can facilitate the underlying credit for issuance of bonds or other financial instruments for anticipated capital improvement programs. A substantial portion of the tax increment revenues can be earmarked to offset or buy down such special assessments.
- The Florida Department of Transportation (FDOT) has a number of programs that could contribute funding for redevelopment efforts involving state highways. These programs are administered through the Department’s new grant management system Grant Application Process or “GAP”.
- The Florida Department of Economic Opportunity (DEO) sponsors grant programs providing financial assistance to local governments through Community Services Block Grants (CSBG).
- The Northwest Florida Water Management District may provide technical assistance in the design of stormwater improvements.
- The Florida Department of Environmental Protection has a number of sources that may be used in the acquisition and development of recreation and open space facilities.
- The Florida Department of Agriculture and Consumer Services Urban and Community Forestry Matching Grant program offers financial support for tree planting and urban forestry programs.
- The Economic Development Administration of the U.S. Department of Commerce provides funding for public work works projects that create permanent jobs or construction jobs through the Grants and Loans for Public Works and Development Facilities Program through the Public Works Impact Projects Program.

Many of the sources listed also provide technical support for redevelopment initiatives. In addition to these State and Federal sources, there are also other City funding sources that may be utilized in conjunction with CRA funds, such as development impact fees, and the forthcoming mobility fee (anticipated adoption 2024).

APPLICATION OF SOURCES

Tax increment revenue by itself will be insufficient to fund or support the range of initiatives identified as project priorities in this Plan update. The projected revenues available point to the need to secure and to apply other sources of money(ies) if all program goals are to be achieved. The most likely scenario is a combination of increment and special assessments targeted to properties and structures most benefited by planned improvements. The use of funds unrelated to tax increment or assessments would be applied to projects or activities for which specific dollars may be available.

Some projects are more suited to the use of tax increment revenue than others. Generally, these revenues should be preserved to leverage other dollars, that they be applied to truly public facilities or services, that they be used for assemblages, and/or that they comprise a source of incentives for projects deemed most commensurate and supportive of the overall plan. Within these broad categories might be considered the acquisition of substandard or well-located parcels that might fulfill some stated purpose, the financial support of parking or like facilities, and the direct support of as yet specified private projects if needed or desired.

THE REDEVELOPMENT TRUST FUND

Once the Harbor Redevelopment Plan was adopted by resolution 03-07, the City of Destin established a Redevelopment Trust Fund through Ordinance 03-01. The trust fund receives all tax increment money, grants, gifts, or profits generated by redevelopment activities in the Harbor CRA.

The annual funding of the redevelopment trust fund will result from additional incremental taxes collected in the Redevelopment Area by Okaloosa County and the City. Such increment will be determined annually in an amount equal to 95 percent of the difference between:

- 1. The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and
- 2. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City and County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the community redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by the City and County prior to the effective date of the ordinance providing for the funding of the trust fund.



LEGAL AND REGULATORY ISSUES

REDEVELOPMENT POWERS

The City of Destin Resolution 98-09 established the Destin Community Redevelopment Agency, pursuant to Section 163.356, Florida Statutes. The Community Redevelopment Agency is authorized to exercise all of the powers conferred by Section 163, Part III, Florida Statutes, which are necessary and convenient to carry out and effectuate the purposes of the Harbor Community Redevelopment Plan. The Community Redevelopment Agency appointed a Harbor CRA Advisory Committee through Resolution 03-14 to assist the Agency in evaluating redevelopment initiatives and carrying out redevelopment activities in the Harbor CRA.

DURATION OF THE PLAN

The redevelopment initiatives and work program described in the Harbor Community Redevelopment Plan funded through tax increment revenues must occur within 40 years after the fiscal year in which this plan is approved or adopted, which is the time certain for completing all redevelopment financed by increment revenues. The Harbor CRA Plan was originally adopted on June 2, 2003 through Resolution 03-07 for a period of 40 years. As the Harbor CRA Trust Fund was established through Ordinance 03-01-CRA on June 16, 2003, all redevelopment initiatives and projects financed by CRA revenue must be completed by June 16, 2043.

PLAN MODIFICATION

The Harbor Community Redevelopment Plan may be modified in a manner consistent with Florida Statutes 163.361. If the City of Destin Community Redevelopment Agency deems that the Harbor Community Redevelopment Plan be amended, it shall make a recommendation to the City Council. All future amendments shall follow the notice and public hearing requirements listed in Florida Statutes 163.361.



SEVERABILITY

If any provision of the Harbor Community Redevelopment Plan is held to be unconstitutional or otherwise legally infirm, such provisions shall not affect the remaining portions of the Harbor Community Redevelopment Plan.

SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

All redevelopment activities undertaken in the Harbor Redevelopment Area must be consistent with this Plan, the City's Comprehensive Plan and applicable land development regulations; all redevelopment plans will undergo review by the City.

Issues concerning restrictions on any property acquired for redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure that all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment thereto. Throughout the redevelopment process for the Harbor 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.

RESIDENTIAL USE ELEMENT

As there are currently residential uses in the Harbor CRA district, but no moderate- or low- income housing units, 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 incentivize the development of moderate- and low-income housing units when a planned unit development is proposed. This strategy will support the City's overall goal of providing an adequate ratio of housing units for residents and workers that 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 Harbor CRA.

The intent of the Harbor Community Redevelopment Plan centers on the revitalization of the tourist commercial area, enhancing the safety within the corridor and providing public access to the harbor. The redevelopment envisions substantial capital improvements relating to the right-of-way, harbor access, parking and recreational facilities. There is limited permanent residential use within the Redevelopment Area. The displacement of permanent residents is not foreseen; however, 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. The CRA shall follow the relocation policies and procedures established by the Federal Department of Housing and Urban Development when Federal dollars are involved.

Existing residential properties may be temporarily impacted during the construction of any improvements. Impacts may include construction detours, noise and dust. Impacts are expected to be minimal while the benefits of redevelopment activities will be of long duration, adding greatly to the quality of life by providing a safe and attractive area that has adequate waterfront access, sidewalks, recreation, parking and other needed infrastructure improvements.

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 Harbor CRA 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 Harbor CRA and their implementation in the updated plan is included in the Appendix.

APPENDICES

APPENDIX A: LEGAL BOUNDARY DESCRIPTION OF CRA

A parcel of land lying and being in unsectionalized township 2 South, range 22 West, City of Destin, Okaloosa County, Florida, being more particularly described as follows:

Commence at the Southeast Corner of Sandpiper Cove Phase I as recorded in Plat Book 1 Page 146 of the Public Records of Okaloosa County, Florida, thence proceed along the approximate mean high water line of Destin Harbor N-78°46'39"-W, 420 feet to the Point Of Beginning (POB). Thence N-13°49'-E, 493 feet to the South Right Of Way (ROW) of U.S. Highway 98 East, thence westerly along U.S. Highway 98 East to the intersection of Beach Drive, thence Northerly along Beach Drive to the Southeast corner of Sea Hills Third Addition as recorded in Plat Book 5 Page 104 of the Public Records of Okaloosa County, Florida, thence follow the South boundary of Sea Hills Third Addition, N-82°10'54"-W, 1048.41 feet, thence South, 24.88 feet, thence West, 139.75 feet, thence North, 130.4 feet to the South ROW of Legion Drive, thence Westerly along Legion Drive to the South intersection of the centerline of Benning Drive, thence Southerly to the North extension of the ROW line at the intersection with Azalea Drive, thence Northwest along the North ROW to the Southwest corner of Etretat Subdivision as recorded in Plat Book 10 Page 6 of the Public Records of Okaloosa County, Florida, thence North, 114.49 feet to the Southeast corner of Gulf Manor First Addition as recorded in Plat Book 8 Page 9 of the Public Records of Okaloosa County, Florida, thence N-76°9'22"-W, 720.19 feet, thence N-0°05'50"-W, 51.44 feet, to the Southeast corner of Ridge Wood Manor as recorded in Plat Book 12 Page 69 of the Public Records of Okaloosa County, Florida, thence N-76°07'54"-W, 955 feet, thence N-50°23'11"-E, 124.12 feet, thence N-39°41'11"-W, 307.92 feet, thence N-50°20'52"-E, 800 feet to the South ROW of Pine Street, thence Northwesterly along the South ROW of Pine Street to the West ROW of Calhoun Avenue, thence Southwesterly along the West ROW of Calhoun Avenue to the Northwest corner of lot 14, Moreno Point Military Reservation as recorded in Plat Book 26 Page 172 of the Public Records of Okaloosa County, Florida, thence N-59°05'37"-W, 468.3 feet to the approximate high water line of Choctawhatchee Bay, thence Southwesterly along the approximate high water line to Destin Harbor thence easterly along the approximate high water line to the POB; said parcel contains 397.34 acres more or less.*

*Note: Acreage will vary depending on actual mean high water level and shoreline conditions at time of survey.

APPENDIX B: FINDING OF NECESSITY REPORT (2003)

Determining if blight conditions exist within a Redevelopment Area is the first step in ascertaining an area's appropriateness as a community redevelopment area. The Harbor Finding of Necessity Report describes the various physical, economic, and regulatory conditions within the Harbor Redevelopment Area that potentially are associated with blight or its causes and discusses the need for a community redevelopment area. Based on this analysis, there is a conclusion that there are blighted conditions within the Redevelopment Area, and that the repair, rehabilitation, and/or redevelopment of such areas is in the interest of public health, safety, and welfare.

A resolution adopted by the local governing body finding that such conditions exist is the required first legal step in initiating the full redevelopment regime envisioned under Section 163 Florida Statutes. Subsequent actions consist of the preparation of a community redevelopment plan for the area designated in the finding of necessity resolution. This community redevelopment plan provides physical information on the Redevelopment Area, identifies potential project types that can diminish or eradicate blighted conditions, and establishes a legal framework for a series of specific programmatic and policy actions that advance these projects.

Section 163.340 (8) Florida Statutes identifies fourteen criteria associated with blight or blighting conditions. The Finding of Necessity Report documents a minimum of six conditions present in the Harbor Redevelopment Area that are retarding its immediate and longer term social, economic and physical development. The legal tests described in Section 163 and pertinent to the City of Destin require that at least two of these criteria be satisfied. These criteria and their related conditions include the following.

Predominance of defective or inadequate street layout

(Section 163.340 (8) (a) Florida Statutes). The totality of the Harbor Redevelopment Area is comprised of a road grid that functions below current standards and requires substantial budgetary commitment to maintain and/or upgrade over time.

The absence of satisfactory internal connections forces local traffic onto US 98, which adds unnecessary and potentially dangerous trips to this arterial road. US 98 is not yet at capacity year-round but the level of service does not consider how conditions might change should the area be developed to its allowable intensity. Though improvements are being discussed conceptually for US 98, the funds have not been committed to budgets or plans.

Localized ponding is known to occur in certain neighborhoods within the Redevelopment Area. It remains unclear if this occurs as the result of inadequate controls or poor execution. Regardless of its origin, periodic ponding is in need of correction and such intervention is frequently through some kind of public action or vehicle. Such drainage solutions usually occur in conjunction with road (re) construction.

The absence of sidewalks is deemed to be not only a safety issue but also further evidence of inadequate transportation. The condition of the existing road grid precludes the provision of sidewalks without costly reconstruction.

There is a documented parking deficiency in excess of 400 spaces. As a result, the City has observed that most visitors simply park where they can find space on private business property, whether they are patrons or not, and walk around the harbor area. The fact that there is no public parking visible from US

98 is an issue. Motorists that park their vehicles on the north side of US 98 must cross this busy corridor and/or parking lots with speeding motorists.

The observed traffic patterns during the busy tourist seasons in Destin, clearly, contributes much to circulation and to the safety conditions within the Harbor Redevelopment Area. Vehicular stacking remains a problem within the Harbor Redevelopment Area. This is especially true on the intersection of US 98 and Stahlman Avenue, near the East Pass Bridge. The stacking that occurs in this area is very problematic because of the aforementioned proximity to the bridge. The East Pass Bridge serves as the major conduit for commuters between the Destin area and the Fort Walton Beach area. The abrupt start and stop motion, typically present in a stacking situation, can easily lead to numerous vehicular accidents.

Faulty layout in relation to size, adequacy, accessibility, and usefulness

(Section 163.340 (8) (c) Florida Statutes). The commercial lots suffer from inadequacies as a result of their size, a condition partially reflected in the number of vacant or underutilized parcels. Where properties are, in fact, developed, depth and width limitations that force an increased number of ingress and egress points on major roads are observed. The typical lot dimensions, in conjunction with immediate proximity to residential areas, preclude adequate space for landscaping or other treatments that might buffer these residential zones. In today’s competitive environment, contemporary development practices favor larger sites to vary and mix uses and activities. Although each non-residential site may be buildable, in the aggregate the commercial lots are largely economically dysfunctional or deteriorated because they simply do not meet contemporary design and investor requirements. It is highly likely that only aggressive actions to assemble lots can solve some of these site deficiencies.

There are numerous properties along the south side of US 98, as well as the west side of Calhoun Avenue that restrict access to the harbor and Choctawhatchee Bay, respectively. A visual inspection of property lines in the aforementioned areas reveal that certain properties exist that preclude other properties from being accessed from the main roads. Private easements or agreements between property owners are most likely the form in which specific property owners can access their properties through other people’s properties.

An analysis of land value, relative to total taxable value, suggests that many real estate assets are not adequately utilized. Individually and collectively, properties with such characteristics may be neither adequate, accessible nor useful.

Unsanitary or unsafe conditions

(Section 163.340 (8) (d) Florida Statutes). Insufficient sidewalks pose an immediately identifiable problem within all the neighborhoods that comprise the Redevelopment Area and along US 98. While accidents will occur, whatever safeguards are put in place, clearly having sidewalks for pedestrians on which to walk and a visible pedestrian-designated space wherein motorists are alert and vigilant, will diminish the number of accidents involving pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

Because parts of the sub-areas are not connected, the existing grid forces local traffic onto the perimeter arterials. Not only is capacity diminished, the unnecessary loading for local travel subjects more cars to the potential of accidents. Today’s contemporary planning approaches recognize the need to capture internal trips as a means of achieving neighborhood safety.

Deterioration of site or other improvements

(Section 163.340 (8) (e) Florida Statutes). As noted in the “Findings”, most buildings within the Redevelopment Area are physically sound overall. The primary concern is deterioration in context and setting, which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than will be the case in a stable residential and commercial environment

The context and setting are defined in large part by the quality of the public infrastructure. Among the most noticeable deficiencies are the lack of sidewalks and other pedestrian-oriented amenities, the perceived traffic stacking, the lack of adequate public parking, and the inability of the current stormwater system to prevent localized flooding. Individually, these conditions appear to be somewhat innocuous, but collectively they present a real challenge to redevelopment within the Harbor Redevelopment Area.

As for many of the commercial improvements, many simply do not meet current demands of the marketplace. Although they may not be deteriorated from a physical standpoint, many are nearing, or have reached, the end of their useful economic life and are functionally deteriorated. Parking and access conditions are clearly deficient.

Inadequate and outdated building patterns.

(Section 163.340 (8) (f) Florida Statutes). Conditions of inadequate and outdated building patterns are literally self-evident based on the most casual inspection of the Redevelopment Area.

Many contemporary designs or regulatory practices are violated by conditions in the Harbor Redevelopment Area. Among the deficiencies that speak to inadequate and outdated building patterns are the following:

- Planned intensity relative to the size and adequacy of platted lots
- Absence or deterioration of infrastructure
- Poor connectivity among neighborhoods prompting the use of regional arterials for local travel
- No sidewalks
- No designed public spaces
- Unrestricted and divided ingress and egress among numerous commercial properties
- Commercial intrusion into residential areas stemming from inadequate lot depth, poor design controls, and the absence of transitional zones that preclude opportunities to insert buffering
- No view corridors

Diversity of ownership

(Section 163.340 (8) (m) Florida Statutes). Arguably, the Redevelopment Area’s diverse ownership is among its most onerous and fractious problems. Given the number of owners, the non-resident status of these owners, the pattern of small lots, and the demands of contemporary market or building requirements, it will be difficult for private interests to acquire sufficient property to alter the established patterns of development and use. Aggressive intervention will be needed to assemble parcels or holdings adequate in size such that the larger community is evidently committed to changing the Redevelopment Area’s social, physical and economic character.

APPENDIX C: COMPLETED PROJECTS INVENTORY (2023)

PLANNED PROJECTS IN H-CRA PLAN (2023)	PUBLIC PROJECTS IN H-CRA DISTRICT TO IMPLEMENT CRA PLAN (2008 – present)	COMPLETE (Y/N)
Roadway Projects		
US HWY 98	RRR remedial reconstruction and rehabilitation US Highway 98 from Marler Bridge to Airport Road	Y
	FDOT US Highway 98 East, landscaping project currently under construction; Marler bridge to Airport	N
	FDOT US Highway 98 East, lighting project added approximately 60 street lights; Marler bridge to Indian Bayou Trail	Y
Stahlman Avenue	None	
Mountain Drive	Mountain Drive Reconstruction - from Stahlman Avenue to Benning Drive, two lane roadway added 10 ft wide sidewalk to south side of road and provided stormwater facilities for the Mountain Drive watershed.	Y
Benning Drive	None	
New Secondary Streets	Destin Crosstown Connector (Azalea Drive Extension) - currently under design, add approximately 2000 linear feet of two lane divided roadway between Beach Drive to Benning Drive, 10 ft sidewalks on both sides of road and stormwater retention for the watershed	N
Pedestrian Sidewalks/Crosswalks		
Harbor Boulevard	Pedestrian crosswalk signalization at 116 Harbor Blvd	Y
	Pedestrian crosswalk signalization at 210 Harbor Blvd	Y
*Melvin Street	Pedestrian crosswalk signalization at Melvin St	Y
*Azalea Drive	Azalea Drive Sidewalk - added 10 ft wide sidewalks on North side of road from Stahlman Avenue to Snapper Drive and on South side of road from Snapper Drive to Benning Drive.	Y
	Harbor Place T/H Project - added 10 ft wide sidewalks on North side of Azalea Drive from Snapper Drive to Melvin Street on west side of Melvin St from Azalea Drive to Mountain Drive	Y
* Zerbe Street *Calhoun Avenue	Zerbe Calhoun Pedestrian Project - constructed approximately 2,000 linear feet of 10 ft wide sidewalk from intersection of Zerbe and Sibert St. west on Zerbe Street and North on Calhoun avenue to Clement Taylor Park	Y

PLANNED PROJECTS IN H-CRA PLAN (2023)	PUBLIC PROJECTS IN H-CRA DISTRICT TO IMPLEMENT CRA PLAN (2008 – present)	COMPLETE (Y/N)
Harbor Boardwalk	Harbor Boardwalk - constructed continuous boardwalk on north side of the harbor shoreline from 10 Harbor Blvd to 316 Harbor Blvd.	Y
Bayside Boardwalk Extension	None	
Stormwater and Utilities		
*Melvin Street	Provide storm water retention for the watershed between Harbor Boulevard and Mountain Drive	Y
*Utility Undergrounding	Utility undergrounding is in progress. US 98 will take place in Phase 1, the rest of district will take place in Phase 4.	N
*Stormwater Master Plan Update	Stormwater Master Plan was updated in 2021. There are two projects in the updated plan identified for the Harbor CRA district.	Y
Parking		
Marler Street Lot	Provides 147 parking spaces and multimodal transit stop	Y
Sibert Avenue Lot	Provides 42 parking spaces	Y
Open Space/Recreation		
Clement Taylor Park	Currently under design to provide 30 designated parking spaces and pavilion and demo/ reconstruct restrooms	N
*Capt. Leonard Destin Park	Added approximately 37 parking spaces	Y
*Capt. Royal Melvin Heritage Park	Currently under construction at restrooms and picnic areas also the gateway to the Harbor Boardwalk.	N
Visitor Center	None	

**Projects were not specifically identified in Harbor CRA Plan*

APPENDIX D: COMPREHENSIVE PLAN POLICY REVIEW

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
1-3.3.4	Harbor CRA Redevelopment, Infrastructure, and Design Enhancements. Continue implementation of the Harbor CRA plan, established in 2003 and encompassing 397 acres in the southwest portion of the City north of the Destin Harbor, including the following components:	The Harbor CRA Plan is being updated to continue the implementation of the original vision of the Harbor CRA district.
1-3.3.4(1)	Harbor Boulevard is a major gateway to the city. The City will work together with the private sector and the Florida Department of Transportation to pursue changes to Harbor Boulevard that would improve landscaping, appearance, multimodal safety and performance. Such enhancement shall include application of community appearance criteria that reinforce good principles of design as well as preserving unique characteristics and open space for scenic vistas. The gateway improvements shall also address the implementation of streetscape amenities, enhanced signage, and intersection improvements.	FDOT has completed two major projects on Harbor Boulevard in the Harbor CRA district, which assisted in the implementation of this policy: (1) RRR remedial reconstruction and rehabilitation of Hwy 98 from Marler Bridge to Airport Road, and (2) the addition of approximately 60 streetlights between Marler Bridge and Airport Road. Additionally, landscaping of Hwy 98 between Marler Bridge and Airport Road is currently under construction. The Plan Update identifies multiple key projects that will positively impact the condition of Harbor Boulevard/ Highway 98: the acquisition of 1 Calhoun Avenue; intersection improvements at Stahlman Avenue/Harbor Boulevard/Zerbe Street; utility undergrounding along Harbor Boulevard. Additionally, there are several near-term strategies identified in the Update which would further implement this policy such as beautification, and crosswalk and wayfinding enhancements.
1-3.3.4(2)	Develop the Capt. Royal Melvin Heritage Park and Plaza (Heritage Park). In 2008 the City acquired land for Heritage Park along the north side of Harbor that will provide sustainable public access to the Harbor waterfront. As of late 2009, a broad variety of planning,	Captain Royal Melvin Heritage Park was completed and opened in July of 2023. As a part of the strategic approach outlined in the Plan Update, a medium-term

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
	technical, design and engineering surveys and studies have been completed. As funds become available, Heritage Park should be completed to serve as a focal point and harbor front destination for pedestrian activity in the immediate vicinity.	strategy identified is a shared-use path from the Marler Lot to this park. This would provide a physical and visual connection for pedestrians from parking to the Harbor Boardwalk that is currently lacking.
1-3.3.4(3)	Continue land acquisition/construction of off-site parking facilities. Purchase or enter into joint public/private partnerships to acquire land for two or three public parking facilities on the north side of Harbor Blvd. Utilize land for surface level parking until development and economics justifies the cost effectiveness of structured parking. If opportunities arise in the interim, accept public parking spaces as part of private development projects.	The Plan Update includes two parking garages as key projects where the public lots at Marler Street and Zerbe Street are currently located. The parking garage at Marler Street was identified as the first priority for the HCRAAC. The proposed garage included in the Plan Update includes 350 spaces, and would not utilize the entire site, allowing for additional uses on the property.
1-3.3.4(4)	Continue implementation of the Harbor and Bay Boardwalks. A framework design plan has been completed for the boardwalk fronting the Harbor, extending under the Marler Bridge and extending to Clement Taylor Park. Phase I of the Harbor Boardwalk was completed in 2012. As private redevelopment occurs, construction of contiguous sections of the remaining Harbor Boardwalk and related components shall be completed in accordance with the adopted framework design plan. Related components include, but are not limited to, broad, pedestrian friendly north/south pedestrian connections to the Harbor Blvd. frontage and pedestrian system. The "boardwalk under the bridge" shall be completed by the City at such time as there are significant sections of Harbor Boardwalk completed on both the north and south sides of Harbor Blvd.	The Plan Update includes three key projects related to the Harbor Boardwalk: Land acquisition and design related to Harbor Boardwalk Phase II (under the bridge), Harbor Boardwalk safety improvements, and Harbor boardwalk east extension. Additionally, the strategic approach included in the Plan Update is primarily focused on helping visitors and locals access the Destin Harbor safely. Near-, medium- and long-term strategies are identified in support of this overall goal for the district.
1-3.3.4(5)	Continue to implement neighborhood and pedestrian enhancements. Neighborhood street, intersection, and drainage improvements shall be implemented per the Phase II Implementation Plan within the Harbor CRA. As private redevelopment progresses along Harbor Blvd., strongly consider implementation of enhanced, safe crossings which could be implemented through a combination of	Prior to the plan update, Pedestrian crosswalk signalizations were installed by FDOT at 116 Harbor Blvd., 210 Harbor Blvd, and Melvin St. In the Plan Update, completion of the Cross Town Connector throughout the district, bike lane

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
	overhead connections, traffic calming, improved lighting, and enhanced and/or controlled at-grade crosswalks. Cost of construction of such facilities should be shared by the private developer, the City, and the State.	and sidewalk improvements, and intersection improvements are identified as key projects. Additionally, the Plan Update recommends beautification and crosswalk enhancements specifically across Harbor Boulevard as near-term strategies the City may pursue.
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 sections regarding the successful implementation and financial planning. These sections include information on the required annual review, funding sources, financial incentives, 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 administration (b) Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.	There is a section specifically for the City's management plan within the Implementation section of the Plan Update.

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
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 the Implementation Plan and detailed in the Financial Plan sections, the Plan Update includes a subsection within the Financial Plan that lists several funding sources available including those listed in the referenced 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, utilize "success stories" as they develop to show that Destin is on the move.	There is a marketing and promotion portion of the Implementation section in the updated plan.

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
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 in the Financial Incentives, Grants and Loans section of the Implementation Plan.
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.	Prior to this Plan Update, three pedestrian crosswalk signalizations were installed on Highway 98/Harbor Blvd at 116 Harbor Blvd., 210 Harbor Blvd, and at Melvin St. Additionally, the Plan Update recommends further crosswalk enhancements at those crosswalk locations that reduce long waits and encourage the use of the public parking lots and crosswalks.
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 Harbor 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 E - 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 Harbor CRA district. All planned public improvements which may include land acquisition, demolition, redevelopment, and public projects proposed in the Harbor 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 Overview section of the Plan Update describes the reasons the Harbor CRA district 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 Harbor 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 facilities, 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 Harbor 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 Harbor CRA district is included in the "Investment in the Harbor District" 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 Implementation Plan, Financial Plan and Safeguards, Controls, Restrictions or Covenants 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.	This section is implemented through the Safeguards, Controls, Restrictions or Covenants section of the Plan Update.
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 incentivizes the developer to include a percentage of affordable housing in new planned unit developments.
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 Harbor 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 (FY43). Additionally, each key project includes a planning 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 June 16, 2043.

APPENDIX F - HARBOR REDEVELOPMENT INITIATIVES (2003)

The Harbor Redevelopment Area is to be redeveloped as an easily accessible, economically sustainable and attractive waterfront-oriented district that provides safe transportation, pedestrian and recreation facilities in a manner that promotes a favorable identity for the City of Destin.

REDEVELOPMENT OBJECTIVES

In partnership with the private sector and other governmental entities, the Harbor redevelopment initiative will reverse the observed blighting conditions within the Harbor Area over a 40-year period by leveraging public assets to improve the overall economic condition and the physical condition of the Redevelopment Area. Strategic initiatives are to be identified and placed into action to address and remove blighting conditions that might forestall the achievement of these redevelopment objectives. Ultimately, the Harbor Area will be revitalized to benefit residents, businesses, property owners and visitors.

The objectives and redevelopment initiatives contained in this section address blight conditions within the Redevelopment Area as identified in the Finding of Necessity Report. These objectives are supported by the City’s recently amended Comprehensive Plan and Land Development Code in addition to past studies performed for and by the City of Destin. The objectives shall be viewed as sound planning steps in the realization of the redevelopment initiative.

Objective 1 - Transportation and Pedestrian Safety

The transportation condition of US 98 and the lack of safe pedestrian facilities are among the identifiable blighting conditions within the Harbor Redevelopment Area. Its condition shall be seen as a priority in the implementation of this Plan. To address this priority an enhanced and interconnected network of right-of-way and other infrastructure projects that focuses on improving pedestrian movement, shall be planned. To spotlight and establish the area as an attractive and competitive destination in the larger regional framework, existing transportation, and access points shall be enhanced. Ingress/egress and evacuation routes along US 98 and its major connectors throughout the year and during periods of peak visitations or periods of emergency or distress shall be realized.

Objective 2 – Parking Improvements

Parking shall be made available to support development and access points throughout the Harbor Redevelopment Area and the US 98 corridor in particular.

Objective 3 – Harbor Access, Open Space and Recreation

The waterfront is one of Destin’s premier assets; yet the public access, open space and recreation opportunities within the Harbor Redevelopment Area are limited. Redevelopment initiatives shall be implemented that promote access to the Harbor and provide adequate open space and recreation facilities to meet citizen and visitor demand.

Objective 4 – Urban Design and Infrastructure

The first impression of the “quality of life” in the Harbor Redevelopment Area is expressed through the overall visual characteristic of the Harbor Redevelopment Area’s built environment. There are numerous

properties that limit the ability to redevelop in an orderly and integrated fashion due to their condition, size and orientation. The City, through redevelopment initiatives, shall encourage owners of private properties to improve their sites. Public rights-of-way and property shall be improved in order to create a sense of place for the Harbor Redevelopment Area while enhancing basic infrastructure, specifically sidewalks, stormwater and utilities.

Objective 5 – Funding, Financing, Management and Promotion

The funding and financing portion of this objective calls for a creative, efficient, practical and equitable funding and financing mechanism to properly implement this Plan. It is perceived that these will be tied to the expected flow of tax increment dollars at the very least. The CRA shall implement programs that provide proper management of the redevelopment initiatives and promotion of the Harbor Redevelopment Area.

The remainder of this section identifies redevelopment programs and capital projects that when implemented support the redevelopment objectives as presented in this Plan. The capital and program costs of implementing the redevelop initiatives are addressed in Section 4.2 of this Plan.

TRANSPORTATION AND PEDESTRIAN SAFETY REDEVELOPMENT INITIATIVES

Improving transportation and pedestrian safety will positively transform the visual and general perception of the Harbor Redevelopment Area. The following initiatives shall be considered in improving transportation and pedestrian safety within the Redevelopment Area. Each of these initiatives will be amplified in an annual work program undertaken by the City of Destin and the CRA.

Transportation and Pedestrian Safety Program Initiatives

The following provides descriptions of potential programs that shall encourage improving transportation and pedestrian safety in the Harbor Redevelopment Area. Many of these programs are time sensitive while others are ongoing in nature. Programs such as the transportation study referenced in 3.2.1.2 will result in the identification of specific capital projects that shall be undertaken to realize redevelopment results.

Transportation and Pedestrian Safety Design Guidelines

The CRA shall establish design guidelines and/or standards that contain the following.

- Establish driveway spacing to prevent a motorist from encountering more than one conflict at a time.
- Address corner clearance and wherever practical control distance between driveways and the corner of an intersection.
- Develop driveway designs to allow vehicles to quickly exit the through lane.
- For wider driveways, the use of a driveway median shall be encouraged to provide a safe space for pedestrians, help to provide positive guidance to motorists and allow beautification and signing opportunities.
- Use medians and other innovative design methods to reduce the turning movements across lanes as well as provide a safe haven for pedestrians crossing the roadway.
- Develop and incorporate lighting and landscape standards to design a safe and inviting environment.

These guidelines/standards shall be drafted in coordination with the urban design standards referenced later in this Plan.

Transportation Enhancement Study

The CRA shall complete a transportation study to determine the most effective manner in which to control traffic, access and safety on US 98 and its major connectors. The transportation study shall include pedestrian, bicycle and other multi-modal transportation elements in addition to identifying ways to enhance emergency evacuation. The transportation study shall consider past transportation studies and recommendations in addition to evaluating other innovative methods to accomplish this objective.

Access Management Program Initiatives

Investigate alternative or innovative access management solutions for transportation problems. Pursue agreements allowing joint access, cross access, or other innovative uses between adjacent property owners to help control the number of access points on the road network.

TRANSPORTATION AND PEDESTRIAN SAFETY CAPITAL IMPROVEMENT PROJECTS

Roadway Improvements

As indicated in the study referenced in 3.2.1.2, the CRA shall, in partnership with other agencies as deemed appropriate, implement the roadway improvement recommendations contained in the transportation study. Roadway improvements may include improvements on US 98, Stahlman Avenue, Mountain Drive, Benning Drive, and Beach Ridge Drive.

Multimodal Transportation Improvements

To provide safe and easy access for bicyclists and pedestrians, as well as motorists, traveling through the Redevelopment Area the CRA shall, in partnership with other government agencies as deemed appropriate, implement the multi-modal transportation improvement recommendations contained in the transportation study referenced in 3.2.1.2. Multimodal transportation improvements will include bike paths and other multimodal access improvements concurrent with roadway improvements.

Pedestrian Sidewalks and Crosswalks

An enhanced and interconnected network or right-of-way and other infrastructure projects that focus on improving pedestrian movement, parking, ingress/egress and evacuation routes along US 98 and its major connectors shall be realized. The CRA shall, in partnership with other government agencies as deemed appropriate, implement the sidewalk and crosswalk improvement recommendations contained in the transportation study referenced in 3.2.1.2. Projects will also include Bluff Ridge Walk, and Harbor Walk.

Evacuation Improvements

The CRA shall, in partnership with other government agencies as deemed appropriate, implement the emergency evacuation improvement recommendations contained in the transportation study referenced in 3.2.1.2.

Parking Redevelopment Initiatives

Parking concerns addressed comprehensively will improve the function, appearance and safety of the

Harbor Redevelopment Area. Furthermore, it is expected that any additional parking provided will increase property utilization in the area, substantially increase the number of spaces available and encourage cooperative public/private partnerships. Each of these initiatives will be amplified in an annual work program undertaken by the City of Destin and the CRA.

Parking Program Initiatives

The following provides descriptions of programs that shall improve parking in the Harbor Redevelopment Area. Many of these programs are time sensitive while others are on-going in nature. Programs such as the parking study referenced below will result in the identification of specific capital projects that shall be undertaken to realize redevelopment results.

Parking Study

The City of Destin has performed several assessments identifying parking deficiencies within the Harbor Redevelopment Area, specifically the US 98 corridor. The City shall prepare a parking implementation plan. In drafting the implementation plan the City shall review past studies, update the deficiencies based on this review and current conditions and then prepare an action plan that specifies capital improvements, programs and other methods to eliminate parking problems and promote redevelopment within the Harbor Redevelopment Area. The parking study shall include the identification of locations where shared parking will work, an evaluation of the City’s parking codes and the need to provide public parking and perhaps even the construction of parking garages or structures to increase capacity in critical areas.

PARKING CAPITAL IMPROVEMENTS

Parking Improvements

As indicated in the study referenced in 3.3.1.1, the CRA shall, in partnership with other government agencies, organizations or individuals as deemed appropriate, implement the parking improvement recommendations contained in the parking study. Parking improvements will include on-street parking concurrent with roadway improvements, and public parking garages and lots.

Harbor Access, Open Space, and Recreation

The opportunity exists for the Harbor Redevelopment Area to provide prime recreation programs and facilities within the general community, specifically along the waterfront. Open space areas shall be present throughout the redevelopment area on both private and public lands. The design and placement of open space will provide the opportunity to intertwine pedestrian facilities throughout the corridor creating an environment that is walkable. Each of these initiatives will be amplified in an annual work program undertaken by the City of Destin and the CRA.

HARBOR ACCESS, OPEN SPACE AND RECREATION PROGRAM INITIATIVES

Recreational Programs and Special Events

The CRA shall support holding recreational programs and special events within the Harbor Redevelopment Area to promote Destin as a destination in addition to meeting local recreational needs.

Programs and Activities Supporting Commercial Access to the Harbor

The Destin area was founded as a fishing village and many of its residents want to preserve and protect the commercial fishing industry. The CRA shall evaluate measures to support the economic stability of the commercial and sport fishing industries

Harbor Access, Open Space and Recreation Capital Improvements

The following open space and recreational improvements have been derived through conversations with community leaders and from past studies performed for and by the City of Destin for the Harbor Redevelopment Area.

Harbor Boardwalk

The City of Destin has undertaken numerous planning initiatives to improve the functionality, aesthetics and long-term prosperity of the City. During these planning exercises one of the highest ranked projects is the development of a boardwalk along the north shore of the Destin Harbor. The City of Destin has created a committee comprised of property owners along the north shore of the Destin Harbor, formally called the North Shore Landowners Committee. Their sole mission was to draft a proposal to the City that will result in the voluntary conveyance of public easement along the water’s edge in order to construct a continuous boardwalk. The CRA shall support the initiatives of the North Shore Landowners Committee as they complete the planning process. The committee is currently completing Phase I of the Harbor Boardwalk Proposal. Phase II will be to complete an economic and parking demand analysis of the boardwalk project. The parking assessment can be completed as part of the parking study referred to previously. Phase III will be the actual engineering and construction of the boardwalk. The completion of the boardwalk area will enhance the provision of access to the waterfront, provide recreation opportunities and serve as an economic stimulator.

Other Water Access Improvements

The CRA shall consider other physical improvements that will advance access to the Harbor for not only the general public but the commercial industries dependent on the Destin Harbor for their livelihood. Such improvements will include marinas, boat ramps, fishing piers and supporting infrastructure such as parking and utilities.

Special Events Area

Create a special events area that serves to unify existing civic facilities at Stahlman Avenue and US 98. This space will serve as an area for special events and programs to provide recreation and promote the Harbor Redevelopment Area as a destination point of interest.

Other Open Space and Recreation Improvements

Improvements to Taylor Park shall be planned and implemented in addition to the creation of a new harbor side park with access from US 98. Open space can be provided and enhanced through the establishment of landscape promenade to serve the US 98 corridor and Harbor. Other improvements include a Visitor Center.

Urban Design and Infrastructure

The aesthetic or design framework of an urban area is a composite of its various visual and planning elements. Each of these elements may have a different visual character or use when perceived separately.

When viewed together, these discrete elements can determine the overall visual character or “image” of an urban area. The individual elements that help to define the character of an urban area may include major roadways, streetscape, public rights-of-way, buildings, landmarks, signage, greenspace, recreational areas, conservation areas and the edges of separate distinct areas.

The Finding of Necessity Report documented that the majority of commercial development is functionally obsolescent throughout the Redevelopment Area. The current proliferation of private signage and lack of uniform landscaping creates a visual blight that detracts from the area’s aesthetic environment.

In general, the urban design initiatives presented in this Plan will abide by the overall goals, objectives and policies, including type, size, density, massing and building height, as outlined in the City of Destin’s Comprehensive Plan and Land Development Code. The following emphasizes urban design and infrastructure strategies that can greatly enhance the aesthetic and infrastructure conditions within the Harbor Redevelopment Area. Each of these initiatives will be amplified in an annual work program undertaken by the City of Destin and the CRA.

URBAN DESIGN AND INFRASTRUCTURE PROGRAMS

Evaluation of the Urban Design Framework

The Destin Harbor Area Master Plan addresses the Harbor Redevelopment Area’s urban design framework. The framework initiated by the Master Plan, shall be evaluated to ensure that the urban design framework correctly captures the desired enhancements for gateways, roadways, streetscape, right-of-way, parking, building and site components, location of open space and recreational areas, waterfront access, land uses and zoning. The urban design framework is a planning tool that establishes the foundation and tone for all planned improvements within the Harbor Redevelopment Area. The urban design framework evaluation shall result in a base plan that will guide the redevelopment as it relates to aesthetics in addition to function. The City of Destin’s Land Development Code, which is expected to be adopted by the end of 2003, shall also address the redevelopment area’s urban design framework.

Design Standards

The City shall encourage improved appearance and design of public and private projects as a means of encouraging more investment throughout the Harbor Redevelopment Area. The City shall prepare a document that presents the development regulations and design standards in a simple design manual format for public use. The design manual shall address streetscape, architectural, site, landscape, signage, public art and open space to provide visual continuity and a positive environment throughout the Redevelopment Area. Design standards establish a harmonious design vocabulary throughout an area for both new and existing facilities. The City’s Comprehensive Plan discusses development intensities, densities, maximum height, and buffers. This shall be considered when developing design standards for the Harbor Area. The City’s anticipated land development code shall be tested to ensure that they do the following.

- Create an environment that is attractive and safe for pedestrians, bicyclists and motorists.
- Promote the use of proper construction materials that impart a sense of quality and permanence.
- Balance aesthetic values with function and economic realities.

Beautification Programs

Beautification programs such as Adopt-A- Median or Adopt-A-Right-of-Way can assist in the

implementation and maintenance of landscaped areas within the Redevelopment Area. City sponsored beautification will be provided through the implementation of streetscape and gateway improvements. The beautification program will also include the preservation and enhancement of existing open spaces and natural features within the Redevelopment area.

Incentives for Site and Structure Improvements

The City through the CRA initiative will encourage private properties to improve their sites and structures. The City can provide non-monetary incentives such as code waivers and special exemptions to private parties to upgrade and maintain their properties. The CRA can also provide assistance in identifying and pursuing CDB Grants (Community Development Block Grants) and other funding sources to assist private property improvements.

URBAN DESIGN AND INFRASTRUCTURE CAPITAL IMPROVEMENTS

Streetscape Improvements

Incorporate streetscape strategic planning in all projects to improve access, pedestrian and bicycle facilities and overall beautification for US 98 and other major roads within the Redevelopment Area. Streetscape planning shall provide a typical section for each roadway using consistent design guidelines throughout the Redevelopment Area. Any roadway and streetscape planning must include a phasing/ prioritization plan to construct the recommended improvements. Streetscape improvements may include improvements on US 98, Stahlman Avenue, Mountain Drive, Benning Drive, and Beach Ridge Drive.

Gateway/Signage/Wayfinding System

Promote the location of important destinations in the Redevelopment Area through a gateway/signage/ wayfinding system. Such a visual directional system, besides giving the Harbor Redevelopment Area an identity, is particularly important in its relationship to neighborhoods that are predominately residential and wish to enhance their security and integrity.

Stormwater and Utilities Improvements

All new development is required to provide adequate on-site stormwater and utility upgrades for the required development. The City of Destin’s City-wide Stormwater Management Plan will include the Harbor redevelopment area and address stormwater issues. This plan is anticipated to be completed by the end of the year 2003. Specific projects will be reviewed as part of an annual work program that will be undertaken by the City of Destin and the CRA.

General Strategy for Funding, Financing, Management, and Promotion Programs

The following programs and activities address the funding, financing, management and promotion of the Harbor Redevelopment Area. Detailed funding, financing, and management strategies will be provided in the annual work program that will describe the timing and components of the activities or improvements to be supported by the City and CRA.

Identification and Securing Equitable Funding and Financing Mechanisms

Identify and secure all feasible sources of funding to support the redevelopment initiatives described

in this Plan. Such mechanisms can include, but are not limited to, tax increment revenues, ad valorem revenue, non-ad valorem assessment revenue, taxable or non-taxable bonds, other public instruments, grants and public/private partnerships.

Property Assembly Program

The intent of the property assembly program is to provide suitable sites for parking and associated commercial development by aggregating specially targeted or adjacent substandard lots to create larger parcels. Parcel aggregation is an expensive proposition, especially in the case of waterfront property. Nonetheless, the City of Destin and CRA must develop an acquisition approach. Decisions to aggregate must substantially support the vision, objectives and initiatives as indicated in this Plan and public money allocated for aggregation shall be returned at resale when feasible. Because of the high cost of land acquisition and limited tax increment financing capabilities, the City shall have a multi-faceted approach to acquiring properties for redevelopment. When feasible, encourage acquisition and subsequent redevelopment by the private market; second, explore land acquisition by either the CRA or the City for the Redevelopment Area properties. Other programs include:

- Identify and inventory all relevant substandard properties.
- Document and analyze over all parking demands and constraints throughout the Redevelopment Area.
- Document site criteria for modern commercial developments by business type to facilitate the understanding of contemporary developer site and parking requirements.
- Map and index all commercial properties in the Redevelopment Area to provide detailed information on parcel boundaries, sizes, and ownership.
- The City shall facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
- The CRA and City shall assist in the purchase, sale, negotiation and coordination of land assembly.
- To assure the City’s and CRA’s success, public resources must be dedicated to fund the mapping and indexing of all properties in the Redevelopment Area; funding to research or otherwise obtain contemporary site development requirements; provision of City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers; and, funding to finance land acquisitions by either the City or the CRA (some of which will be recovered or rolled over as properties are resold).

Branding and Promotion

Create a logo and identify package that can be used to identify the Harbor Redevelopment Area on literature, banners, gateways and promotional campaigns.

Comprehensive Plan, Land Use and Zoning Changes

As redevelopment initiatives are implemented, the CRA shall evaluate the impact of such initiatives on the City’s comprehensive plan, existing/future land use and zoning.

Programs that Encourage Public-Private Partnerships

The CRA shall develop programs and identify opportunities for public-private partnerships in the redevelopment of the Harbor Redevelopment Area. The establishment and maintenance of partnerships will serve not only to leverage the tax increment and other revenue sources but also stimulate community interest and support. Partnerships may take several forms from financial partnering to technical support to the promotion of the area. Each partnership opportunity shall be evaluated on a case-by-case basis

for its overall value and impacts.

An interesting opportunity public-private partnership opportunity is identified in the Comprehensive Plan Policy 2-1.3.6: Promote Destin Harbor Water Taxi Service. The City shall coordinate with the private sector to encourage the development of a water taxi service within the Destin Harbor. The intent is to encourage the development of water taxi service as an alternate mode of transportation.

PROGRAMS THAT MAINTAIN A SAFE AND CLEAN ENVIRONMENT

The CRA shall consider programs that enhance the safety or perception of safety within the Redevelopment Area. The following are a few recommended programs.

Community Policing

The Florida Community Redevelopment Act encourages “community policing innovation. ” This is defined as policing techniques or strategies designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, storefront police stations or intensified motorized patrol. The intent of these programs will be to improve the actual and perceived security, building safety and appearance of the Redevelopment Area. The following principles, based upon the experience of other communities, shall be established to guide these programs, they include: addressing environmental problems which cause or encourage criminal activity; involve local citizens in the campaign against crime; make the police force approachable and trusted and foster an image of the community as a safe place to live, work and do business. To realize the full intent of the community-policing, the following initiatives shall be undertaken.

- Law enforcement officers will circulate throughout the Redevelopment Area on a regular basis to meet visitors, residents and business owners, listen to their security concerns and ask for their ideas to solve crime problems. Whenever possible, officers shall attend community meetings and special events.
- Periodically analyze the crime “blotter” to assess the numbers and types of law enforcement responses within the Redevelopment Area. This analysis can be used to identify problems and trends.
- Create a special patrol or “beat” for the Redevelopment Area to provide a stronger law enforcement presence, additional door checks, bicycle patrols and like alternatives.
- Develop innovative techniques to address special needs of visitors.
- Develop and implement Crime Prevention Through Environmental Design (CPTED) standards to correct any security problems related to site improvements such as lighting and vegetation. These standards can be printed and distributed throughout the Redevelopment Area. The CPTED standards can be developed as part of the design guidelines for the Redevelopment Area.

Code Enforcement

In addition to community policing, the City shall evaluate the potential of more aggressive code enforcement activities both within, and near, the Redevelopment Area. This will be undertaken to assist in elimination of substandard zoning, building, landscaping and signs. It is important to assure the surrounding and adjacent properties are treated in the same manner. The following are implementation strategies for code enforcement activities.

- The City can evaluate existing and proposed codes for the Redevelopment Area and develop a more focused code enforcement program in order to respond to the specific needs of this area.
- To accomplish these strategies the City will need to develop and refine a code enforcement

program and use code enforcement staff as required. The City in developing and enhancing the code enforcement program within the Redevelopment Area may use redevelopment funds.

Maintenance of Redevelopment Area Database

Creating and maintaining a public database will encourage businesses to remain, relocate or start-up within the Redevelopment Area. The creation and maintenance of such a database will consist of compiling and regularly updating a database of available land and commercial building space to provide prospective recruits with detailed location information. The database shall include the address and parcel identification number, total square footage, proposed projects, available square footage and price for each available housing, retail, office and industrial property in the Redevelopment Area. It shall also include information on property contacts and a brief property description. The database shall also include prospective tenants, owners and developers as a complement to the available space database described. This database can help identify potential recruits who fit the profiles shown in the market analysis and the spaces shown in the available database. Among the information to be compiled will be the sites, location and price range criteria of potential recruits.



DESTIN TOWN CENTER CRA PLAN - DRAFT

2/8/2024





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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.

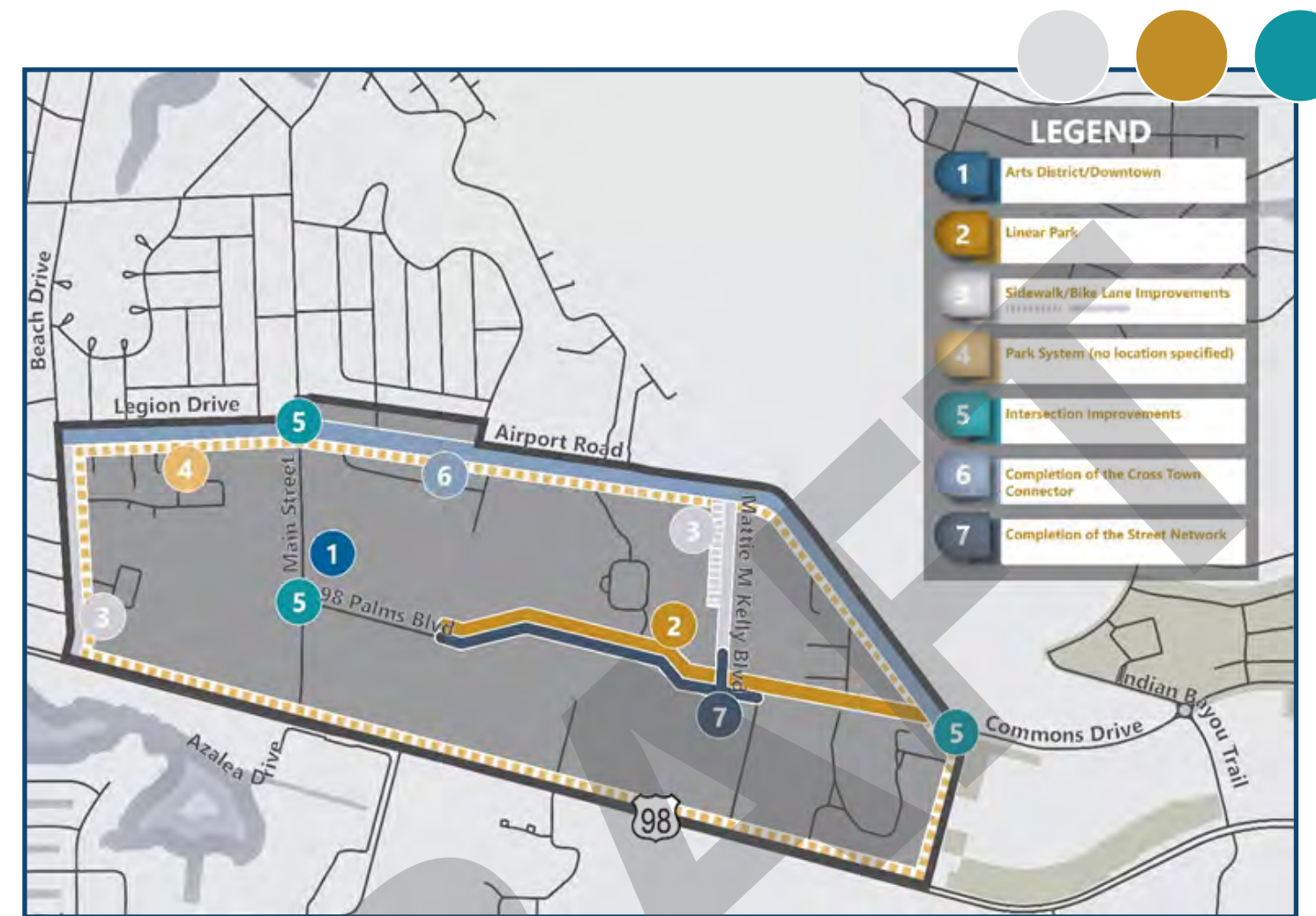


Figure 1 - Projects for Town Center CRA

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:

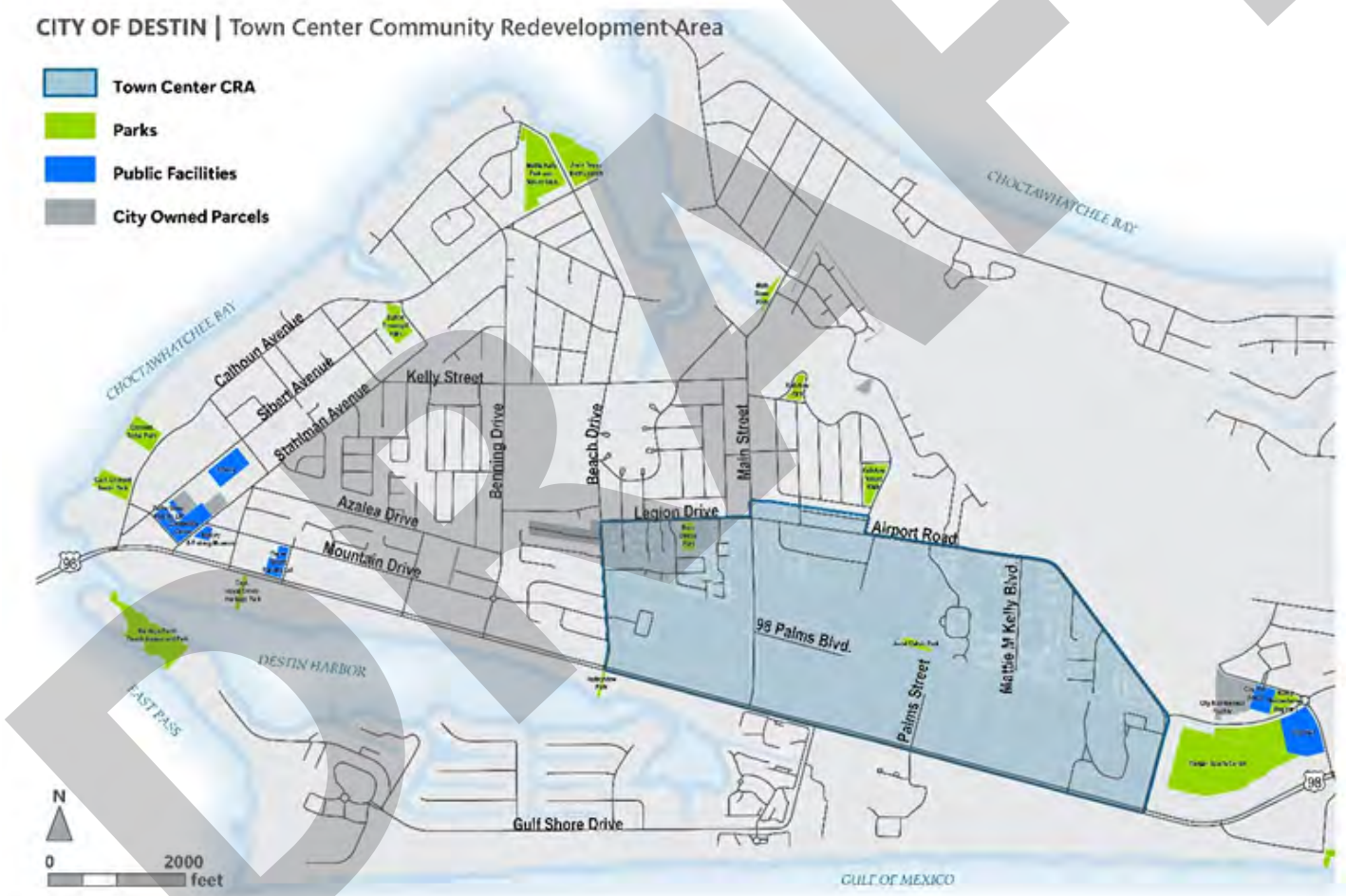


Figure 2 - Boundary Map of Town Center CRA

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:

Defective or inadequate street layout. 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.

Unsanitary or unsafe conditions. 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.

Deterioration of site or other improvements (stormwater facilities, roadways, streetscape, sidewalks, streetlighting and code enforcement). 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.

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.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.

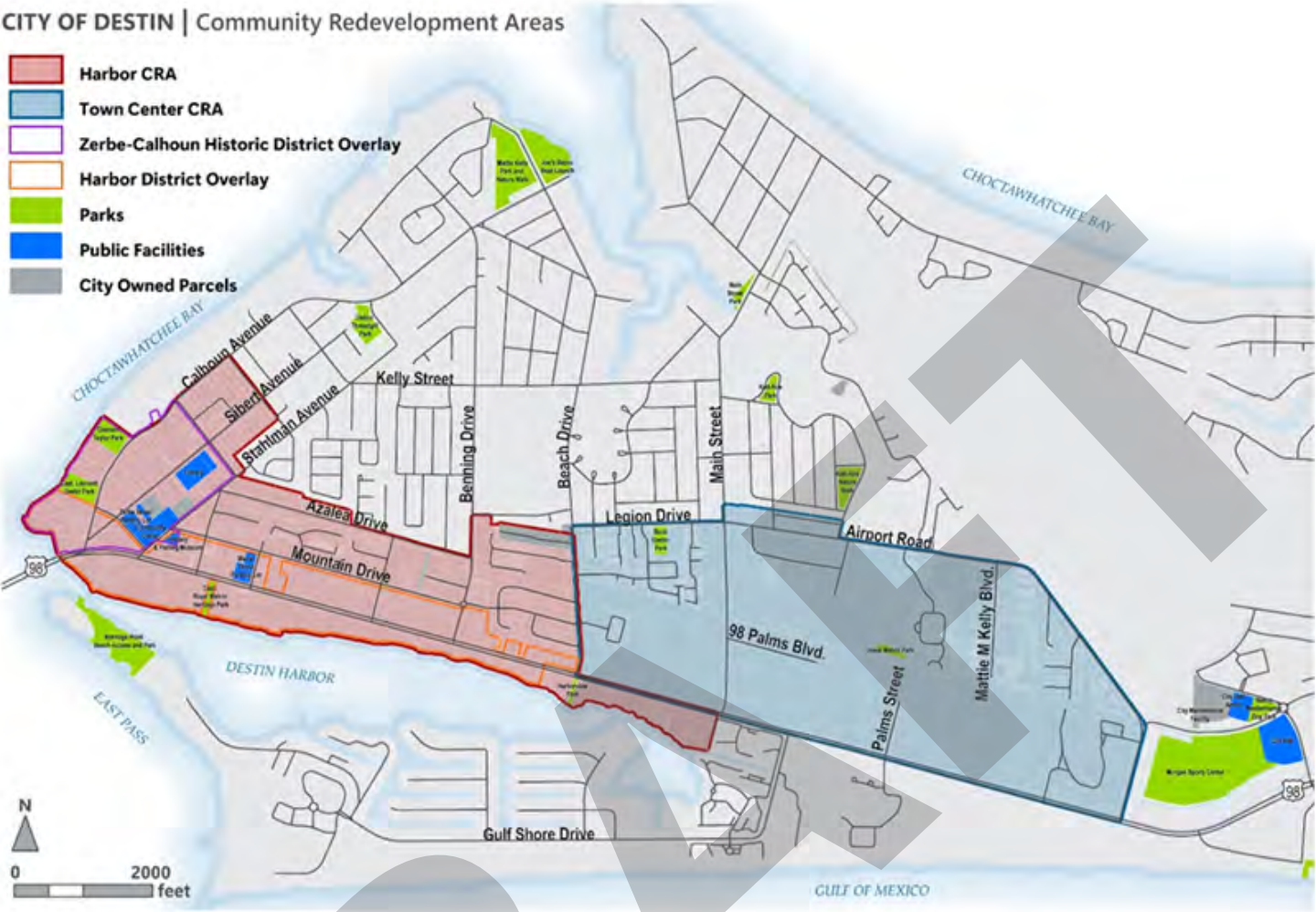


Figure 3 - CRA District Boundaries

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.

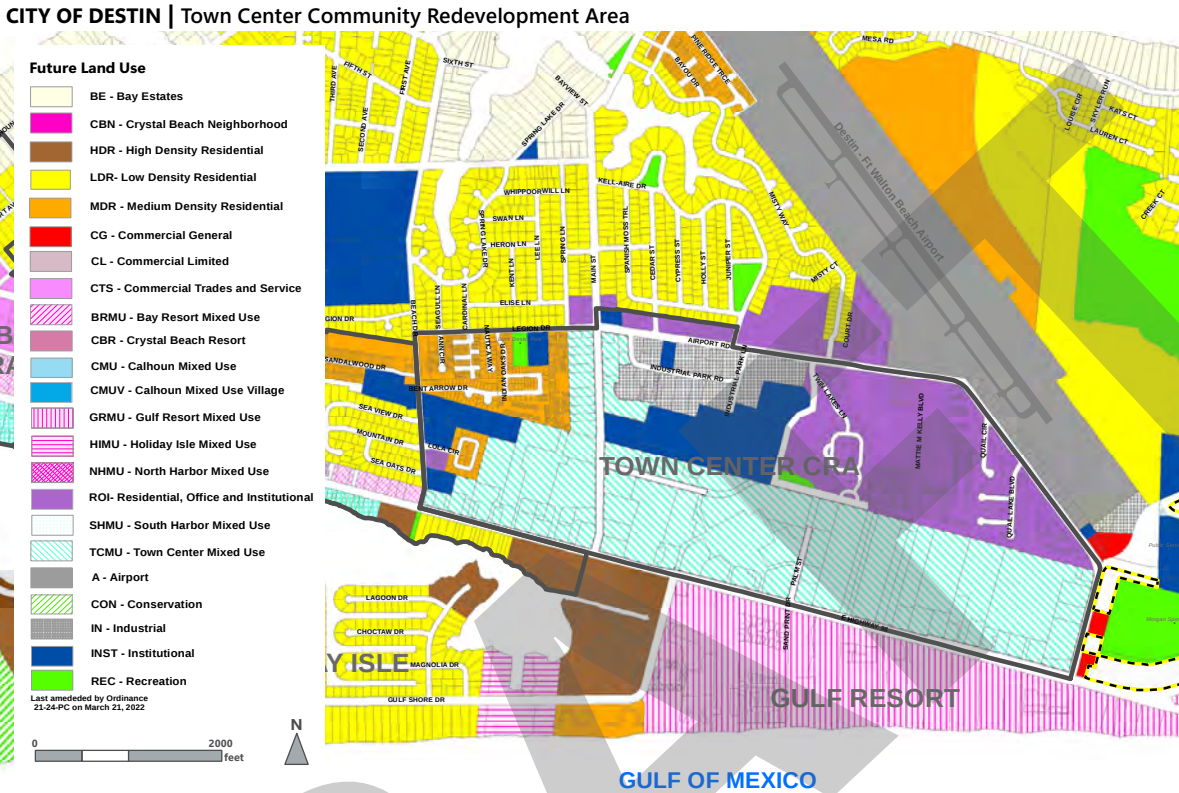


Figure 4 - Zoning Map for the Town Center CRA as of March 24, 2023

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.

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.

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

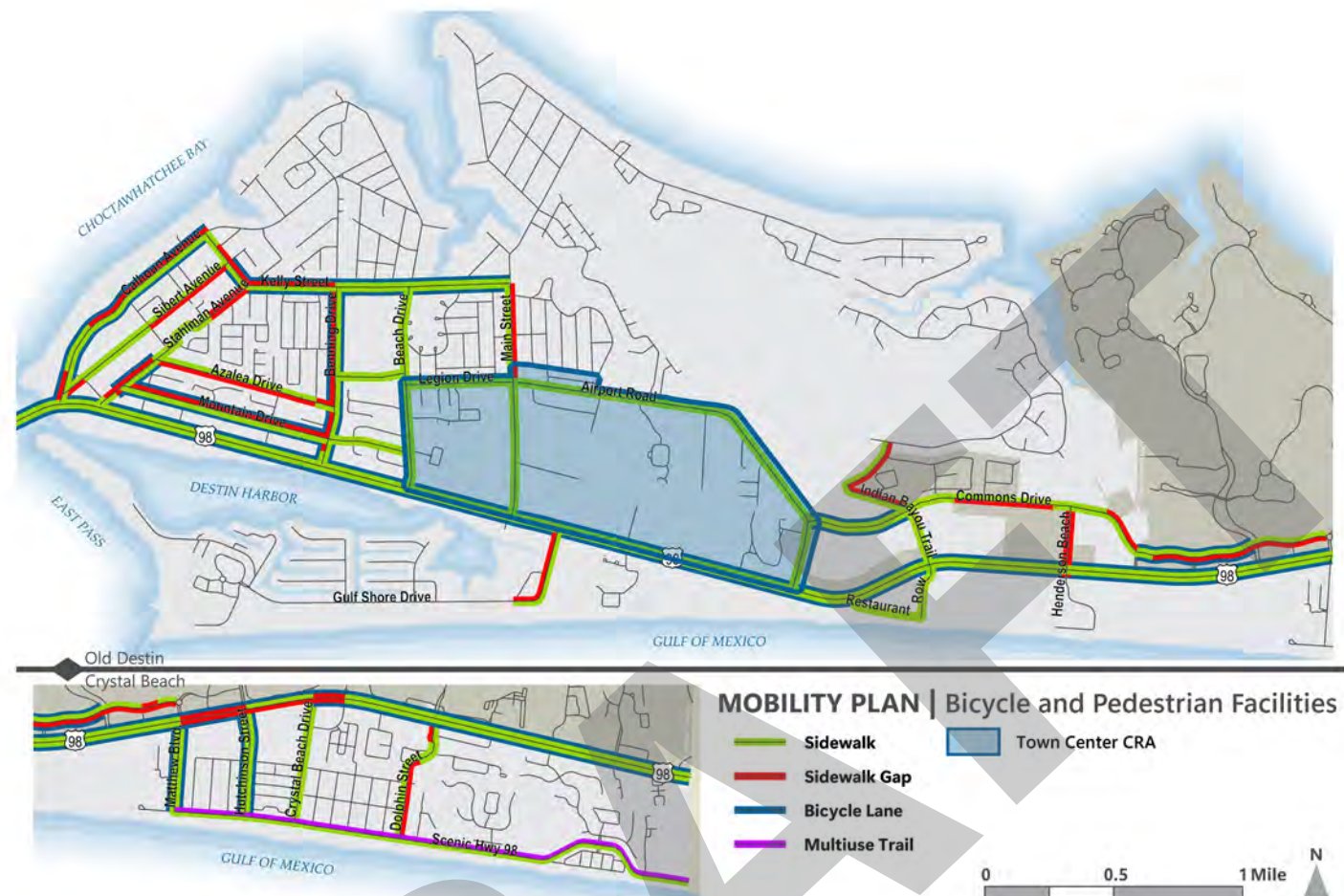


Figure 5 - Bicycle and Pedestrian Facilities Gap

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.

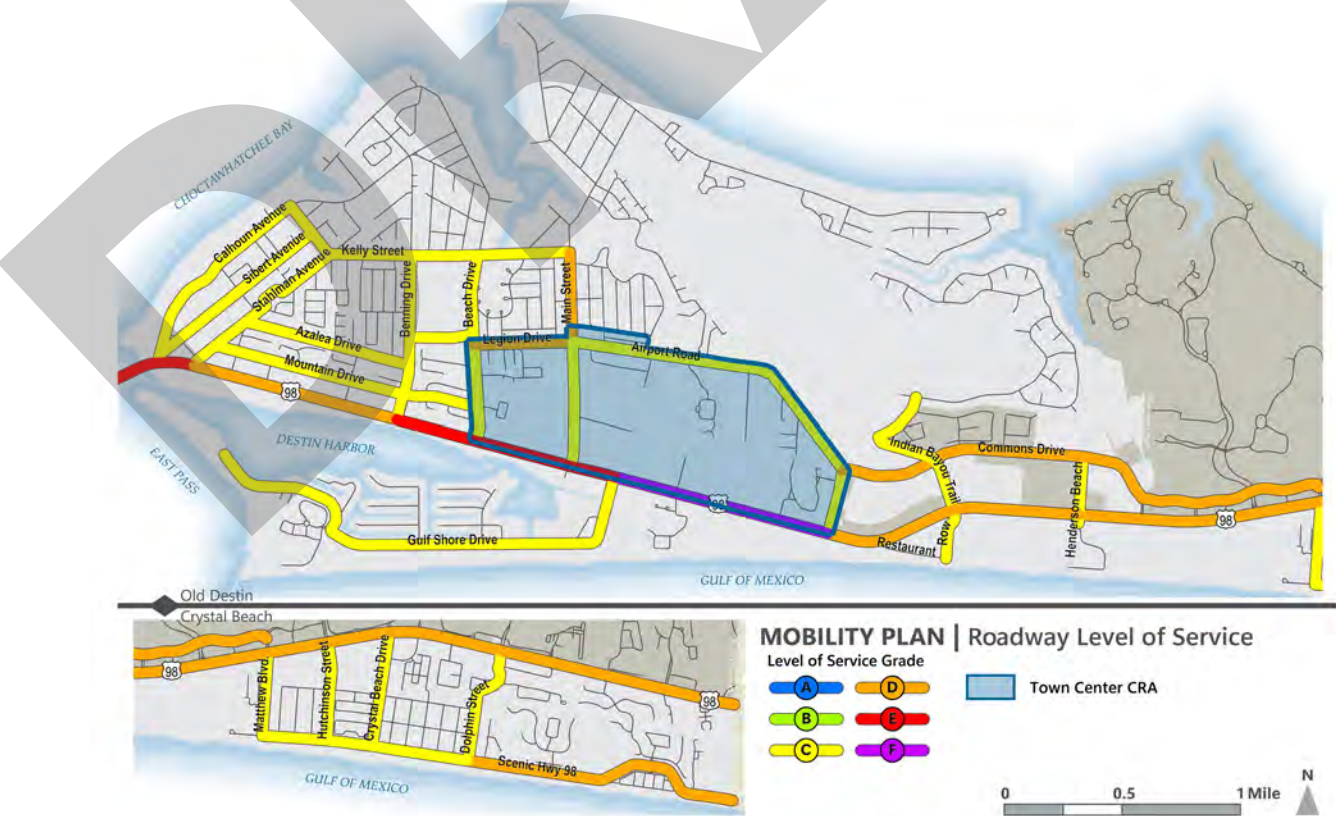
The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin’s only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. 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.

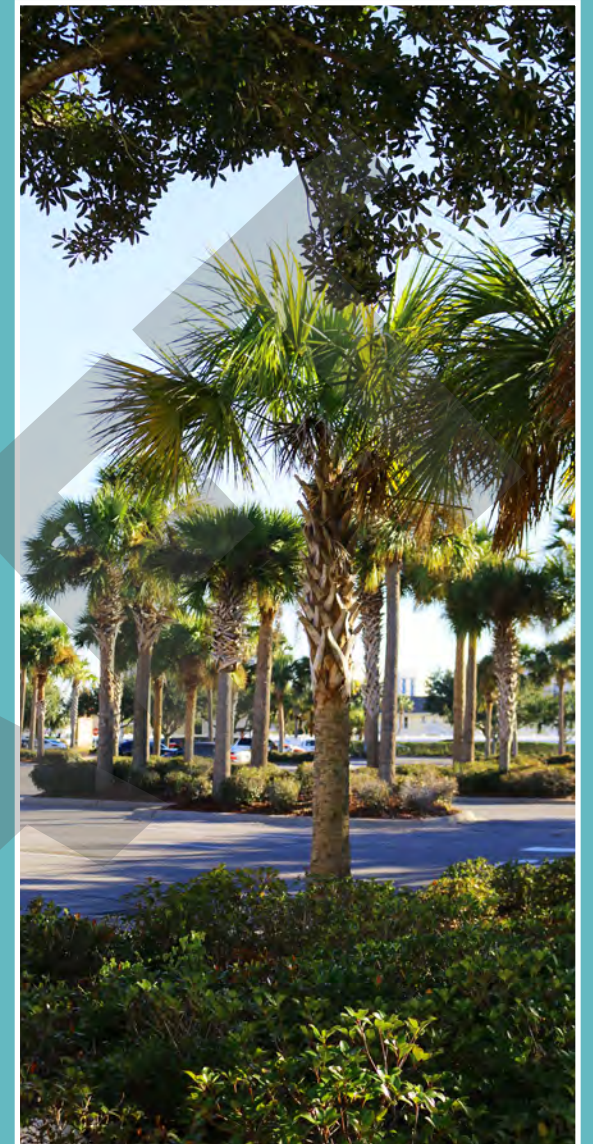
STORMWATER MANAGEMENT

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

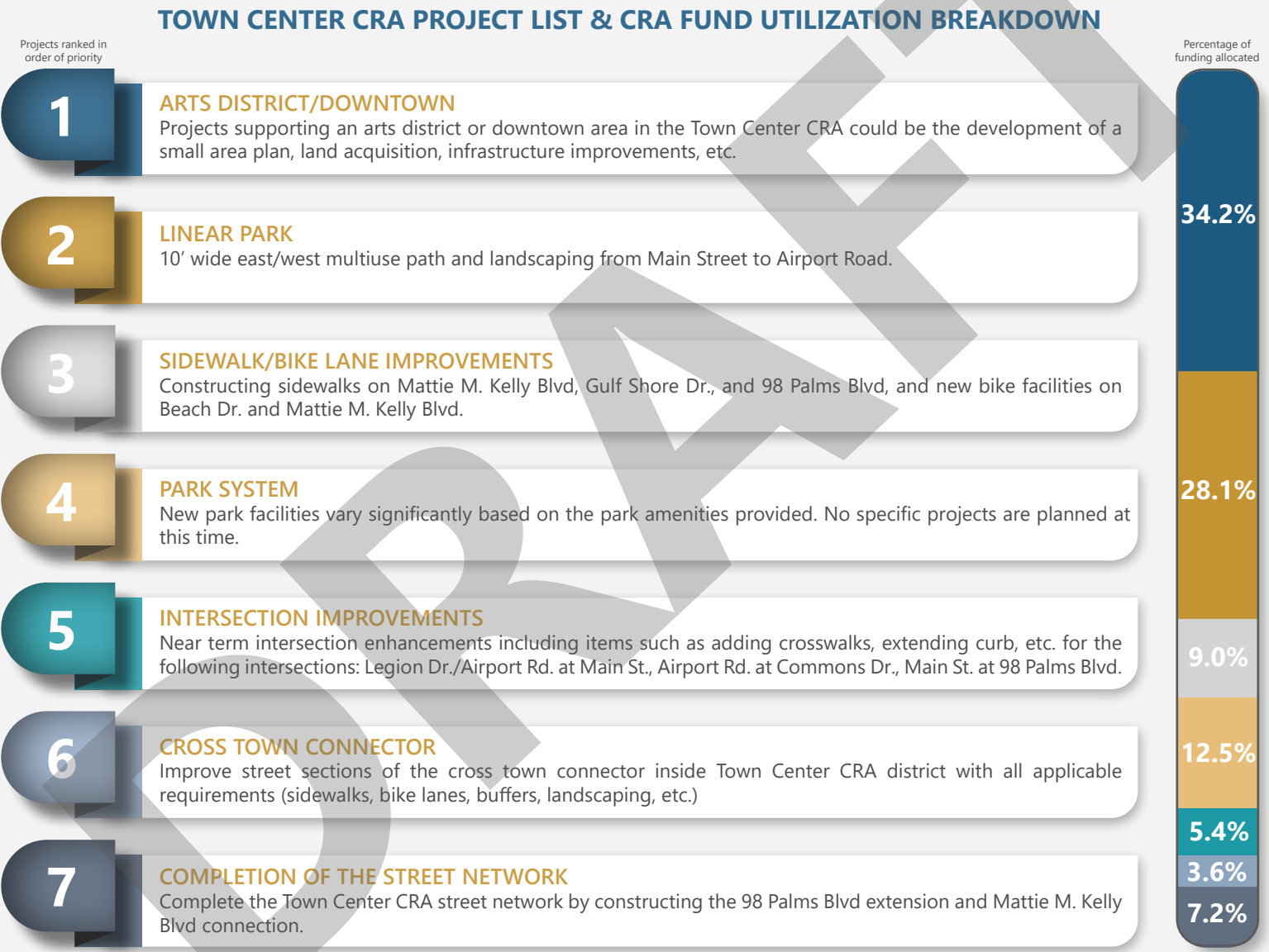
Early in the process of updating the CRA Plan, the Town Center Advisory Committee identified specific areas of concern within the Town Center CRA district, which were sorted into the four guiding principles of safety, connectivity, green space, and economic development. Using these themes, the consulting 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.

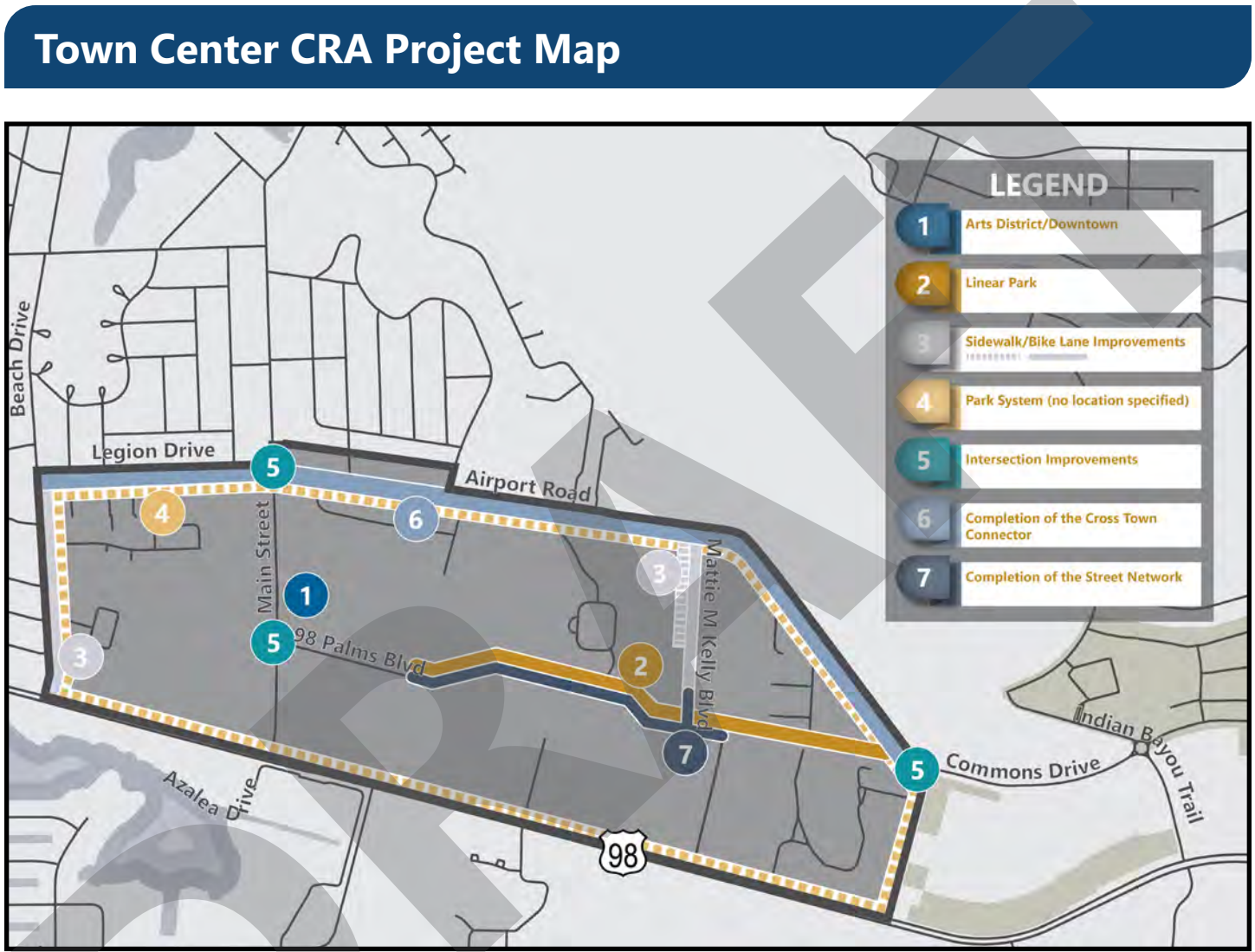
The results of the priority exercise with the Advisory Committee shown below indicate generally how the projects were ranked, and the average percentage of CRA funding that the Committee would allocate to each project. The priority order does not imply they will be implemented in that order. The City may advance a lower priority project faster if an 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.





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.



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



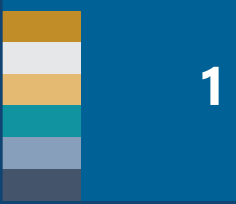
Description

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



Source

Professional judgement

Reference

Comp Plan Policy 1-3.3.2

Linear Park



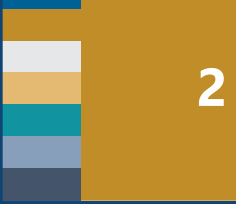
Description

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



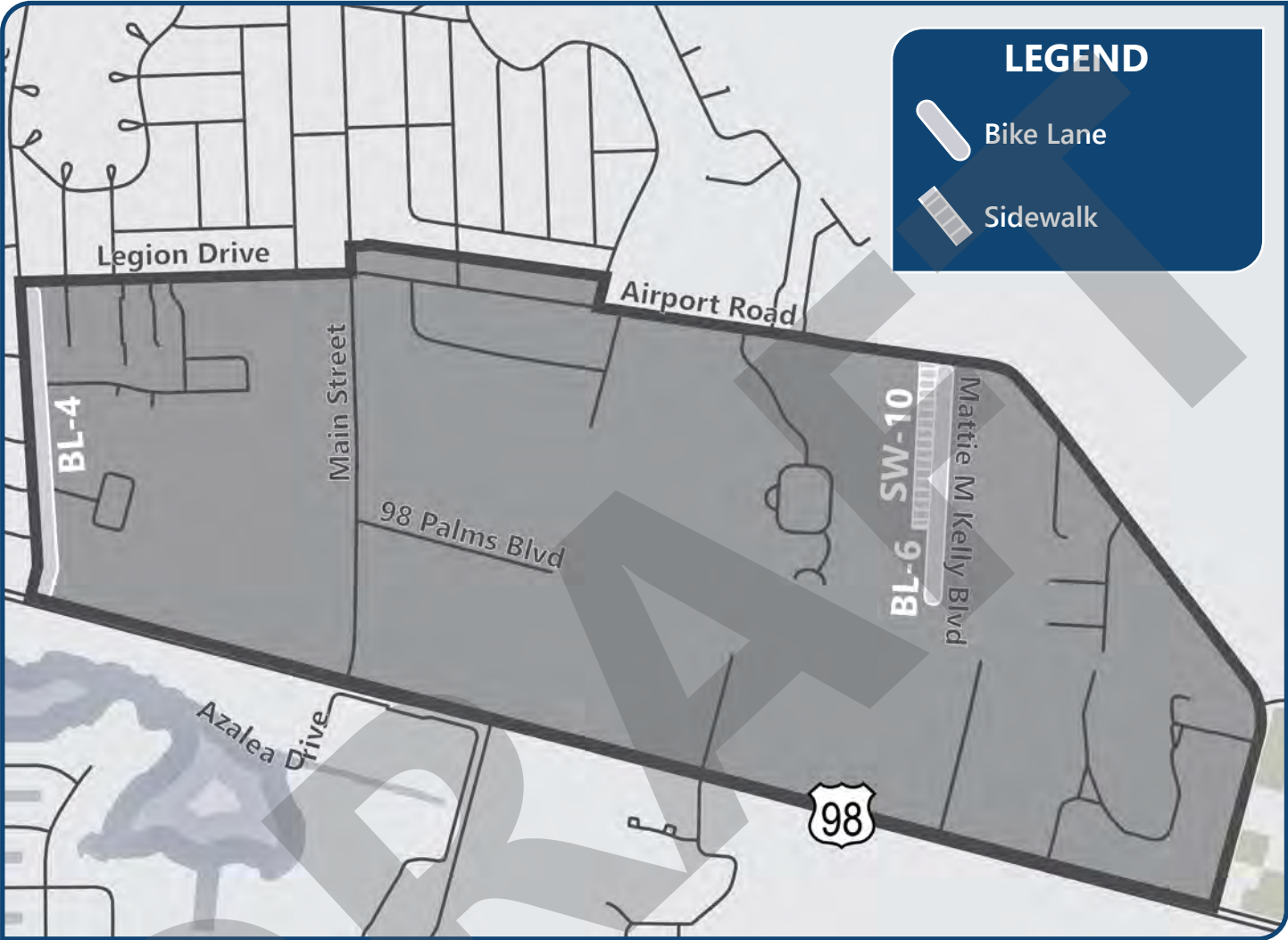
Source

City Engineering Department

Reference

Pathways Plan

Sidewalk/Bike Lane Improvements



Description

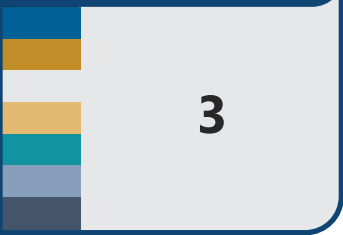
Town Center CRA includes the following sidewalk and bike lane improvement projects:

- 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



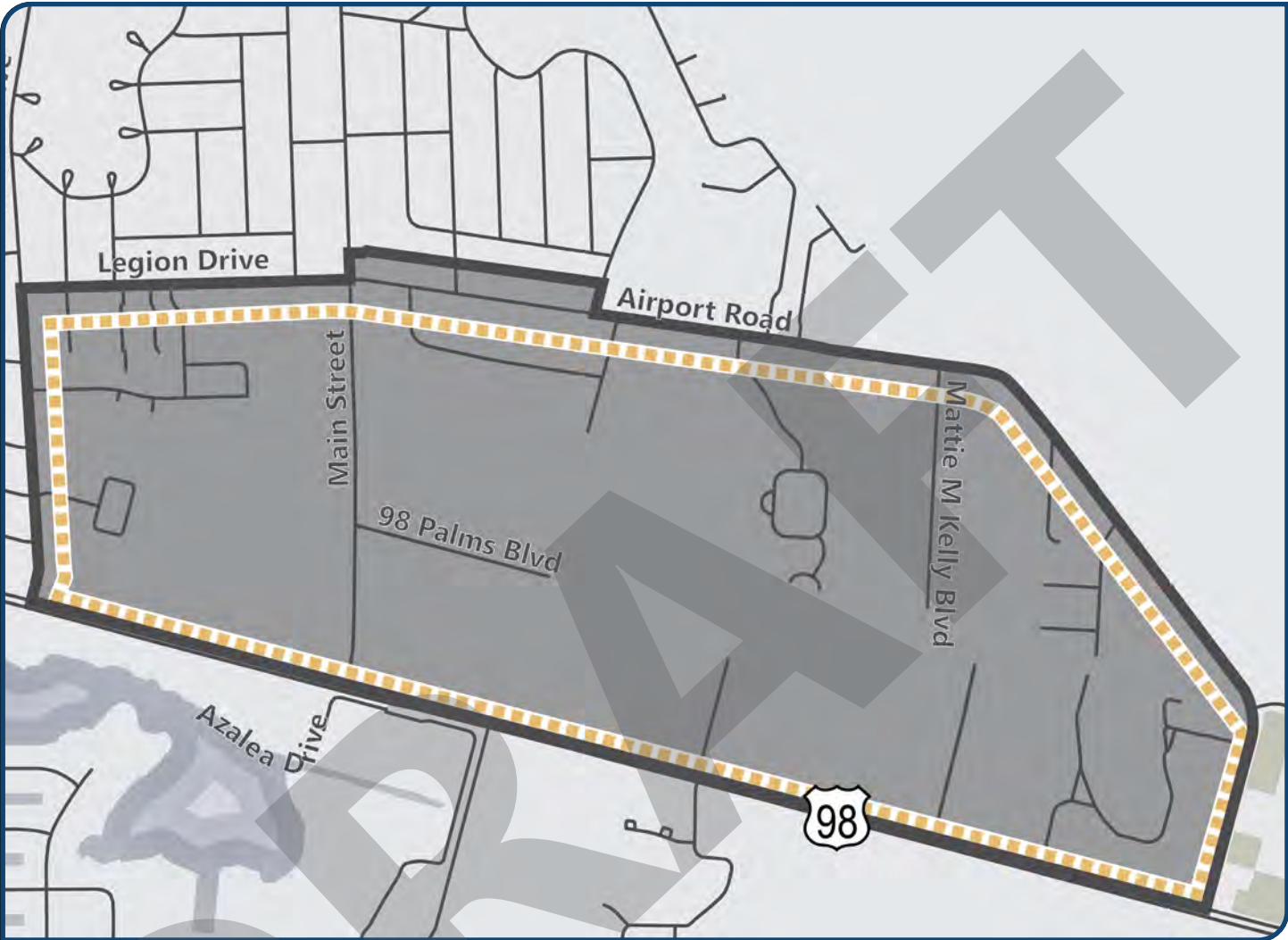
Source

Mobility Plan

Reference

Comp Plan Map 2-2; Pathways Plan

Park System



Description

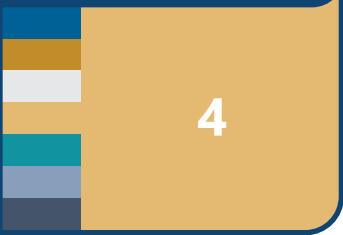
Currently, there is no conceptual plan for a future park system in the Town Center CRA. However, level of service standards outlined in the Comprehensive Plan require one acre of neighborhood park facilities and two acres of community park facilities for every 1,000 functional population.

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

Cost Estimate

N/A

Priority



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



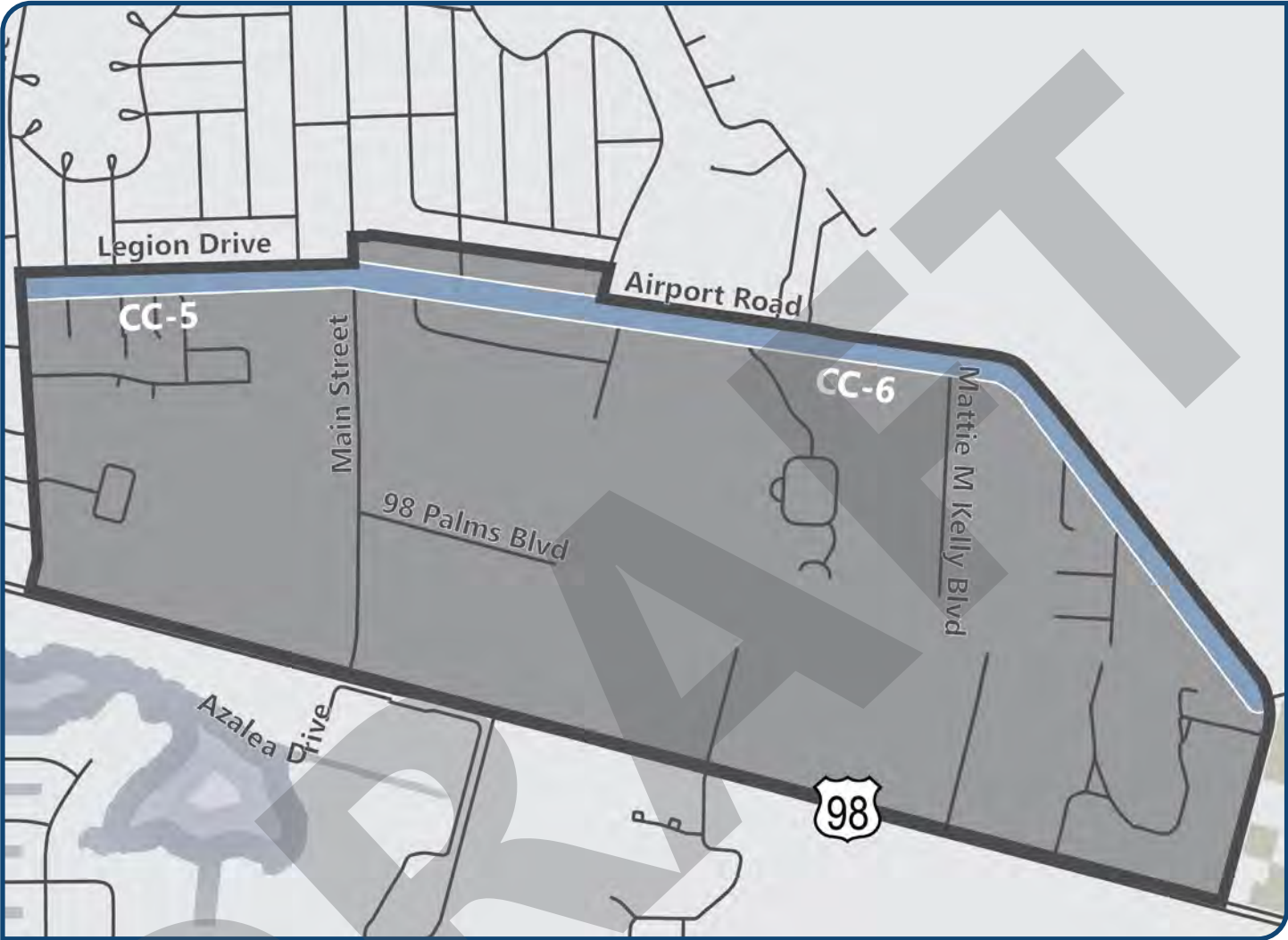
Source

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



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



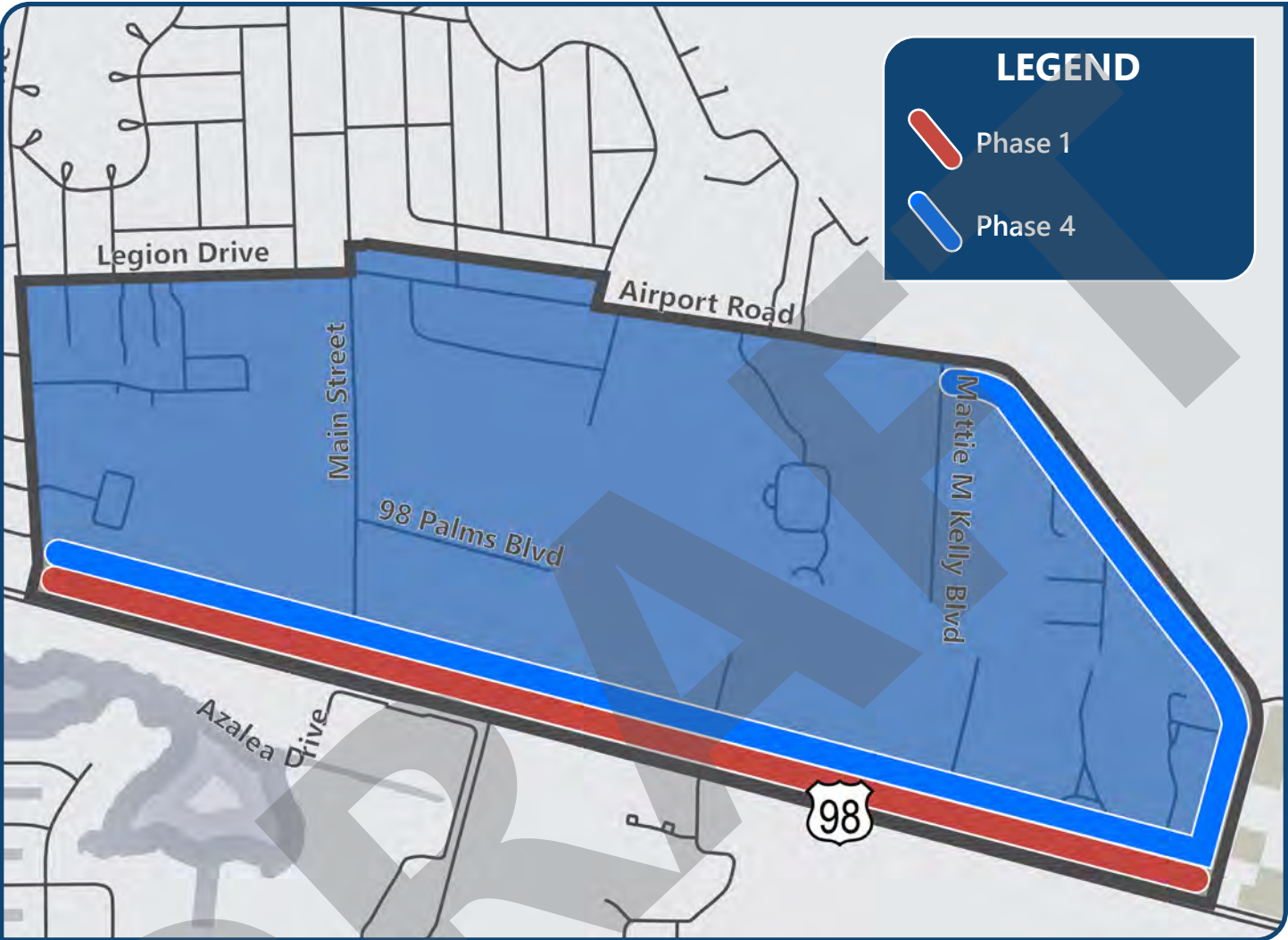
Source

Mobility Plan

Reference

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

Utility Undergrounding



LEGEND

- Phase 1
- Phase 4

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.

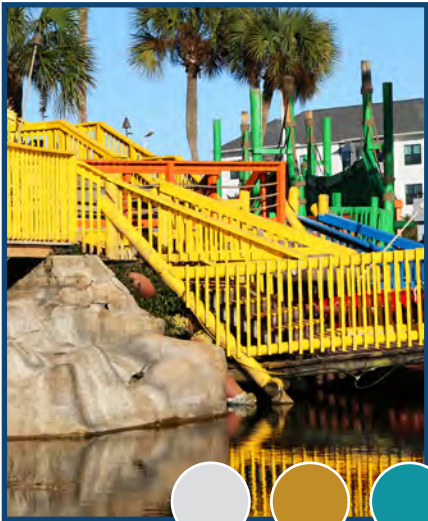
COMPREHENSIVE FUND SOURCES

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.

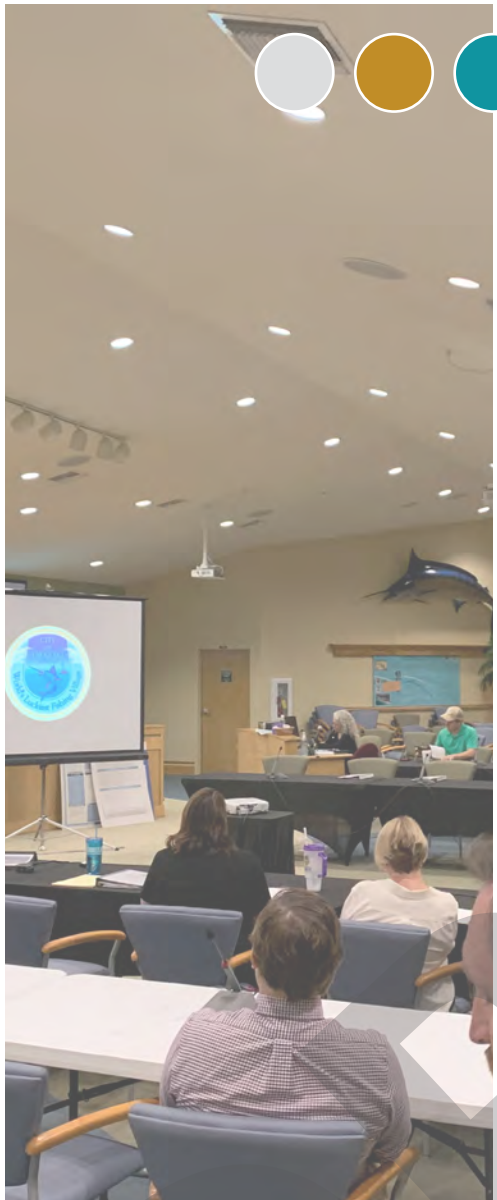
NON-CRA PLANNING OR REGULATORY COMPLEMENTARY PROJECTS

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.





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

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

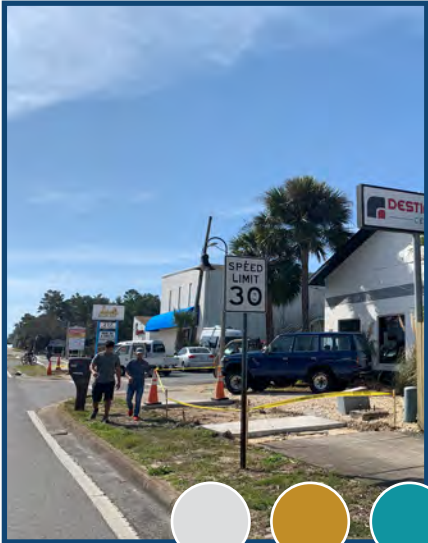
to complete infrastructure projects within duration of the Town Center CRA. Revenue bonds issued by the Town Center CRA shall comply with the requirements of Sections 163.387(4) and 163.387(5), Florida Statutes.

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

 CITY OF DESTIN FLORIDA 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

APPENDIX C - COMPREHENSIVE PLAN POLICY REVIEW

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. 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: 1. New north/south corridor east of the conservation area extending from Airport Road to Harbor Boulevard. 2. New north/south corridor from the new east/west corridor (Center Street) south to Harbor Boulevard. 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.

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 6, 2025
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Presentation
OUTLINE NUMBER: 4.B.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney
Steve O'Connor, Deputy Community Development Director

FROM: Noell Bell, Chief Building Official

DATE: January 28, 2025

SUBJECT: Property Maintenance Code Discussion

I. BACKGROUND: With the current rewrite of the LDC, staff finds that the Unsafe Building Regulations located in Article 20 are not relevant to Land Development Code regulations, but rather an enforcement of regulations post development and thus we are creating an Article V, under Chapter 6 – Building Regulation for the Property Maintenance Code.

II. DISCUSSION: Staff proposes to create for adoption the Property Maintenance Code, modeled from the International Code Council (ICC) 2024 Property Maintenance Code. This code includes the property as a whole, such as all exterior elements (yard or premises) and the existing structures elements, utilizing standards for both.

During the January 21, 2025 LPA meeting, it was discussed for the members to read through the proposed code and bring back for further discussion and recommendations to the current written language.

The Code contains the following Chapters Topics:

- **Chapter 1 - Scope and Administration (Part 1 & 2)**
 - Scope: The provisions of this code shall apply to all existing residential and nonresidential structures and all existing *premises* and constitute minimum requirements and standards for *premises*, structures, equipment and facilities for light, *ventilation*, space, heating, sanitation, protection from the elements, a reasonable level of safety from fire and other hazards, and for a reasonable level of sanitary maintenance; the responsibility of *owners*, an *owner's* authorized

agent, *operators* and *occupants*; the *occupancy* of existing structures and *premises*, and for administration, enforcement and penalties.

- Purpose: The purpose of this code is to establish minimum requirements to provide a reasonable level of health, safety, property protection and general welfare insofar as they are affected by the continued occupancy and maintenance of structures and premises. Existing structures and premises that do not comply with these provisions shall be altered or repaired to provide a reasonable minimum level of health, safety and general welfare as required herein.

- **Chapter 2 – Definitions**

- **Chapter 3 – General Requirements**

- Scope: Governs the minimum conditions and the responsibilities of persons for maintenance of structures, equipment and exterior property.

- **Chapter 4 – Light, Ventilation and Occupancy Limitations**

- Scope: Governs the minimum conditions and standards for light, *ventilation* and space for occupying a *structure*.
 - Section 404 related to occupancy limitations has been modified based on Councils recommendation.

- **Chapter 5 – Plumbing Facilities and Fixture Requirements**

- Scope: Governs the minimum plumbing systems, facilities and plumbing fixtures to be provided.

- **Chapter 6 – Mechanical and Electrical Requirements**

- Scope: Governs the minimum mechanical and electrical facilities and equipment to be provided.

- **Chapter 7 – Fire Safety Requirements**

- Scope: Governs the minimum conditions and standards for fire safety relating to structures and exterior *premises*, including fire safety facilities and equipment to be provided.

It is important that when properties are improved, standards are in place for owners of such properties to maintain, both the exterior of an improved property and the structures minimum life safety and structure integrity.

A. Link to Strategic Goals / Objectives: II. Enhanced Quality of Life and safety for Families

- B. Effect on Budget (EOB): n/a
- C. Level of Service (LOS): n/a
- D. Legislative Sponsor:
- E. Business Impact Statement:

III. CONCLUSION: Our main role is to ensure all properties within the City of Destin are maintained in a manner to protect health, safety, and welfare for both property owners, general public and the preservation of residential and commercial areas.

Staff are open to the members' input and comments. Staff will take all comments into consideration and bring back a revised Property Maintenance Code Ordinance for further discussion and/or approval.

IV. RECOMMENDED MOTION: Discussion Only

Attachments:

1. Property Maintenance Code Ordinance 24_15_CC

ORDINANCE NO. 24-17-CC

**AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA;
AMENDING CHAPTER 6 OF THE CODE OF ORDINANCES
TO CREATE A NEW ARTICLE 5, "PROPERTY
MAINTENANCE CODE"; PROVIDING FOR FINDINGS OF
FACT; PROVIDING FOR INCORPORATION INTO THE
CODE OF ORDINANCES; PROVIDING FOR
CONFLICTING PROVISIONS; PROVIDING FOR
SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE
DATE.**

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section 1.01 (b) of the City Charter and Section 166.021, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City Council in providing for the health, safety and welfare of its citizens finds that the City should create a property maintenance code and

WHEREAS, the City Council desires amend the Code of Ordinances relating to adopt a property maintenance code; and

WHEREAS, City Council has determined that this ordinance is consistent with the adopted comprehensive plan and is in the best interests of the City and its citizens; and

WHEREAS, a public hearing has been conducted after due public notice by the Local Planning Agency and its recommendations reported to the City Council; and

WHEREAS, a public hearing has been conducted by the City Council after due public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

NOTE: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in strike-thru or underlined is not to be changed. The symbol *** represents sections of the Code of Ordinances that have been skipped and remain unchanged.

SECTION 3. AMENDMENTS TO CHAPTER 6, CITY CODE OF ORDINANCES.

Chapter 6 of the Code of Ordinances is hereby amended as follows:

Chapter 6 – BUILDINGS AND BUILDING REGULATIONS

ARTICLE V. – PROPERTY MAINTENANCE CODE

CHAPTER 1

PART 1 - SCOPE AND ADMINISTRATION

SECTION 101

SCOPE AND GENERAL REQUIREMENTS

101.1 Title.

These regulations shall be known as the Property Maintenance Code of CITY OF DESTIN, hereinafter referred to as “this code.”

101.2 Scope.

The provisions of this code shall apply to all existing residential and nonresidential structures and all existing premises and constitute minimum requirements and standards for premises, structures, equipment and facilities for light, ventilation, space, heating, sanitation, protection from the elements, a reasonable level of safety from fire and other hazards, and for a reasonable level of sanitary maintenance; the responsibility of owners, an owner’s authorized agent, operators and occupants; the occupancy of existing structures and premises, and for administration, enforcement and penalties.

101.3 Purpose.

The purpose of this code is to establish minimum requirements to provide a reasonable level of health, safety, property protection and general welfare insofar as they are affected by the continued occupancy and maintenance of structures and premises. Existing structures and premises that do not comply with these provisions shall be altered or repaired to provide a reasonable minimum level of health, safety and general welfare as required herein.

101.4 Severability.

If a section, subsection, sentence, clause or phrase of this code is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

SECTION 102

APPLICABILITY

102.1 General.

Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall govern. Where differences occur between provisions of this code and the referenced standards, the provisions of this code shall apply. Where, in a specific case, different sections of this code specify different requirements, the most restrictive shall govern.

102.2 Maintenance.

Equipment, systems, devices and safeguards required by this code or a previous regulation or code under which the structure or premises was constructed, altered or repaired shall be maintained in good working

order. An owner, owner's authorized agent, operator or occupant shall not cause any service, facility, equipment or utility that is required under this section to be removed from, shut off from or discontinued for any occupied dwelling, except for such temporary interruption as necessary while repairs or alterations are in progress. The requirements of this code are not intended to provide the basis for removal or abrogation of fire protection and safety systems and devices in existing structures. Except as otherwise specified herein, the owner or the owner's authorized agent shall be responsible for the maintenance of buildings, structures and premises.

102.3 Application of other codes.

Repairs, additions or alterations to a structure, or changes of occupancy, shall be done in accordance with the procedures and provisions of the Land Development Code, Code of Ordinance's, Florida Building Code, Florida Existing Building Code, Florida Energy Conservation Code, Florida Fire Code, Florida Fuel Gas Code, Florida Mechanical Code, Florida Residential Code, Florida Plumbing Code and NFPA 70 – National Electrical Code (NEC). Nothing in this code shall be construed to cancel, modify or set aside any provision of the local Destin Zoning Regulations.

102.4 Existing remedies.

The provisions in this code shall not be construed to abolish or impair existing remedies of the jurisdiction or its officers or agencies relating to the removal or demolition of any structure that is dangerous, unsafe or insanitary.

102.5 Workmanship.

Repairs, maintenance work, alterations or installations that are caused directly or indirectly by the enforcement of this code shall be executed and installed in a workmanlike manner and installed in accordance with the manufacturer's instructions.

102.6 Structural analysis.

Where structural analysis is used to assess a potentially unsafe structural condition, the analysis shall be permitted to use nominal strengths, nominal loads, load effects, required strengths and limit states in accordance with the requirements under which the structure was constructed or in accordance with any subsequent requirement.

102.7 Historic buildings.

The provisions of this code shall not be mandatory for existing buildings or structures designated as historic buildings where such buildings or structures are judged by the code official to be safe and in the public interest of health, safety and welfare.

102.8 Referenced codes and standards.

The codes and standards referenced in this code shall be those that are listed in Chapter 8 and considered part of the requirements of this code to the prescribed extent of each such reference and as further regulated in Sections 102.8.1 and 102.8.2.

Exception: Where enforcement of a code provision would violate the conditions of the listing of the equipment or appliance, the conditions of the listing shall apply.

102.8.1 Conflicts.

Where conflicts occur between provisions of this code and the referenced standards, the provisions of this code shall apply.

102.8.2 Provisions in referenced codes and standards.

Where the extent of the reference to a referenced code or standard includes subject matter that is within the scope of this code, the provisions of this code, as applicable, shall take precedence over the provisions in the referenced code or standard.

102.9 Requirements not covered by code.

Requirements necessary for the strength, stability or proper operation of an existing fixture, structure or equipment, or for the public safety, health and general welfare, not specifically covered by this code, shall be determined by the code official.

102.10 Application of references.

References to chapter or section numbers, or to provisions not specifically identified by number, shall be construed to refer to such chapter, section or provision of this code.

102.11 Other laws.

The provisions of this code shall not be deemed to nullify any provisions of local, state or federal law.

PART 2 – ADMINISTRATION AND ENFORCMENT

SECTION 103

CODE OFFICIAL

103.1 Code Official

The City Building Official and City Building Official's designee is also referred to as the code official. It is intended that the code official and Code Compliance Division/Department staff will work together for compliance with this Property Maintenance Code.

SECTION 104

FEES

104.1 Fees.

The fees for activities and services performed by the department in carrying out its responsibilities under this code shall be as established by the City Council.

SECTION 105

DUTIES AND POWERS OF THE CODE OFFICIAL

105.1 General.

The code official is hereby authorized and directed to enforce the provisions of this code. The code official, in his or her discretion, may authorize City Code Compliance staff to enforce the provisions of this code under his or her supervision.

105.2 Determination of compliance.

The *code official* shall have the authority to determine compliance with this code, to render interpretations of this code and to adopt policies and procedures in order to clarify the application of this code's provisions. Such interpretations, policies and procedures:

1. Shall be in compliance with the intent and purpose of this code.
2. Shall not have the effect of waiving requirements specifically provided for in this code or other applicable codes and ordinances.

105.3 Right of entry.

Where it is necessary to make an inspection to enforce the provisions of this code, or where the *code official* has reasonable cause to believe that there exists in a *structure* or on any *premises* a condition that is contrary to or in violation of this code that makes the *structure* or *premises* unsafe, *dangerous* or hazardous, the *code official* is authorized to enter the *structure* or *premises* at all reasonable times to inspect or perform the duties imposed by this code. If such *structure* or *premises* is occupied, the *code official* shall present credentials to the *occupant* and request entry. If such *structure* or *premises* is unoccupied, the *code official* shall first make a reasonable effort to locate the owner, *owner's* authorized agent or other *person* having charge or control of the *structure* or *premises* and request entry. If entry is refused, the *code official* shall have recourse to every remedy provided by law to secure entry.

105.3.1 Warrant.

Where the *code official* or code compliance staff has first obtained a proper inspection warrant or other remedy provided by law to secure entry, an *owner*, the *owner's* authorized agent, *occupant* or *person* having charge, care or control of the *structure* or *premises* shall not fail or *neglect*, after proper a request is made as herein provided, to permit entry therein by the *code official* or code compliance staff for the purposes of inspection and examination pursuant to this code.

105.4 Identification.

The *code official* and code compliance staff shall carry proper identification when inspecting *structures* or *premises* in the performance of duties under this code.

105.5 Notices and orders.

The *code official* (or *code compliance staff as directed by the code official*), shall issue all necessary notices or orders to ensure compliance with this code, in accordance with Section 107.

105.6 Official records.

The City shall keep official records as required by Sections 105.6.1 through 105.6.2. Such official records shall be retained as required by Florida Statutes.

105.6.1 Approvals.

A record of approvals shall be maintained by the City and shall be available for public inspection during business hours in accordance with applicable laws.

105.6.2 Investigations/Inspections.

The *code official* (or code compliance staff as directed by the *code official*) shall have the authority to conduct investigation/inspections or shall accept reports of investigation/inspection by *approved* agencies or individuals. Reports of such inspections shall be in writing and be certified by a responsible officer of such *approved agency* or by the responsible individual. The City shall keep a record of each investigation/inspection made, including notices and orders issued, showing the findings and disposition of each.

SECTION 107

VIOLATIONS

107.1 Unlawful acts.

It shall be unlawful for a *person*, firm or corporation to be in conflict with or in violation of any of the provisions of this code.

107.2 Notice of violation.

The *code compliance officer*, in collaboration with the *code official*, shall serve a notice of violation or order in accordance with Chapter 162, Florida Statutes.

107.3 Prosecution of violation.

Code Enforcement Hearing. Upon failure of the *owner* to comply with the remedial measures and actions as required in the Notice of Violation, the Code Compliance Officer shall schedule the matter to be heard by the Code Compliance Special Magistrate. If the Special Magistrate determines that there is a violation and affirms the violation, the Special Magistrate shall in its order provide a reasonable time for the *owner* to correct such violation, subsequent to which the Code Compliance Officer may be directed to take any necessary remedial measures to have the building, *structure* or property secured by repair, closing up all entrances, demolition or other means necessary to correct such violations. All such costs of remedial measures incurred by the City shall be charged against the real property upon which the building, *structure* or parcel is located and shall be a lien upon such real estate, and upon any other real or personal property owned by the violator and may be collected in any legal manner.

Commented [NB1]: Removed extra period

107.4 Violation penalties.

Any *person* who shall violate a provision of this code, or fail to comply therewith, or with any of the requirements thereof, shall be prosecuted within the limits provided by state or local laws. Each day that a violation continues after due notice has been served shall be deemed a separate offense.

107.5 Abatement of violation.

The imposition of the penalties herein prescribed shall not preclude the City from instituting appropriate action to restrain, correct or abate a violation, or to prevent illegal *occupancy* of a building, *structure* or *premises*, or to stop an illegal act, conduct, business or utilization of the building, *structure* or *premises*.

SECTION 108

STOP WORK ORDER

108.1 Authority.

Where the *code official* finds any work regulated by this code or the Florida **Building** Codes being performed in a manner contrary to the provisions of these codes or in an unsafe manner, the *code official* is authorized to direct issuance of a stop work order.

Commented [NB2]: Added in FBC Code as well

108.2 Issuance.

The stop work order shall be in writing and shall be given to the *owner* of the property, to the *owner's* authorized agent, or to the *person* performing the work. Upon issuance of a stop work order, the cited work shall immediately cease. The stop work order shall state the reason for the order and the conditions under which the cited work is authorized to resume.

108.3 Emergencies.

Where an emergency exists, the *code official* shall not be required to give a written notice prior to stopping the work.

108.4 Failure to comply.

Any *person* who shall continue any work after having been served with a stop work order, except such work as that *person* is directed to perform to remove a violation or unsafe condition, shall be subject to fines established by the authority having jurisdiction, shall be subject to enforcement pursuant to Chapter 162, Florida Statutes, and may be subject to enforcement to any other legal or equitable means available to the City pursuant to state law.

SECTION 109

UNSAFE STRUCTURES AND EQUIPMENT

109.1 Unsafe conditions.

When a *structure* or equipment is found by the *code official* to be unsafe, or when a *structure* is found unfit for human occupancy, or is found unlawful, such *structure* shall be *condemned* pursuant to the provisions of this code.

109.1.1 Unsafe structures.

An unsafe *structure* is one that is found to be hazardous to the life, health, property or safety of the public or the *occupants* of the *structure* by not providing minimum safeguards to protect or warn *occupants* in the event of fire, or because such *structure* contains unsafe equipment or is *dangerous*.

109.1.2 Unsafe equipment.

Unsafe equipment includes any boiler, heating equipment, elevator, moving stairway, electrical wiring or device, flammable liquid containers or other equipment on the *premises* or within the *structure* that is in such disrepair or condition that such equipment is a hazard to life, health, property or safety of the public or *occupants* of the *premises* or *structure*.

109.1.3 Structure unfit for human occupancy.

A *structure* is unfit for human occupancy whenever the *code official* finds that such *structure* is unsafe, unlawful or, because of the degree to which the *structure* is in disrepair or lacks maintenance, is insanitary, vermin or rat infested, contains filth and contamination, or lacks *ventilation*, illumination, sanitary or

heating facilities or other essential equipment required by this code, or because the location of the *structure* constitutes a hazard to the *occupants* of the *structure* or to the public.

109.1.4 Unlawful structure.

An unlawful *structure* is one found in whole or in part to be occupied by more *persons* than permitted under this code, or was erected, altered or occupied contrary to law.

109.1.5 Hazardous structure or premises.

For the purpose of this code, any *structure* or *premises* that has any or all of the conditions or defects described as follows shall be considered to be hazardous:

1. Any door, aisle, passageway, stairway, exit or other means of egress that does not conform to the approved building or fire code of the jurisdiction as related to the requirements for existing buildings.
2. The walking surface of any aisle, passageway, stairway, exit or other means of egress is so warped, worn loose, torn or otherwise unsafe as to not provide safe and adequate means of egress.
3. Any building, structure or portion thereof that is dangerous.
4. The building or structure, or any portion thereof, is clearly unsafe for its use and occupancy.
5. The building or structure is neglected, damaged, dilapidated, unsecured or abandoned so as to become an attractive nuisance to children who might play in the building or structure to their danger, becomes a harbor for vagrants, criminals or immoral persons, or enables persons to resort to the building or structure for committing a nuisance or an unlawful act.
6. Any building or structure has been constructed, exists or is maintained in violation of any specific requirement or prohibition applicable to such building or structure provided by the approved building or fire code of the jurisdiction, or of any law or ordinance to such an extent as to present either a substantial risk of fire, building collapse or any other threat to life and safety.
7. A building or structure, used or intended to be used for dwelling purposes, because of inadequate maintenance, dilapidation, decay, damage, faulty construction or arrangement, inadequate light, ventilation, mechanical or plumbing system, or otherwise, is determined by the code official to be unsanitary, unfit for human habitation or in such a condition that is likely to cause sickness or disease.
8. Any building or structure, because of a lack of sufficient or proper fire-resistance-rated construction, fire protection systems, electrical system, fuel connections, mechanical system, plumbing system or other cause, is determined by the code official to be a threat to life or health.
9. Any portion of a building remains on a site after the demolition or destruction of the building or structure or whenever any building or structure is abandoned so as to constitute such building or portion thereof as an attractive nuisance or hazard to the public.

109.2 Closing of vacant structures.

If the *structure* is vacant and unfit for human habitation and *occupancy*, and is not in danger of structural collapse, the *code official* is authorized to **direct** posting a placard of *condemnation on the premises* and order the *structure* closed up so as not to be an attractive nuisance. Upon failure of the *owner* or *owner's* authorized agent to close up the *premises* within the time specified in the order, the *code official* shall cause the *premises* to be closed and secured through any available public agency or by contract or arrangement by private *persons* and the cost thereof shall be charged against the real estate upon which the *structure* is located and shall be a lien upon such real estate and shall be collected by any other legal resource.

Commented [NB3]: Adding in the ability to direct

109.2.1 Authority to disconnect service utilities.

The *code official* shall have the authority to authorize disconnection of utility service to the building, *structure* or system regulated by this code and the referenced codes and standards set forth in Section 102.8 in case of emergency where necessary to eliminate an immediate hazard to life or property or where such utility connection has been made without approval. The *code official* shall notify the serving utility and, whenever possible, the *owner* or *owner's* authorized agent and *occupant* of the building, *structure* or service system of the decision to disconnect prior to taking such action. If not notified prior to disconnection the *owner*, *owner's* authorized agent or *occupant* of the building *structure* or service system shall be notified in writing as soon as practical thereafter.

109.3 Record.

The *code official* shall cause a report to be filed on an unsafe condition. The report shall state the *occupancy* of the *structure* and the nature of the unsafe condition.

109.4 Notice.

Whenever the *code official* determines that there has been a violation of this code or has grounds to believe that a violation has occurred, notice shall be given in the manner prescribed in Sections 109.4.1 and 109.4.2 to the *owner* or the *owner's* authorized agent, for the violation as specified in this code. Notices for *condemnation* procedures shall comply with this section.

109.4.1 Form.

Such notice shall be in accordance with all of the following:

1. Be in writing.
2. Include a description of the real estate sufficient for identification.
3. Include a statement of the violation or violations and why the notice is being issued.
4. Include a correction order allowing a reasonable time to make the repairs and improvements required to bring the *dwelling unit* or *structure* into compliance with the provisions of this code.
5. Inform the property *owner* or *owner's* authorized agent of the right to appeal.
6. Include a statement of the right to file a lien.

109.4.2 Method of service.

Such notice shall be deemed to be properly served where a copy thereof is served in accordance with Chapter 162, Florida Statutes.

109.5 Unauthorized tampering.

Signs, tags or seals posted or affixed placards, by the *code official* shall not be mutilated, destroyed or tampered with, or removed without authorization from the *code official*.

109.6 Transfer of ownership.

It shall be unlawful for the *owner* of any *dwelling unit* or *structure* who has received a compliance order or upon whom a notice of violation has been served to sell, transfer, mortgage, lease or otherwise dispose of such *dwelling unit* or *structure* to another until the provisions of the compliance order or notice of violation have been complied with, or until such *owner* or the *owner's* authorized agent shall first furnish the grantee, transferee, mortgagee or lessee a true copy of any compliance order or notice of violation issued by the *code official* and shall furnish to the *code official* a signed and notarized statement from the grantee, transferee, mortgagee or lessee, acknowledging the receipt of such compliance order or notice of violation and fully accepting the responsibility without condition for making the corrections or repairs required by such compliance order or notice of violation.

109.7 Placarding.

Upon failure of the *owner*, *owner's* authorized agent or *person* responsible to comply with the notice provisions within the time given, the *code official* shall authorize to post on the *premises* or on defective equipment a placard bearing the word “*Condemned*” and a statement of the penalties provided for occupying the *premises*, operating the equipment or removing the placard. Such notice shall be posted in a conspicuous place in or about the *structure* affected by such notice. If the notice pertains to equipment, it shall be placed on the *condemned* equipment.

109.7.1 Placard removal.

The *code official* shall remove the *condemnation* placard whenever the defect or defects upon which the *condemnation* and placarding action were based have been eliminated. Any *person* who defaces or removes a *condemnation* placard without the approval of the *code official* shall be subject to the penalties provided by this code.

109.8 Prohibited occupancy.

Any occupied *structure condemned* and placarded by the *code official* shall be vacated as ordered by the *code official*. Any *person* who shall occupy a placarded *premises* or shall operate placarded equipment, and any *owner* or *owner's* authorized agent who shall let anyone occupy a placarded *premises* or operate placarded equipment shall be liable for the penalties provided by this code.

109.9 Restoration or abatement.

The *structure* or equipment determined to be unsafe by the *code official* is permitted to be restored to a safe condition. The *owner*, *owner's* authorized agent, *operator* or *occupant* of a *structure*, *premises* or

equipment deemed unsafe by the *code official* shall abate or cause to be abated or corrected such unsafe conditions either by repair, rehabilitation, demolition or other *approved* corrective action. To the extent that repairs, alterations, or additions are made, or a change of *occupancy* occurs during the restoration of the *structure*, such repairs, alterations, additions, or change of *occupancy* shall comply with the requirements of the Florida Existing Building Code.

SECTION 110

EMERGENCY MEASURES

110.1 Imminent danger.

When, in the opinion of the *code official*, there is *imminent danger* of failure or collapse of a building or *structure* that endangers life, or when any *structure* or part of a *structure* has fallen and life is endangered by the occupation of the *structure*, or when there is actual or potential danger to the building *occupants* or those in the proximity of any *structure* because of explosives, explosive fumes or vapors or the presence of toxic fumes, gases or materials, or operation of defective or *dangerous* equipment, the *code official* is hereby authorized and empowered to order and require the *occupants* to vacate the *premises* forthwith. The *code official* shall cause to be posted at each entrance to such *structure* a notice reading as follows: "This *Structure* Is Unsafe and Its *Occupancy* Has Been Prohibited by the *Code Official*." It shall be unlawful for any *person* to enter such *structure* except for the purpose of securing the *structure*, making the required repairs, removing the hazardous condition or of demolishing the same.

110.2 Temporary safeguards.

Notwithstanding other provisions of this code, whenever, in the opinion of the *code official*, there is *imminent danger* due to an unsafe condition, the *code official* shall order the necessary work to be done, including the boarding up of openings, to render such *structure* temporarily safe whether or not the legal procedure herein described has been instituted; and shall cause such other action to be taken as the *code official* deems necessary to meet such emergency.

110.3 Closing streets.

When necessary for public safety, the *code official* shall temporarily close *structures* and close, or order the authority having jurisdiction to close, sidewalks, streets, *public ways* and places adjacent to unsafe *structures*, and prohibit the same from being utilized.

110.4 Emergency repairs.

For the purposes of this section, the *code official* shall employ the necessary labor and materials to perform the required work as expeditiously as possible.

110.5 Costs of emergency repairs.

Costs incurred in the performance of emergency work shall be paid by the jurisdiction. The legal counsel of the jurisdiction shall institute appropriate action against the *owner* of the *premises* or *owner's* authorized agent where the unsafe *structure* is or was located for the recovery of such costs.

110.6 Hearing.

Any person ordered to take emergency measures shall comply with such order forthwith. Any affected person shall thereafter, upon petition directed to the Special Magistrate, be afforded a hearing as described in this code.

SECTION 111

DEMOLITION

111.1 General.

When the code official determines any structure is so old, dilapidated or has become so out of repair and is dangerous, unsafe, insanitary and otherwise unfit for human habitation or occupancy the code official can order either of the following:

1. The code official is permitted to authorize the owner or owner's authorized agent to make the structure safe by repairs in order to make the structure safe and sanitary. Where there has been a cessation of construction repairs of any structure for a period of more than 2 years the structure will be ordered demolished and removed.
2. The code official is permitted to order the owner or owner's authorized agent to demolish and remove any such structure.

111.2 Notices and orders.

Notices and orders shall comply with Section 109.

111.3 Failure to comply.

If the owner of a premises or owner's authorized agent fails to comply with a demolition order within the time prescribed, the code official shall cause the structure to be demolished and removed, either through an available public agency or by contract or arrangement with private persons, and the cost of such demolition and removal shall be charged against the real estate upon which the structure is located and shall be a lien upon such real estate.

111.4 Salvage materials.

Where any structure has been ordered demolished and removed, the governing body or other designated officer under said contract or arrangement aforesaid shall have the right to sell the salvage and valuable materials. The net proceeds of such sale, after deducting the expenses of such demolition and removal, shall be promptly remitted with a report of such sale or transaction, including the items of expense and the amounts deducted, for the person who is entitled thereto, subject to any order of a court. If such a surplus does not remain to be turned over, the report shall so state.

CHAPTER 2 - DEFINITIONS

SECTION 202

GENERAL DEFINITIONS.

The following definitions apply to Chapter 6, Article 5, of the Code of Ordinances (Property Maintenance Code):

ANCHORED. Secured in a manner that provides positive connection.

APPROVED. Acceptable to the *code official*.

APPROVED AGENCY. An established and recognized organization that is regularly engaged in conducting tests, furnishing inspection services or furnishing product evaluation or certification where such organization has been *approved* by the *code official*.

BASEMENT. That portion of a building that is partly or completely below grade.

BATHROOM. A room containing plumbing fixtures including a bathtub or shower.

BEDROOM. Any room or space used or intended to be used for sleeping purposes in either a dwelling or *sleeping unit*.

CODE OFFICIAL. The official who is charged with the administration and enforcement of this code, or any duly authorized representative.

CONDEMN. To adjudge unfit for *occupancy*.

COST OF SUCH DEMOLITION OR EMERGENCY REPAIRS. The costs shall include the actual costs of the demolition or repair of the *structure* less revenues obtained if salvage was conducted prior to demolition or repair. Costs shall include, but not be limited to, expenses incurred or necessitated related to demolition or emergency repairs, such as asbestos survey and abatement if necessary; costs of inspectors, testing agencies or experts retained relative to the demolition or emergency repairs; costs of testing; surveys for other materials that are controlled or regulated from being dumped in a landfill; title searches; mailing(s); postings; recording; and attorney fees expended for recovering of the cost of emergency repairs or to obtain or enforce an order of demolition made by a *code official*, the governing body or board of appeals.

DANGEROUS. Any building, *structure* or portion thereof that meets any of the conditions described below shall be deemed *dangerous*:

1. The building or *structure* has collapsed, has partially collapsed, has moved off its foundation or lacks the necessary support of the ground.
2. There exists a significant risk of collapse, detachment or dislodgment of any portion, member, appurtenance or ornamentation of the building or *structure* under permanent, routine or frequent loads of wind, rain, flood, earthquake or other environmental loads when such loads are imminent.

DETACHED. When a structural element is physically disconnected from another, and that connection is necessary to provide a positive connection.

DETERIORATION. To weaken, disintegrate, corrode, rust or decay and lose effectiveness.

DWELLING UNIT. A single unit providing complete, independent living facilities for one or more *persons*, including permanent provisions for living, sleeping, eating, cooking and sanitation.

EASEMENT. That portion of land or property reserved for present or future use by a *person* or agency other than the legal fee *owner(s)* of the property. The *easement* shall be permitted to be for use under, on or above said lot or lots.

EMERGENCY ESCAPE AND RESCUE OPENING. An operable exterior window, door or other similar device that provides for a means of escape and access for rescue in the event of an emergency.

EQUIPMENT SUPPORT. Those structural members or assemblies of members or manufactured elements, including braces, frames, lugs, snuggers, hangers or saddles, that transmit gravity load, lateral load and operating load between the equipment and the *structure*.

EXTERIOR PROPERTY. The open space on the *premises* and on adjoining property under the control of *owners* or *operators* of such *premises*.

GARBAGE. The animal or vegetable waste resulting from the handling, preparation, cooking and consumption of food.

GUARD. A building component or a system of building components located at or near the open sides of elevated walking surfaces that minimizes the possibility of a fall from the walking surface to a lower level.

HABITABLE SPACE. Space in a *structure* for living, sleeping, eating or cooking. *Bathrooms, toilet rooms, closets, halls, storage or utility spaces, and similar areas* are not considered *habitable spaces*.

HISTORIC BUILDING. Any building or *structure* that is one or more of the following:

1. Listed or certified as eligible for listing, by the State Historic Preservation Officer or the Keeper of the National Register of Historic Places, in the National Register of Historic Places.
2. Designated as historic under an applicable state or local law.
3. Certified as a contributing resource within a National Register or state or locally designated historic district.

HOUSEKEEPING UNIT. A room or group of rooms forming a single *habitable space* equipped and intended to be used for living, sleeping, cooking and eating that does not contain, within such a unit, a toilet, lavatory and bathtub or shower.

IMMINENT DANGER. A condition that could cause serious or life-threatening injury or death at any time.

INFESTATION. The presence, within or contiguous to, a *structure* or *premises* of insects, rodents, vermin or other pests.

INOPERABLE MOTOR VEHICLE. A vehicle that cannot be driven upon the public streets for reason including but not limited to being unlicensed, wrecked, abandoned, in a state of disrepair, or incapable of being moved under its own power.

LABELED. Equipment, materials or products to which have been affixed a label, seal, symbol or other identifying mark of a nationally recognized testing laboratory, *approved agency* or other organization concerned with product evaluation that maintains periodic inspection of the production of the above-*labeled* items and whose labeling indicates either that the equipment, material or product meets identified standards or has been tested and found suitable for a specified purpose.

LET FOR OCCUPANCY or LET. To permit, provide or offer possession or *occupancy* of a dwelling, *dwelling unit, rooming unit, building, premise or structure* by a *person* who is or is not the legal *owner* of record thereof, pursuant to a written or unwritten lease, agreement or license, or pursuant to a recorded or unrecorded agreement of contract for the sale of land.

NEGLECT. The lack of proper maintenance for a building or *structure*.

OCCUPANCY. The purpose for which a building or portion thereof is utilized or occupied.

OCCUPANT. Any individual living or sleeping in a building or having possession of a space within a building.

OPENABLE AREA. That part of a window, skylight or door which is available for unobstructed ventilation, and which opens directly to the outdoors.

OPERATOR. Any *person* who has charge, care or control of a *structure* or *premises* that is *let* or offered for *occupancy*.

OWNER. Any *person, agent, operator, firm* or corporation having legal or equitable interest in the property; or recorded in the official records of the state, county or municipality as holding title to the property; or otherwise having control of the property, including the guardian of the estate of any such *person*, and the executor or administrator of the estate of such *person* if ordered to take possession of real property by a court.

PEER REVIEW. An independent and objective technical review conducted by an *approved third party*.

PERSON. An individual, corporation, partnership or any other group acting as a unit.

PEST ELIMINATION. The control and elimination of insects, rodents or other pests by eliminating their harborage places; by removing or making inaccessible materials that serve as their food or water; by other *approved pest elimination methods*.

POWER SAFETY COVER. A pool cover that is placed over the water area and is opened and closed with a motorized mechanism activated by a control switch.

PREMISES. A lot, plot or parcel of land, *easement* or public way, including any *structures* thereon.

PUBLIC WAY. Any street, alley or other parcel of land that: is open to the outside air; leads to a street; has been deeded, dedicated or otherwise permanently appropriated to the public for public use; and has a clear width and height of not less than 10 feet (3048 mm).

ROOMING HOUSE. A building arranged or occupied for lodging, with or without meals, for compensation and not occupied as a one- or two-family dwelling.

ROOMING UNIT. Any room or group of rooms forming a single habitable unit occupied or intended to be occupied for sleeping or living, but not for cooking purposes.

RUBBISH. Combustible and noncombustible waste materials, except *garbage*; the term shall include the residue from the burning of wood, coal, coke and other combustible materials, paper, rags, cartons, boxes, wood, excelsior, rubber, leather, tree branches, *yard trimmings*, tin cans, metals, mineral matter, glass, crockery and dust and other similar materials.

SAFETY COVER. A *structure*, fabric or assembly, along with attendant appurtenances and anchoring mechanisms, that is temporarily placed or installed over an entire pool, spa or hot tub and secured in place after all bathers are absent from the water.

SLEEPING UNIT. A room or space in which people sleep, which can also include permanent provisions for living, eating and either sanitation or kitchen facilities, but not both. Such rooms and spaces that are also part of a *dwelling unit* are not *sleeping units*.

STORM SHELTER. A building, *structure* or portion thereof, constructed in accordance with ICC 500, designated for use during hurricanes, tornadoes or other severe windstorms.

STRICT LIABILITY OFFENSE. An offense in which the prosecution in a legal proceeding is not required to prove criminal intent as a part of its case. It is enough to prove that the defendant either did an act which was prohibited, or failed to do an act which the defendant was legally required to do.

STRUCTURE. That which is built or constructed.

TENANT. A *person*, corporation, partnership or group, whether or not the legal *owner* of record, occupying a building or portion thereof as a unit.

TOILET ROOM. A room containing a water closet or urinal but not a bathtub or shower.

ULTIMATE DEFORMATION. The deformation at which failure occurs and that shall be deemed to occur if the sustainable load reduces to 80 percent or less of the maximum strength.

VENTILATION. The natural or mechanical process of supplying conditioned or unconditioned air to, or removing such air from, any space.

WORKMANLIKE. Executed in a skilled manner; e.g., generally plumb, level, square, in line, undamaged and without marring adjacent work.

YARD. An open space on the same lot with a *structure*.

CHPATER 3 – GENERAL REQUIREMENTS

SECTION 301

GENERAL

301.1 Scope.

The provisions of this chapter shall govern the minimum conditions and the responsibilities of *persons* for maintenance of *structures*, equipment and *exterior property*.

301.2 Responsibility.

The *owner* of the *premises* shall maintain the *structures* and *exterior property* in compliance with these requirements and the code under which the building was constructed, except as otherwise provided for in this code. The *owner* or *owner's* agent shall be responsible to ensure that any repairs, additions or alterations to the building or portion thereof are performed or constructed in accordance with the *Florida Building Code*, *Florida Residential Code* or *Florida Existing Building Code*. A *person* shall not occupy as *owner-occupant* or permit another *person* to occupy *premises* that are not in a sanitary and safe condition and that do not comply with the requirements of this chapter. *Occupants* of a *dwelling unit*, *rooming*

unit or housekeeping unit are responsible for keeping in a clean, sanitary and safe condition that part of the dwelling unit, rooming unit, housekeeping unit or premises they occupy and control.

301.3 Vacant structures and land.

Vacant structures and premises thereof or vacant land shall be maintained in a clean, safe, secure and sanitary condition as provided herein so as not to cause a blighting problem or adversely affect the public health or safety.

SECTION 302

EXTERIOR PROPERTY AREAS

302.1 Sanitation.

Exterior property and premises shall be maintained in a clean, safe and sanitary condition. The occupant shall keep that part of the exterior property that such occupant occupies or controls in a clean and sanitary condition.

302.2 Grading and drainage.

Premises shall be graded and maintained to prevent the erosion of soil and to prevent the accumulation of stagnant water thereon, or within any structure located thereon.

Exception: Approved retention areas and reservoirs.

302.3 Sidewalks and driveways.

Sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in a proper state of repair and maintained free from hazardous conditions. This includes the drive access through the Right of Way (ROW) and within (15) fifteen feet of the established drive access.

302.4 Weeds.

Premises and exterior property shall be maintained free from weeds or excess grass growth of **NINE (9) INCHES**. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs provided; however, this term shall not include cultivated flowers and gardens.

Upon failure of the owner or agent having charge of a property to cut and destroy weeds after service of a notice of violation, they shall be subject to prosecution in accordance with Section 107.3 and as prescribed by the authority having jurisdiction. Upon failure to comply with the notice of violation, any duly authorized employee of the jurisdiction or contractor hired by the jurisdiction shall be authorized to enter upon the property in violation and cut and destroy the weeds growing thereon, and the costs of such removal shall be paid by the owner or agent responsible for the property.

302.5 Rodent harborage.

Structures and exterior property shall be kept free from rodent harborage and infestation. Where rodents are found, they shall be promptly exterminated by approved processes that will not be injurious to human health. After pest elimination, proper precautions shall be taken to eliminate rodent harborage and prevent reinfestation.

302.6 Exhaust vents.

Pipes, ducts, conductors, fans or blowers shall not discharge gases, steam, vapor, hot air, grease, smoke, odors or other gaseous or particulate wastes directly on abutting or adjacent public or private property or that of another tenant.

302.7 Accessory structures.

Accessory structures, including detached garages, fences and walls, shall be maintained structurally sound and in good repair.

302.8 Motor vehicles.

Except as provided for in other regulations, inoperative or unlicensed motor vehicles shall not be parked, kept or stored on any premises, and vehicles shall not at any time be in a state of major disassembly, disrepair, or in the process of being stripped or dismantled. Painting of vehicles is prohibited unless conducted inside an approved spray booth.

Exception: A vehicle of any type is permitted to undergo major overhaul, including body work, provided that such work is performed inside a structure or similarly enclosed area designed and approved for such purposes.

302.9 Defacement of property.

A person shall not willfully or wantonly damage, mutilate or deface any exterior surface of any structure or building on any private or public property by placing thereon any marking, carving or graffiti. It shall be the responsibility of the owner to restore said surface to an approved state of maintenance and repair.

SECTION 303

SWIMMING POOLS, SPAS AND HOT TUBS

303.1 Swimming pools.

Swimming pools shall be maintained in a clean and sanitary condition, and in good repair.

303.2 Enclosures.

Private swimming pools, hot tubs and spas, containing water more than 24 inches (610 mm) in depth shall be completely surrounded by a fence or barrier not less than 48 inches (1219 mm) in height above the finished ground level measured on the side of the barrier away from the pool. Gates and doors in such barriers shall be self-closing and self-latching. Where the self-latching device is less than 54 inches (1372 mm) above the bottom of the gate, the release mechanism shall be located on the pool side of the gate. Self-closing and self-latching gates shall be maintained such that the gate will positively close and latch when released from an open position of 6 inches (152 mm) from the gatepost. An existing pool enclosure shall not be removed, replaced or changed in a manner that reduces its effectiveness as a safety barrier.

Exceptions:

1. Spas or hot tubs equipped with a lockable safety cover that complies with ASTM F1346.
2. Private swimming pools equipped with a power safety cover that complies with ASTM F1346 and is in working condition using the control switch.

SECTION 304

EXTERIOR STRUCTURE

304.1 General.

The exterior of a structure shall be maintained in good repair, structurally sound and sanitary so as not to pose a threat to the public health, safety or welfare.

304.1.1 Potentially unsafe conditions.

The following conditions shall be considered to be potentially unsafe, shall be assessed and shall be addressed in compliance with the *Florida - Existing Building Code*, the *Florida - Residential Code* or the *Florida - Building Code*:

1. Structural members have *deterioration* or distress that appears to reduce their load-carrying capacity.
2. The *anchorage* of the floor or roof to walls or columns, and of walls and columns to foundations has *deterioration* or distress that appears to reduce its load-carrying capacity.
3. *Structures* or components thereof have *deterioration* or distress that appears to reduce their load-carrying capacity.
4. Siding and masonry joints including joints between the building envelope and the perimeter of windows, doors and skylights are not maintained, weather resistant or watertight.
5. Foundation systems that are not firmly supported by footings, are not plumb and free from open cracks and breaks, are not properly *anchored* or are not capable of supporting all nominal loads and resisting all load effects.
6. Exterior walls that are not *anchored* to supporting and supported elements or are not plumb and free of holes, cracks or breaks and loose or rotting materials, are not properly *anchored* or are not capable of supporting all nominal loads and resisting all load effects.
7. Roofing or roofing components that have defects that admit rain, roof surfaces with inadequate drainage, or any portion of the roof framing that is not in good repair with signs of *deterioration*, fatigue or without proper *anchorage* and incapable of supporting all nominal loads and resisting all load effects.
8. Flooring and flooring components with defects that affect serviceability or flooring components that show signs of *deterioration* or fatigue, are not properly *anchored* or are incapable of supporting all nominal loads and resisting all load effects.
9. Veneer, cornices, belt courses, corbels, trim, wall facings and similar decorative features not properly *anchored* or that are *anchored* with connections not capable of supporting all nominal loads and resisting all load effects.
10. Overhang extensions or projections including, but not limited to, trash chutes, canopies, marquees, signs, awnings, fire escapes, standpipes and exhaust ducts not properly *anchored* or that are *anchored* with connections not capable of supporting all nominal loads and resisting all load effects.
11. Exterior stairs, decks, porches, balconies and all similar appurtenances attached thereto, including *guards* and handrails, are not structurally sound, not properly *anchored* or that are *anchored* with connections not capable of supporting all nominal loads and resisting all load effects.
12. Chimneys, cooling towers, smokestacks and similar appurtenances not structurally sound or not properly *anchored*, or that are *anchored* with connections not capable of supporting all nominal loads and resisting all load effects.

Exceptions:

1. Where substantiated otherwise by an *approved* method.
2. Demolition of unsafe conditions shall be permitted where *approved* by the *code official*.

304.2 Protective treatment.

Exterior surfaces, including but not limited to, doors, door and window frames, cornices, porches, trim, balconies, decks and fences, shall be maintained in good condition. Exterior wood surfaces, other than decay-resistant woods, shall be protected from the elements and decay by painting or other protective covering or treatment. Peeling, flaking and chipped paint shall be eliminated and surfaces repainted. Siding and masonry joints, as well as those between the building envelope and the perimeter of windows,

doors and skylights, shall be maintained weather resistant and watertight. Metal surfaces subject to rust or corrosion shall be coated to inhibit such rust and corrosion, and surfaces with rust or corrosion shall be stabilized and coated to inhibit future rust and corrosion. Oxidation stains shall be removed from exterior surfaces. Surfaces designed for stabilization by oxidation are exempt from this requirement.

304.3 Premises identification.

Buildings shall have *approved* address numbers placed in a position to be plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be not less than 4 inches (102 mm) in height with a minimum stroke width of 0.5 inch (12.7 mm).

304.4 Structural members.

Structural members shall be maintained free from *deterioration* and shall be capable of safely supporting the imposed dead and live loads.

304.5 Foundation walls.

Foundation walls shall be maintained plumb and free from open cracks and breaks and shall be kept in such condition so as to prevent the entry of rodents and other pests.

304.6 Exterior walls.

Exterior walls shall be free from holes, breaks, and loose or rotting materials; and maintained weatherproof and properly surface coated where required to prevent *deterioration*.

304.7 Roofs and drainage.

The roof and flashing shall be sound, tight and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or *deterioration* in the walls or interior portion of the *structure*. Roof drains, gutters and downspouts shall be maintained in good repair and free from obstructions. Roof water shall not be discharged in a manner that creates a public nuisance.

304.8 Decorative features.

Cornices, belt courses, corbels, terra cotta trim, wall facings and similar decorative features shall be maintained in good repair with proper *anchorage* and in a safe condition.

304.9 Overhang extensions.

Overhang extensions including, but not limited to, canopies, marquees, signs, metal awnings, fire escapes, standpipes and exhaust ducts shall be maintained in good repair and be properly *anchored* so as to be kept in a sound condition. Where required, all exposed surfaces of metal or wood shall be protected from the elements and against decay or rust by periodic application of weather-coating materials, such as paint or similar surface treatment.

304.10 Stairways, decks, porches and balconies.

Every exterior stairway, deck, porch and balcony, and all appurtenances attached thereto, shall be maintained structurally sound, in good repair, with proper *anchorage* and capable of supporting the imposed loads.

304.11 Chimneys and towers.

Chimneys, cooling towers, smokestacks, and similar appurtenances shall be maintained structurally safe and sound, and in good repair. Exposed surfaces of metal or wood shall be protected from the elements and against decay or rust by periodic application of weather-coating materials, such as paint or similar surface treatment.

304.12 Handrails and guards.

Every handrail and *guard* shall be firmly fastened and capable of supporting normally imposed loads and shall be maintained in good condition.

304.13 Window, skylight and door frames.

Every window, skylight, door and frame shall be kept in sound condition, good repair and weathertight.

304.13.1 Glazing.

Glazing materials shall be maintained free from cracks and holes.

304.13.2 Openable windows.

Every window, other than a fixed window, shall be easily openable and capable of being held in position by window hardware.

304.14 Insect screens.

Every door, window and other outside opening required for *ventilation* of habitable rooms, food preparation areas, food service areas or any areas where products to be included or utilized in food for human consumption are processed, manufactured, packaged or stored shall be supplied with *approved* tightly fitting screens of minimum 16 mesh per inch (16 mesh per 25 mm), and every screen door used for insect control shall have a self-closing device in good working condition.

Exception: Screens shall not be required where other *approved* means, such as air curtains or insect repellent fans, are employed.

304.15 Doors.

Exterior doors, door assemblies, *operator* systems if provided, and hardware shall be maintained in good condition. Locks at all entrances to *dwelling units* and *sleeping units* shall tightly secure the door. Locks on means of egress doors shall be in accordance with Section 702.3.

304.18 Building security.

Doors, windows or hatchways for *dwelling units*, room units or *housekeeping units* shall be provided with devices designed to provide security for the *occupants* and property within.

304.18.1 Doors.

Doors providing access to an individual *dwelling unit*, *rooming unit* or *housekeeping unit* that is rented, leased or *let* where equipped with a deadbolt lock, the deadbolt shall be designed to be readily openable from the side from which egress is to be made without the need for keys, special knowledge or effort and shall have a minimum lock throw of 1 inch (25 mm). Such deadbolt locks shall be installed according to

the manufacturer's specifications and maintained in good working order. For the purpose of this section, a sliding bolt shall not be considered an acceptable deadbolt lock.

304.18.2 Windows.

Operable windows located in whole or in part within 6 feet (1828 mm) above ground level or a walking surface below that provide access to a dwelling unit, rooming unit or housekeeping unit that is rented, leased or let shall be equipped with a window sash locking device.

304.19 Gates.

Exterior gates, gate assemblies, operator systems if provided, and hardware shall be maintained in good condition. Latches at all entrances shall tightly secure the gates.

SECTION 305 **INTERIOR STRUCTURE**

305.1 General.

The interior of a structure and equipment therein shall be maintained in good repair, structurally sound and in a sanitary condition. Occupants shall keep that part of the structure that they occupy or control in a clean and sanitary condition. Every owner of a structure containing a rooming house, housekeeping units, a hotel, a dormitory, two or more dwelling units or two or more nonresidential occupancies, shall maintain, in a clean and sanitary condition, the shared or public areas of the structure and exterior property.

305.1.1 Potentially unsafe conditions.

The following conditions shall be considered to be potentially unsafe, shall be assessed and shall be addressed in compliance with the Florida - Existing Building Code, the Florida - Residential Code or the Florida - Building Code:

1. Structural members have deterioration or distress that appears to reduce their load-carrying capacity.
2. The anchorage of the floor or roof to walls or columns, and of walls and columns to foundations has deterioration or distress that appears to reduce its load-carrying capacity.
3. Structures or components thereof have deterioration or distress that appears to reduce their load-carrying capacity.
4. Stairs, landings, balconies and all similar walking surfaces, including guards and handrails, are not structurally sound, not properly anchored or are anchored with connections not capable of supporting all nominal loads and resisting all load effects.
5. Foundation systems that are not firmly supported by footings are not plumb and free from open cracks and breaks, are not properly anchored or are not capable of supporting all nominal loads and resisting all load effects.

Exceptions:

1. Where substantiated otherwise by an approved method.
2. Demolition of unsafe conditions shall be permitted where approved by the code official.

305.2 Structural members.

Structural members shall be maintained structurally sound and be capable of supporting the imposed loads.

305.3 Interior surfaces.

Interior surfaces, including windows and doors, shall be maintained in good, clean and sanitary condition. Peeling, chipping, flaking or abraded paint shall be repaired, removed or covered. Cracked or loose plaster, decayed wood and other defective surface conditions shall be corrected.

305.4 Stairs and walking surfaces.

Every stair, ramp, landing, balcony, porch, deck or other walking surface shall be maintained in sound condition and good repair.

305.5 Handrails and guards.

Every handrail and guard shall be firmly fastened and capable of supporting normally imposed loads and shall be maintained in good condition.

305.6 Interior doors.

Every interior door shall fit reasonably well within its frame and shall be capable of being opened and closed by being properly and securely attached to jambs, headers or tracks as intended by the manufacturer of the attachment hardware.

SECTION 308

RUBBISH AND GARBAGE

308.1 Accumulation of rubbish or garbage.

Exterior property and premises, and the interior of every structure, shall be free from any accumulation of rubbish or garbage.

308.2 Disposal of rubbish.

Every occupant of a structure shall dispose of all rubbish in a clean and sanitary manner by placing such rubbish in approved containers.

308.2.2 Refrigerators.

Refrigerators and similar equipment not in operation shall not be discarded, abandoned or stored on premises.

308.3 Disposal of garbage.

Every occupant of a structure shall dispose of garbage in a clean and sanitary manner by placing such garbage in an approved garbage disposal facility or approved garbage containers.

SECTION 309

PEST ELIMINATION

309.1 Infestation.

Structures shall be kept free from insect and rodent infestation. Structures in which insects or rodents are found shall be promptly exterminated by approved processes that will not be injurious to human health. After pest elimination, proper precautions shall be taken to prevent reinfestation.

309.2 Owner.

The owner of any structure shall be responsible for pest elimination within the structure prior to renting or leasing the structure.

309.3 Single occupant.

The occupant of a one-family dwelling or of a single-tenant nonresidential structure shall be responsible for pest elimination on the premises.

309.4 Multiple occupancy.

The owner of a structure containing two or more dwelling units, a multiple occupancy, a rooming house or a nonresidential structure shall be responsible for pest elimination in the public or shared areas of the structure and exterior property. If infestation is caused by failure of an occupant to prevent such infestation in the area occupied, the occupant and owner shall be responsible for pest elimination.

309.5 Occupant.

The occupant of any structure shall be responsible for the continued rodent and pest-free condition of the structure.

Exception: Where the infestations are caused by defects in the structure, the owner shall be responsible for pest elimination.

SECTION 310

ACCESSIBILITY

310.1 General.

A facility that is required to be accessible shall be maintained accessible during occupancy.

310.1.1 Maintenance.

The accessible features of a facility shall be maintained in good repair, in a clean, structurally sound and sanitary condition, and free from impediments to accessibility.

CHAPTER 4 – LIGHT, VENTILATION AND OCCUPANCY

SECTION 401

GENERAL

401.1 Scope.

The provisions of this chapter shall govern the minimum conditions and standards for light, ventilation and space for occupying a structure.

401.2 Responsibility.

The owner of the structure shall provide and maintain light, ventilation and space conditions in compliance with these requirements. A person shall not occupy as owner-occupant, or permit another person to occupy, any premises that do not comply with the requirements of this chapter.

401.3 Alternative devices.

In lieu of the means for natural light and ventilation herein prescribed, artificial light or mechanical ventilation complying with the Florida Building Code shall be permitted.

SECTION 402

LIGHT

402.1 Habitable spaces.

Every habitable space shall have not less than one window of approved size facing directly to the outdoors or to a court. The minimum total glazed area for every habitable space shall be 8 percent of the floor area

of such room. Wherever walls or other portions of a *structure* face a window of any room and such obstructions are located less than 3 feet (914 mm) from the window and extend to a level above that of the ceiling of the room, such window shall not be deemed to face directly to the outdoors nor to a court and shall not be included as contributing to the required minimum total window area for the room.

Exception: Where natural light for rooms or spaces without exterior glazing areas is provided through an adjoining room, the unobstructed opening to the adjoining room shall be not less than 8 percent of the floor area of the interior room or space, or not less than 25 square feet (2.33 m²), whichever is greater. The exterior glazing area shall be based on the total floor area being served.

402.2 Common halls and stairways.

Every common hall and stairway in residential *occupancies*, other than in one-and two-family dwellings, shall be lighted at all times with not less than a 60-watt standard incandescent light bulb for each 200 square feet (19 m²) of floor area or equivalent illumination, provided that the spacing between lights shall not be greater than 30 feet (9144 mm). In other than residential *occupancies*, interior and exterior means of egress, stairways shall be illuminated at all times the building space served by the means of egress is occupied with not less than 1 footcandle (11 lux) at floors, landings and treads.

402.3 Other spaces.

Other spaces shall be provided with natural or artificial light sufficient to permit the maintenance of sanitary conditions, and the safe *occupancy* of the space and utilization of the appliances, equipment and fixtures.

SECTION 403 **VENTILATION**

403.1 Habitable Spaces.

Every *habitable space* shall have not less than one openable window. The total *openable area* of the window in every room shall be equal to not less than 45 percent of the minimum glazed area required in Section 402.1.

Exception: Where rooms and spaces without openings to the outdoors are ventilated through an adjoining room, the unobstructed opening to the adjoining room shall be not less than 8 percent of the floor area of the interior room or space, but not less than 25 square feet (2.33 m²). The *ventilation* openings to the outdoors shall be based on a total floor area being ventilated.

403.2 Bathrooms and toilet rooms.

Every *bathroom* and *toilet room* shall comply with the *ventilation* requirements for *habitable spaces* as required by Section 403.1, except that a window shall not be required in such spaces equipped with a mechanical *ventilation* system. Air exhausted by a mechanical *ventilation* system from a *bathroom* or *toilet room* shall discharge to the outdoors and shall not be recirculated.

403.3 Cooking facilities.

Unless *approved* through the certificate of *occupancy*, cooking shall not be permitted in any *rooming unit* or dormitory unit, and a cooking facility or appliance shall not be permitted to be present in the *rooming unit* or dormitory unit.

Exceptions:

1. Where specifically *approved* in writing by the *code official*.
2. Devices such as coffee pots and microwave ovens shall not be considered cooking appliances.

403.4 Process ventilation.

Where injurious, toxic, irritating or noxious fumes, gases, dusts or mists are generated, a local exhaust ventilation system shall be provided to remove the contaminating agent at the source. Air shall be exhausted to the exterior and not be recirculated to any space.

403.5 Clothes dryer exhaust.

Clothes dryer exhaust systems shall be independent of all other systems and shall be exhausted outside the structure in accordance with the manufacturer's instructions.

Exception: Listed and *labeled* condensing (ductless) clothes dryers.

SECTION 404

OCCUPANCY LIMITATIONS

404.1 Privacy.

Dwelling units, hotel units, housekeeping units, rooming units and dormitory units shall be arranged to provide privacy and be separate from other adjoining spaces.

404.2 Minimum room widths.

A habitable room, other than a kitchen, shall be not less than 7 feet (2134 mm) in any plan dimension. Kitchens shall have a minimum clear passageway of 3 feet (914 mm) between counter fronts and appliances or counter fronts and walls.

404.3 Minimum ceiling heights.

Habitable spaces, hallways, corridors, laundry areas, bathrooms, toilet rooms and habitable basement areas shall have a minimum clear ceiling height of 7 feet (2134 mm).

Exceptions:

1. In one- and two-family dwellings, beams or girders spaced not less than 4 feet (1219 mm) on center and projecting not greater than 6 inches (152 mm) below the required ceiling height.
2. Basement rooms in one- and two-family dwellings occupied exclusively for laundry, study or recreation purposes, having a minimum ceiling height of 6 feet 8 inches (2033 mm) with a minimum clear height of 6 feet 4 inches (1932 mm) under beams, girders, ducts and similar obstructions.
3. In one- and two-family dwellings, rooms occupied exclusively for bathrooms, toilet rooms and laundry rooms having a minimum ceiling height of 6 feet 8 inches (2033 mm).
4. Rooms occupied exclusively for sleeping, study or similar purposes and having a sloped ceiling over all or part of the room, with a minimum clear ceiling height of 7 feet (2134 mm) over not less than one-third of the required minimum floor area. In calculating the floor area of such rooms, only those portions of the floor area with a minimum clear ceiling height of 5 feet (1524 mm) shall be included.

404.4 Habitable room requirements.

Every habitable room shall comply with the requirements of Sections 404.4.1 through 404.4.5.

404.4.1 Room area.

Every dwelling unit shall have no fewer than one room that shall have not less than 120 square feet (11.2 m²) of net floor area. Other habitable rooms shall have a net floor area of not less than 70 square feet (6.5 m²).

Exception: Kitchens are not required to be of a minimum floor area.

~~m²) and every bedroom occupied by more than one person shall contain not less than 50 square feet (4.6 m²) of floor area for each occupant thereof.~~

404.4.2 Access from bedrooms.

Bedrooms shall not constitute the only means of access to other bedrooms or habitable spaces and shall not serve as the only means of egress from other habitable spaces.

Exception: Units that contain fewer than two bedrooms.

404.4.3 Water closet accessibility.

Every bedroom shall have access to not less than one water closet and one lavatory without passing through another bedroom. Every bedroom in a dwelling unit shall have access to not less than one water closet and lavatory located in the same story as the bedroom or an adjacent story.

404.4.4 Prohibited occupancy.

Kitchens and non-habitable spaces shall not be used for sleeping purposes.

404.4.5 Other requirements.
Bedrooms shall comply with the applicable provisions of this code including, but not limited to, the light, ventilation, room area, ceiling height and room width requirements of this chapter; the plumbing facilities and water-heating facilities requirements of Chapter 5; the heating facilities and electrical receptacle requirements of Chapter 6; and the smoke detector and emergency escape requirements of Chapter 7.

404.5. Sleeping area.

Sleeping areas shall comply with Section 404.4.

404.5.1 Combined spaces.

Combined living room and dining room spaces shall comply with the requirements of 404.4.1 if the total area is equal to that required for separate rooms and if the space is located so as to function as a combination living room/dining room.

404.6 Efficiency unit.

Efficiency dwelling units shall conform to the requirements of the code except as modified herein:

1. The unit shall have a living room of not less than 190 square feet (17.7m) of floor area.
2. The unit shall be provided with a separate closet.
3. The unit shall be provided with a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches (762 mm) in front. Light and ventilation conforming to this code shall be provided.
4. The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower.

404.7 Food preparation.

Spaces to be occupied for food preparation purposes shall contain suitable space and equipment to store, prepare and serve foods in a sanitary manner. There shall be adequate facilities and services for the sanitary disposal of food wastes and refuse, including facilities for temporary storage.

SECTION 501

GENERAL

501.1 Scope.

The provisions of this chapter shall govern the minimum plumbing systems, facilities and plumbing fixtures to be provided.

501.2 Responsibility.

The owner of the structure shall provide and maintain such plumbing facilities and plumbing fixtures in compliance with these requirements. A person shall not occupy as owner-occupant or permit another person to occupy any structure or premises that does not comply with the requirements of this chapter.

SECTION 502

REQUIRED FACILITIES

502.1 Dwelling units.

Every dwelling unit shall contain its own bathtub or shower, lavatory, water closet and kitchen sink that shall be maintained in a sanitary, safe working condition. The lavatory shall be placed in the same room as the water closet or located in close proximity to the door leading directly into the room in which such water closet is located. A kitchen sink shall not be used as a substitute for the required lavatory.

502.2 Rooming houses.

Not less than one water closet, lavatory and bathtub or shower shall be supplied for each four rooming units.

502.3 Hotels.

Where private water closets, lavatories and baths are not provided, one water closet, one lavatory and one bathtub or shower having access from a public hallway shall be provided for each 10 occupants.

502.4 Employees' facilities.

Not less than one water closet, one lavatory and one drinking facility shall be available to employees.

502.4.1 Drinking facilities.

Drinking facilities shall be a drinking fountain, water cooler, bottled water cooler or disposable cups next to a sink or water dispenser. Drinking facilities shall not be located in toilet rooms or bathrooms.

502.5 Public toilet facilities.

Public toilet facilities shall be maintained in a safe, sanitary and working condition in accordance with the Florida Plumbing Code. Except for periodic maintenance or cleaning, public access and use shall be provided to the toilet facilities at all times during occupancy of the premises.

CHAPTER 5 – PLUMBING FACILITIES AND FIXTURE REQUIREMENTS

SECTION 503

TOILET ROOMS

503.1 Privacy.

Toilet rooms and bathrooms shall provide privacy and shall not constitute the only passageway to a hall or other space, or to the exterior. A door and interior locking device shall be provided for all common or shared bathrooms and toilet rooms in a multiple dwelling.

503.2 Location.

Toilet rooms and bathrooms serving hotel units, rooming units or dormitory units or housekeeping units, shall have access by traversing not more than one flight of stairs and shall have access from a common hall or passageway.

503.3 Location of employee toilet facilities.

Toilet facilities shall have access from within the employees' working area. The required toilet facilities shall be located not more than one story above or below the employees' working area and the path of travel to such facilities shall not exceed a distance of 500 feet (152 m). Employee facilities shall either be separate facilities or combined employee and public facilities.

Exception: *Facilities that are required for employees in storage structures or kiosks, which are located in adjacent structures under the same ownership, lease or control, shall not exceed a travel distance of 500 feet (152 m) from the employees' regular working area to the facilities.*

503.4 Floor surface.

In other than dwelling units, every toilet room floor shall be maintained to be a smooth, hard, nonabsorbent surface to permit such floor to be easily kept in a clean and sanitary condition.

SECTION 504

PLUMBING SYSTEMS AND FIXTURES

504.1 General.

Plumbing fixtures shall be properly installed and maintained in working order, and shall be kept free from obstructions, leaks and defects and be capable of performing the function for which such plumbing fixtures are designed. Plumbing fixtures shall be maintained in a safe, sanitary and functional condition.

504.2 Fixture clearances.

Plumbing fixtures shall have adequate clearances for usage and cleaning.

504.3 Plumbing system hazards.

Where it is found that a plumbing system in a structure constitutes a hazard to the occupants or the structure by reason of inadequate service, inadequate venting, cross connection, backsiphonage, improper installation, deterioration or damage or for similar reasons, the code official shall require the defects to be corrected to eliminate the hazard.

SECTION 505

WATER SYSTEM

505.1 General.

Every sink, lavatory, bathtub or shower, drinking fountain, water closet or other plumbing fixture shall be properly connected to either a public water system or to an *approved* private water system. Kitchen sinks, lavatories, laundry facilities, bathtubs and showers shall be supplied with hot or tempered and cold running water in accordance with the *Florida Plumbing Code*.

505.2 Contamination.

The water supply shall be maintained free from contamination, and all water inlets for plumbing fixtures shall be located above the flood-level rim of the fixture. Shampoo basin faucets, janitor sink faucets and other hose bibs or faucets to which hoses are attached and left in place, shall be protected by an *approved* atmospheric-type vacuum breaker or an *approved* permanently attached hose connection vacuum breaker.

505.3 Supply.

The water supply system shall be installed and maintained to provide a supply of water to plumbing fixtures, devices and appurtenances in sufficient volume and at pressures adequate to enable the fixtures to function properly, safely, and free from defects and leaks.

505.4 Water heating facilities.

Water heating facilities shall be properly installed, maintained and capable of providing an adequate amount of water to be drawn at every required sink, lavatory, bathtub, shower and laundry facility at a temperature not less than 110°F (43°C). A gas-burning water heater shall not be located in any *bathroom, toilet room, bedroom* or other occupied room normally kept closed, unless adequate combustion air is provided. An *approved* combination temperature and pressure-relief valve and relief valve discharge pipe shall be properly installed and maintained on water heaters.

505.5 Non-potable water reuse systems.

Non-potable water reuse systems and rainwater collection and conveyance systems shall be maintained in a safe and sanitary condition. Where such systems are not properly maintained, the systems shall be repaired to provide for safe and sanitary conditions, or the system shall be abandoned in accordance with Section 505.5.1.

505.5.1 Abandonment of systems.

Where a non-potable water reuse system or a rainwater collection and distribution system is not maintained or the *owner* ceases use of the system, the system shall be abandoned in accordance with Section 1301.10 of the *Florida Plumbing Code*.

SECTION 506

SANITARY DRAINAGE SYSTEM

506.1 General.

Plumbing fixtures shall be properly connected to either a public sewer system or to an *approved* private sewage disposal system.

506.2 Maintenance.

Every plumbing stack, vent, waste and sewer line shall function properly and be kept free from obstructions, leaks and defects.

506.3 Grease interceptors.

Grease interceptors and automatic grease removal devices shall be maintained in accordance with this code and the manufacturer's installation instructions. Grease interceptors and automatic grease removal devices shall be regularly serviced and cleaned to prevent the discharge of oil, grease, and other substances harmful or hazardous to the building drainage system, the public sewer, the private sewage disposal system or the sewage treatment plant or processes. Records of maintenance, cleaning and repairs shall be available for inspection by the code official.

SECTION 507 **STORM DRAINAGE**

507.1 General.

Drainage of roofs and paved areas, yards and courts, and other open areas on the premises shall not be discharged in a manner that creates a public nuisance.

SECTION 601

GENERAL

601.1 Scope.

The provisions of this chapter shall govern the minimum mechanical and electrical facilities and equipment to be provided.

601.2 Responsibility.

The owner of the structure shall provide and maintain mechanical and electrical facilities and equipment in compliance with these requirements. A person shall not occupy as owner-occupant or permit another person to occupy any premises that does not comply with the requirements of this chapter.

CHAPTER 6 – MECHANICAL AND ELECTRICAL REQUIREMENTS

SECTION 602

HEATING FACILITIES

602.1 Facilities required.

Heating facilities shall be provided in structures as required by this section.

602.2 Residential occupancies.

Dwellings shall be provided with heating facilities capable of maintaining a room temperature of 68°F (20°C) in all habitable rooms, bathrooms and toilet rooms based on the winter outdoor design temperature for the locality indicated in Appendix D of the Florida Plumbing Code. Cooking appliances shall not be used, nor shall portable unvented fuel-burning space heaters be used, as a means to provide required heating. The installation of one or more portable space heaters shall not be used to achieve compliance with this section.

Exception: In areas where the average monthly temperature is above 30°F (-1°C), a minimum temperature of 65°F (18°C) shall be maintained.

602.3 Heat supply.

Every owner and operator of any building who rents, leases or lets one or more *dwelling units* or *sleeping units* on terms, either expressed or implied, to furnish heat to the occupants thereof shall supply heat during the period from December 1 to March 1 to maintain a minimum temperature of 68°F (20°C) in all habitable rooms, *bathrooms* and *toilet rooms*.

Exceptions:

1. When the outdoor temperature is below the winter outdoor design temperature for the locality, maintenance of the minimum room temperature shall not be required provided that the heating system is operating at its full design capacity. The winter outdoor design temperature for the locality shall be as indicated in Appendix D of the Florida Plumbing Code.
2. In areas where the average monthly temperature is above 30°F (-1°C), a minimum temperature of 65°F (18°C) shall be maintained.

602.4 Occupiable workspaces.

Indoor occupiable workspaces shall be supplied with heat during the period from December 1 to March 1 to maintain a minimum temperature of 65°F (18°C) during the period the spaces are occupied.

Exceptions:

1. Processing, storage and operation areas that require cooling or special temperature conditions.
2. Areas in which *persons* are primarily engaged in vigorous physical activities.

602.5 Room temperature measurement.

The required room temperatures shall be measured 3 feet (914 mm) above the floor near the center of the room and 2 feet (610 mm) inward from the center of each exterior wall.

SECTION 603

MECHANICAL EQUIPMENT

603.1 Mechanical equipment and appliances.

Mechanical equipment, appliances, fireplaces, solid fuel-burning appliances, cooking appliances and water heating appliances shall be properly installed and maintained in a safe working condition, and shall be capable of performing the intended function.

603.2 Removal of combustion products.

Fuel-burning equipment and appliances shall be connected to an *approved* chimney or vent.

Exception: Fuel-burning equipment and appliances that are *labeled* for unvented operation.

603.3 Clearances.

Required clearances to combustible materials shall be maintained.

603.4 Safety controls.

Safety controls for fuel-burning equipment shall be maintained in effective operation.

603.5 Combustion air.

A supply of air for complete combustion of the fuel and for ventilation of the space containing the fuel-burning equipment shall be provided for the fuel-burning equipment.

603.6 Energy conservation devices.

Devices intended to reduce fuel consumption by attachment to a fuel-burning appliance, to the fuel supply line thereto, or to the vent outlet or vent piping therefrom, shall not be installed unless labeled for such purpose and the installation is specifically *approved*.

SECTION 604

ELECTRICAL FACILITIES

604.1 Facilities required.

Every occupied building shall be provided with an electrical system in compliance with the requirements of this section and Section 605.

604.2 Service.

The size and usage of appliances and equipment shall serve as a basis for determining the need for additional facilities in accordance with NFPA 70. *Dwelling units* shall be served by a three-wire, 120/240 volt, single-phase electrical service having a minimum rating of 60 amperes.

604.3 Electrical system hazards.

Where it is found that the electrical system in a *structure* constitutes a hazard to the occupants or the *structure* by reason of inadequate service, improper fusing, insufficient receptacle and lighting outlets, improper wiring or installation, *deterioration* or damage, or for similar reasons, the *code official* shall require the defects to be corrected to eliminate the hazard.

604.3.1 Abatement of electrical hazards associated with water exposure.

The provisions of this section shall govern the repair and replacement of electrical systems and equipment that have been exposed to water.

604.3.1.1 Electrical equipment.

Electrical distribution equipment, motor circuits, power equipment, transformers, wire, cable, flexible cords, wiring devices, ground fault circuit interrupters, surge protectors, molded case circuit breakers, low-voltage fuses, luminaires, ballasts, motors and electronic control, signaling and communication equipment that have been exposed to water shall be replaced in accordance with the provisions of the Florida Building Code.

Exception: The following equipment shall be allowed to be repaired where an inspection report from the equipment manufacturer or *approved* manufacturer's representative indicates that the equipment has not sustained damage that requires replacement:

1. Enclosed switches, rated not more than 600 volts or less.
2. Busway, rated not more than 600 volts.
3. Panelboards, rated not more than 600 volts.
4. Switchboards, rated not more than 600 volts.
5. Fire pump controllers, rated not more than 600 volts.
6. Manual and magnetic motor controllers.
7. Motor control centers.
8. Alternating current high-voltage circuit breakers.
9. Low-voltage power circuit breakers.
10. Protective relays, meters and current transformers.
11. Low- and medium-voltage switchgear.
12. Liquid-filled transformers.
13. Cast-resin transformers.
14. Wire or cable that is suitable for wet locations and whose ends have not been exposed to water.
15. Wire or cable, not containing fillers, that is suitable for wet locations and whose ends have not been exposed to water.
16. Luminaires that are listed as submersible.
17. Motors.
18. Electronic control, signaling and communication equipment.

604.3.2 Abatement of electrical hazards associated with fire exposure.

The provisions of this section shall govern the repair and replacement of electrical systems and equipment that have been exposed to fire.

604.3.2.1 Electrical equipment.

Electrical switches, receptacles and fixtures, including furnace, water heating, security system and power distribution circuits, that have been exposed to fire, shall be replaced in accordance with the provisions of the Florida Building Code.

Exception: Electrical switches, receptacles and fixtures that shall be allowed to be repaired where an inspection report from the equipment manufacturer or *approved* manufacturer's representative indicates that the equipment has not sustained damage that requires replacement.

SECTION 605

ELECTRICAL EQUIPMENT

605.1 Installation.

Electrical equipment, wiring and appliances shall be properly installed and maintained in a safe and *approved* manner.

605.2 Receptacles.

Every *habitable space* in a dwelling shall contain not less than two separate and remote receptacle outlets. Every laundry area shall contain not less than one grounding-type receptacle or a receptacle with a ground fault circuit interrupter. Every *bathroom* shall contain not less than one receptacle. Any new *bathroom* receptacle outlet shall have ground fault circuit interrupter protection. All receptacle outlets shall have the appropriate faceplate cover for the location.

605.3 Luminaires.

Every public hall, interior stairway, *toilet room*, kitchen, *bathroom*, laundry room, boiler room and furnace room shall contain not less than one electric luminaire. Pool and spa luminaires over 15 V shall have ground fault circuit interrupter protection.

605.4 Wiring.

Flexible cords shall not be used for permanent wiring, or for running through doors, windows, or cabinets, or concealed within walls, floors, or ceilings.

SECTION 606

ELEVATORS, ESCALATORS AND DUMBWAITERS

606.1 General.

Elevators, dumbwaiters and escalators shall be maintained in compliance with ASME A17.1. The most current certificate of inspection shall be on display at all times within the elevator or attached to the escalator or dumbwaiter, be available for public inspection in the office of the building operator or be posted in a publicly conspicuous location *approved* by the *code official*. The inspection and tests shall be performed at not less than the periodic intervals listed in ASME A17.1, Appendix N, except where otherwise specified by the authority having jurisdiction.

606.2 Elevators.

In buildings equipped with passenger elevators, not less than one elevator shall be maintained in operation at all times when the building is occupied.

Exception: Buildings equipped with only one elevator shall be permitted to have the elevator temporarily out of service for testing or servicing.

606.3 Private residence elevators.

Requirements for private residence elevators shall be in accordance with Sections 606.3.1 through 606.3.3.

606.3.1 General.

The maintenance of elevators in private residences shall conform to Section 5.3 of ASME A17.1/CSA B44.

606.3.2 Hoistway enclosures.

Hoistway enclosures shall comply with Section 5.3.1.1 of ASME A17.1/CSA B44.

606.3.3 Hoistway Opening Protection.

Hoistway landing doors for private residence elevators shall comply with Sections 5.3.1.8.1 through 5.3.1.8.3 of ASME A17.1/CSA B44 or Sections 10.1.4.1 through 10.1.4.3 of ASME A17.3.

SECTION 607

DUCT SYSTEMS

607.1 General.

Duct systems shall be maintained free of obstructions and shall be capable of performing the required function.

607.2 Clothes dryer exhaust duct system maintenance.

The lint trap, mechanical and heating components, and the exhaust duct system of a clothes dryer shall undergo periodic removal of accumulations of lint in accordance with the manufacturer's operating instructions to prevent obstruction of exhaust air and products of combustion.

CHAPTER 7 – FIRE SAFETY REQUIREMENTS

SECTION 701

GENERAL

701.1 Scope.

The provisions of this chapter shall govern the minimum conditions and standards for fire safety relating to structures and exterior premises, including fire safety facilities and equipment to be provided.

701.2 Responsibility.

The owner of the premises shall provide and maintain such fire safety facilities and equipment in compliance with these requirements. A person shall not occupy as owner-occupant or permit another person to occupy any premises that do not comply with the requirements of this chapter.

SECTION 702

MEANS OF EGRESS

702.1 General.

A safe, continuous and unobstructed path of travel shall be provided from any point in a building or structure to the public way. Means of egress shall comply with the code under which the building was constructed.

702.2 Aisles.

The required width of aisles in accordance with the code under which the building was constructed shall be unobstructed.

702.3 Locked doors.

Means of egress doors shall be readily openable from the side from which egress is to be made without the need for keys, special knowledge or effort, except where the door hardware conforms to that permitted by the Florida Building Code.

702.4 Emergency escape and rescue openings.

Required emergency escape and rescue openings shall be maintained in accordance with the code in effect at the time of construction, and both of the following:

1. Required emergency escape and rescue openings shall be operational from the inside of the room without the use of keys or tools.
2. Bars, grilles, grates or similar devices are permitted to be placed over emergency escape and rescue openings provided that the minimum net clear opening size complies with the code that was in effect at the time of construction and the unit is equipped with smoke alarms installed in accordance with Section 907.2.11 of the Florida Building Code. Such devices shall be releasable or removable from the inside without the use of a key, tool or force greater than that which is required for normal operation of the escape and rescue opening.

SECTION 703

FIRE-RESISTANCE RATINGS

703.1 Fire-resistance-rated assemblies.

The provisions of this chapter shall govern maintenance of the materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.

703.2 Unsafe conditions.

Where any components are not maintained and do not function as intended or do not have the fire resistance required by the code under which the building was constructed or altered, such components or portions thereof shall be deemed unsafe conditions in accordance with Section 115.1.1 of the Florida Fire Prevention Code. Components or portions thereof determined to be unsafe shall be repaired or replaced to conform to that code under which the building was constructed or altered. Where the condition of components is such that any building, *structure* or portion thereof presents an *imminent danger* to the occupants of the building, *structure* or portion thereof, the fire *code official* shall act in accordance with Section 115.2 of the Florida Fire Prevention Code.

703.3 Maintenance.

The required fire-resistance rating of fire-resistance-rated construction, including walls, firestops, shaft enclosures, partitions, smoke barriers, floors, fire-resistive coatings and sprayed fire-resistant materials applied to structural members and joint systems, shall be maintained. Such elements shall be visually inspected annually by the *owner* and repaired, restored or replaced where damaged, altered, breached or penetrated. Records of inspections and repairs shall be maintained. Where concealed, such elements shall not be required to be visually inspected by the *owner* unless the concealed space is accessible by the removal or movement of a panel, access door, ceiling tile or entry to the space. Openings made therein for the passage of pipes, electrical conduit, wires, ducts, air transfer and any other reason shall be protected with *approved* methods capable of resisting the passage of smoke and fire. Openings through fire-resistance-rated assemblies shall be protected by self- or automatic-closing doors of *approved* construction meeting the fire protection requirements for the assembly.

703.3.1 Fire blocking and draft stopping.

Required fire blocking and draft stopping in combustible concealed spaces shall be maintained to provide continuity and integrity of the construction.

703.3.2 Smoke barriers and smoke partitions.

Required smoke barriers and smoke partitions shall be maintained to prevent the passage of smoke. Openings protected with *approved* smoke barrier doors or smoke dampers shall be maintained in accordance with NFPA 105.

703.3.3 Fire walls, fire barriers, and fire partitions.

Required fire walls, fire barriers and fire partitions shall be maintained to prevent the passage of fire. Openings protected with *approved* doors or fire dampers shall be maintained in accordance with NFPA 80.

703.4 Opening protectives.

Opening protectives shall be maintained in an operative condition in accordance with NFPA 80. The application of field-applied labels associated with the maintenance of opening protectives shall follow the requirements of the *approved* third-party certification organization accredited for listing the opening protective. Fire doors and smoke barrier doors shall not be blocked or obstructed, or otherwise made inoperable. Fusible links shall be replaced whenever fused or damaged. Fire door assemblies shall not be modified.

703.4.1 Signs.

Where required by the *code official*, a sign shall be permanently displayed on or near each fire door in letters not less than 1 inch (25 mm) high to read as follows:

1. For doors designed to be kept normally open: FIRE DOOR – DO NOT BLOCK.
2. For doors designed to be kept normally closed: FIRE DOOR – KEEP CLOSED.

703.4.2 Hold-open devices and closers.

Hold-open devices and automatic door closers shall be maintained. During the period that such a device is out of service for repairs, the door it operates shall remain in the closed position.

703.4.3 Door operation.

Swinging fire doors shall close from the full-open position and latch automatically. The door closer shall exert enough force to close and latch the door from any partially open position.

703.5 Ceilings.

The hanging and displaying of salable goods and other decorative materials from acoustical ceiling systems that are part of a fire-resistance-rated horizontal assembly shall be prohibited.

703.6 Testing.

Horizontal and vertical sliding and rolling fire doors shall be inspected and tested annually to confirm operation and full closure. Records of inspections and testing shall be maintained.

703.7 Vertical shafts.

Interior vertical shafts, including stairways, elevator hoistways and service and utility shafts, which connect two or more stories of a building shall be enclosed or protected as required in Chapter 11 of the Florida Fire Prevention Code. New floor openings in existing buildings shall comply with the Florida Building Code.

703.8 Opening protective closers.

Where openings are required to be protected, opening protectives shall be maintained self-closing or automatic-closing by smoke detection. Existing fusible-link-type automatic door-closing devices shall be replaced if the fusible link rating exceeds 135°F (57°C).

SECTION 704

FIRE PROTECTION SYSTEMS

704.1 Inspection, testing and maintenance.

Fire protection and life safety systems shall be maintained in accordance with the Florida Fire Prevention Code in an operative condition at all times, and shall be replaced or repaired where defective.

704.1.1 Fire protection and life safety systems.

Fire protection and life safety systems shall be installed, repaired, operated and maintained in accordance with this code the Florida Fire Prevention Code and the Florida Building Code.

704.1.2 Required fire protection and life safety systems.

Fire protection and life safety systems required by this code, the Florida Fire Prevention Code or the Florida Building Code shall be installed, repaired, operated, tested and maintained in accordance with this code. A fire protection and life safety system for which a design option, exception or reduction to the provisions of this code, the Florida Fire Prevention Code or the Florida Building Code has been granted shall be considered to be a required system.

704.1.3 Fire protection systems.

Fire protection systems shall be inspected, maintained and tested in accordance with the following Florida Fire Prevention Code requirements.

1. Automatic sprinkler systems, see Section 903.5.
2. Automatic fire-extinguishing systems protecting commercial cooking systems, see Section 904.14.5.
3. Automatic water mist extinguishing systems, see Section 904.11.3.
4. Carbon dioxide extinguishing systems, see Section 904.8.
5. Carbon monoxide alarms and carbon monoxide detection systems, see Section 915.6.
6. Clean-agent extinguishing systems, see Section 904.10.

7. Dry-chemical extinguishing systems, see Section 904.6.
8. Fire alarm and fire detection systems, see Section 907.8.
9. Fire department connections, see Sections 912.4 and 912.7.
10. Fire pumps, see Section 913.5.
11. Foam extinguishing systems, see Section 904.7.
12. Halon extinguishing systems, see Section 904.9.
13. Single- and multiple-station smoke alarms, see Section 907.2.9.2.
14. Smoke and heat vents and mechanical smoke removal systems, see Section 910.5.
15. Smoke control systems, see Section 909.22.
16. Wet-chemical extinguishing systems, see Section 904.5.
17. Duct and air transfer openings, see Section 706.1.

704.2 Standards.

Fire protection systems shall be inspected, tested and maintained in accordance with the referenced standards listed in Table 704.2 and as required in this section.

TABLE 704.2 FIRE PROTECTION SYSTEM MAINTENANCE STANDARDS

<u>SYSTEM</u>	<u>STANDARD</u>
Portable fire extinguishers	NFPA 10
Carbon dioxide fire-extinguishing system	NFPA 12
Halon 1301 fire-extinguishing systems	NFPA 12A
Dry-chemical extinguishing systems	NFPA 17
Wet-chemical extinguishing systems	NFPA 17A
Water-based fire protection systems	NFPA 25
Fire alarm systems	NFPA 72
Fire dampers	NFPA 80
Smoke dampers	NFPA 105

Smoke and heat vents	NFPA 204
Water-mist systems	NFPA 750
Clean-agent extinguishing systems	NFPA 2001

704.2.1 Records.

Records shall be maintained of all system inspections, tests and maintenance in accordance with Section 109.3 of the Florida Fire Prevention Code.

704.2.2 Records information.

Initial records shall include the: name of the installation contractor; type of components installed; manufacturer of the components; location and number of components installed per floor; and manufacturers' operation and maintenance instruction manuals. Such records shall be maintained for the life of the installation.

704.3 Systems out of service.

Where a required fire protection system is out of service, the fire department and the fire code official shall be notified immediately and, where required by the fire code official, either the building shall be evacuated or an approved fire watch shall be provided for all occupants left unprotected by the shutdown until the fire protection system has been returned to service. Where utilized, fire watches shall be provided with not less than one approved means for notification of the fire department and shall not have duties beyond performing constant patrols of the protected premises and keeping watch for fires. Actions shall be taken in accordance with Section 901.7 of the Florida Fire Prevention Code to bring the systems back in service.

Exception: Facilities with an approved notification and impairment management program. The notification and impairment program for water-based fire protection systems shall comply with NFPA 25.

704.3.1 Emergency impairments.

Where unplanned impairments of fire protection systems occur, appropriate emergency action shall be taken to minimize potential injury and damage. The impairment coordinator shall implement the steps outlined in Section 901.7.4 of the Florida Fire Prevention Code.

704.4 Removal of or tampering with equipment.

It shall be unlawful for any person to remove, tamper with or otherwise disturb any fire protection or life safety system required by this code except for the purposes of extinguishing fire, training, recharging or making necessary repairs.

704.4.1 Removal of or tampering with appurtenances.

Locks, gates, doors, barricades, chains, enclosures, signs, tags and seals that have been installed by or at the direction of the fire code official shall not be removed, unlocked, destroyed or tampered with in any manner.

704.4.2 Removal of existing occupant-use hose lines.

The fire *code official* is authorized to permit the removal of existing occupant-use hose lines where all of the following apply:

1. The installation is not required by the Florida Fire Prevention Code or the Florida Building Code.
2. The hose line would not be utilized by trained personnel or the fire department.
3. The remaining outlets are compatible with local fire department fittings.

704.4.3 Termination of monitoring service.

For fire alarm systems required to be monitored by the Florida Fire Prevention Code, notice shall be made to the fire *code official* whenever alarm monitoring services are terminated. Notice shall be made in writing by the provider of the monitoring service being terminated.

704.5 Fire department connection.

Where the fire department connection is not visible to approaching fire apparatus, the fire department connection shall be indicated by an *approved* sign mounted on the street front or on the side of the building. Such sign shall have the letters “FDC” not less than 6 inches (152 mm) high and words in letters not less than 2 inches (51 mm) high or an arrow to indicate the location. Such signs shall be subject to the approval of the fire *code official*.

704.5.1 Fire department connection access.

Ready access to fire department connections shall be maintained at all times and without obstruction by fences, bushes, trees, walls or any other fixed or movable object. Access to fire department connections shall be *approved* by the fire chief.

Exception: Fences, where provided with an access gate equipped with a sign complying with the legend requirements of Section 912.5 of the Florida Fire Prevention Code and a means of emergency operation. The gate and the means of emergency operation shall be *approved* by the fire chief and maintained operational at all times.

704.5.2 Clear space around connections.

A working space of not less than 36 inches (914 mm) in width, 36 inches (914 mm) in depth and 78 inches (1981 mm) in height shall be provided and maintained in front of and to the sides of wall-mounted fire department connections and around the circumference of free-standing fire department connections.

704.6 Single- and multiple-station smoke alarms.

Single- and multiple-station smoke alarms shall be installed in existing Group I-1 and R occupancies in accordance with Sections 704.6.1 through 704.6.3.

Premium Code Insights:

704.6.1 Where required.

Existing Group I-1 and R occupancies shall be provided with single-station smoke alarms in accordance with Sections 704.6.1.1 through 704.6.1.4. Interconnection and power sources shall be in accordance with Sections 704.6.2 and 704.6.3.

Exceptions:

1. Where the code that was in effect at the time of construction required smoke alarms and smoke alarms complying with those requirements are already provided.
2. Where smoke alarms have been installed in occupancies and dwellings that were not required to have them at the time of construction, additional smoke alarms shall not be required provided that the existing smoke alarms comply with requirements that were in effect at the time of installation.
3. Where smoke detectors connected to a fire alarm system have been installed as a substitute for smoke alarms.

704.6.1.1 Group R-1.

Single- or multiple-station smoke alarms shall be installed in all of the following locations in Group R-1:

1. In sleeping areas.
2. In every room in the path of the means of egress from the sleeping area to the door leading from the *sleeping unit*.
3. In each story within the *sleeping unit*, including *basements*. For *sleeping units* with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

704.6.1.2 Groups R-2, R-3, R-4 and I-1.

Single or multiple-station smoke alarms shall be installed and maintained in Groups R-2, R-3, R-4 and I-1 regardless of occupant load at all of the following locations:

1. On the ceiling or wall outside of each separate sleeping area in the immediate vicinity of *bedrooms*.
room
2. In each used for sleeping purposes.
3. In each story within a *dwelling unit*, including basements but not including crawl spaces and uninhabitable attics. In dwellings or *dwelling units* with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

704.6.1.3 Installation near cooking appliances.

Smoke alarms shall be installed a minimum of 10 feet (3.0 m) horizontally from a permanently installed cooking appliance.

Exception: Smoke alarms shall be permitted to be installed a minimum of 6 feet (1.8 m) horizontally from a permanently installed cooking appliance where necessary to comply with Section 704.6.1.1 or 704.6.1.2.

704.6.1.4 Installation near bathrooms.

Smoke alarms shall be installed not less than 3 feet (914 mm) horizontally from the door or opening of a bathroom that contains a bathtub or shower unless this would prevent placement of a smoke alarm required by Section 704.6.1.1 or 704.6.1.2.

704.6.2 Interconnection.

Where more than one smoke alarm is required to be installed within an individual dwelling or sleeping unit, the smoke alarms shall be interconnected in such a manner that the activation of one alarm will activate all of the alarms in the individual unit. Physical interconnection of smoke alarms shall not be required where listed wireless alarms are installed and all alarms sound upon activation of one alarm. The alarm shall be clearly audible in all bedrooms over background noise levels with all intervening doors closed.

Exceptions:

1. Interconnection is not required in buildings that are not undergoing alterations, repairs or construction of any kind.
2. Smoke alarms in existing areas are not required to be interconnected where alterations or repairs do not result in the removal of interior wall or ceiling finishes exposing the structure, unless there is an attic, crawl space or basement available that could provide access for interconnection without the removal of interior finishes.

704.6.3 Power source.

Single-station smoke alarms shall receive their primary power from the building wiring provided that such wiring is served from a commercial source and shall be equipped with a battery backup. Smoke alarms with integral strobes that are not equipped with battery backup shall be connected to an emergency electrical system. Smoke alarms shall emit a signal when the batteries are low. Wiring shall be permanent and without a disconnecting switch other than as required for overcurrent protection.

Exceptions:

1. Smoke alarms are permitted to be solely battery operated in existing buildings where construction is not taking place.
2. Smoke alarms are permitted to be solely battery operated in buildings that are not served from a commercial power source.

3. Smoke alarms are permitted to be solely battery operated in existing areas of buildings undergoing alterations or repairs that do not result in the removal of interior walls or ceiling finishes exposing the structure, unless there is an attic, crawl space or basement available that could provide access for building wiring without the removal of interior finishes.

704.6.4 Smoke detection system.

Smoke detectors listed in accordance with UL 268 and provided as part of the building's fire alarm system shall be an acceptable alternative to single- and multiple-station smoke alarms and shall comply with the following:

1. The fire alarm system shall comply with all applicable requirements in Section 907 of the Florida Fire Prevention Code.

2. Activation of a smoke detector in a dwelling or sleeping unit shall initiate alarm notification in the dwelling or sleeping unit in accordance with Section 907.5.2 of the Florida Fire Prevention Code.

3. Activation of a smoke detector in a dwelling or sleeping unit shall not activate alarm notification appliances outside of the dwelling or sleeping unit, provided that a supervisory signal is generated and monitored in accordance with Section 907.6.6 of the Florida Fire Prevention Code.

704.7 Single- and multiple-station smoke alarms.

Single- and multiple-station smoke alarms shall be tested and maintained in accordance with the manufacturer's instructions and this code.

704.7.1 Replacement.

Smoke alarms shall be replaced where any of the following apply:

1. The smoke alarm fails to respond to operability tests.

2. Where the smoke alarm exceeds 10 years from the date of manufacture marked on the unit, unless an earlier replacement is specified in the manufacturer's instructions.

3. The smoke alarm end-of-life signal is sounded.

4. The smoke alarm date of manufacturer cannot be determined.

SECTION 705

CARBON MONOXIDE ALARMS AND DETECTION

705.1 General.

Carbon monoxide alarms shall be installed in dwellings in accordance with Section 1103.9 of the Florida Fire Prevention Code, except that alarms in dwellings covered by the Florida Residential Code shall be installed in accordance with Section R311 of that code.

705.2 Carbon monoxide alarms and detectors.

Carbon monoxide alarms and carbon monoxide detection systems shall be maintained in accordance with NFPA 72. Carbon monoxide alarms and carbon monoxide detectors that become inoperable or begin producing end-of-life signals shall be replaced.

SECTION 4. INCORPORATION INTO CODE OF ORDINANCES. This ordinance shall be incorporated into the City of Destin's Code of Ordinances and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 5. CONFLICTING PROVISIONS. City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 7. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

(Signature Page Follows)

ADOPTED THIS _____ DAY OF _____, 2024.

By: _____
Bobby Wagner, Mayor

ATTEST:

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Attorney, for the City of Destin, only.

Rey Bailey, City Clerk

Kimberly Romano Kopp, City Attorney

First Reading: _____
Second Reading: _____