



**AGENDA  
HARBOR AND WATERWAYS BOARD MEETING  
THURSDAY, MARCH 27, 2025  
5:30 PM  
DESTIN CITY HALL ANNEX CHAMBERS**

- 1. CALL TO ORDER/ROLL CALL/PLEDGE**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF MINUTES**
  - A) February 27, 2025 Minutes**
- 4. SUNSHINE LAW TRAINING**
  - A) Sandy Trammell**
- 5. CURRENT BUSINESS**
  - A) 600 Magnolia Drive, Residential Marine Construction, HWB-001529-2025**
  - B) 84 Indian Bayou Dr, Residential Marine Construction, HWB-001554-2025**
- 6. BOARD MEMBERS COMMENTS/QUESTIONS**
  - A) Jim Green- Chair**  
**US Army Corps of Engineers Harbor Capacity Study-Requested Copy**
  - B) John Stephens- Vice Chair**  
**Wastewater/Pump Out USA- Donnie Brown**
  - C) Guy Tadlock**  
**Water Quality Update/Harbor Pump Progress**
  - D) Bill McKissick**
  - E) Jerod Hayden**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: April 24, 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)**

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**MINUTES OF THE  
HARBOR AND WATERWAYS BOARD MEETING  
DESTIN CITY HALL ANNEX, FEBRUARY 27, 2025 - 5:30 P.M.**

**1. CALL TO ORDER:**

The meeting of the Thursday, February 27, 2025 Destin Harbor and Waterways Board meeting was called to order by Board member Stephens at approximately 5:30 p.m., at Destin City Hall Annex, with the Pledge of Allegiance immediately following.

**2. ROLL CALL:**

**Member Present:**

Jim Green  
John Stephens  
Bill McKissick  
Jarod Hayden  
Guy Tadlock

**Members Absent**

**Staff:**

Kim Montgomery Deputy City Clerk  
Daniel Butler Principal Planner  
Ashley Dominguez Planner

**3. AGENDA APPROVAL:**

**Motion to change the order of the day, to add nomination of Chair & V. Chair as the first item, as well as moving item 5D to 5C position on the agenda was made by Board member Green, with Board member McKissick providing the second. The motion was carried with a 5-0 vote for approval.**

**4. NOMINATION OF CHAIR & VICE CHAIR**

**Nomination by Board member Stephens for Capt. Jim Green as Chairman with Board member Hayden providing the second. The motion passed with a 5-0 vote.**

**Nomination by Chairman Green for John Stephens as Vice Chairman with Board member McKissick providing the second. The motion passed with a 5-0 vote.**

**5. APPROVAL OF MINUTES:**

**➤ October 24, 2024 Minutes**

**Motion by Vice Chair Stephens, seconded by Board member Tadlock, to approve the minutes of the October 24, 2024 meeting as written. The motion passed 5-0.**

**6. OLD BUSINESS:**

**A)711 Sixth St, Residential Marine Construction, HWB-001506-2024**

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Ms. Ashley Dominguez Planner for the city explained to the members that Complete Site Source LLC., on behalf of Joshua Livingston, has applied for a Harbor and Waterways Board review. The applicant is seeking a recommendation for a residential marine construction project consisting of a new dock and covered boat slip for 1,328 square feet, the total length of the dock would be 88-feet, noting that the length of the dock has been shortened from the original 94 feet and staff recommends approval of the request on the condition that the revised FDEP and ACE permits are received prior to the issuance of the construction permits being pulled for the project with the city of Destin's Building Department.

**Motion by Vice Chairman Stephens, seconded by Board member Tadlock for the Harbor and Waterways Board to recommend approval of the marine construction project proposed at 711 Sixth Street, for the construction of a new single family dock and covered boat slip, with the following conditions:**

- 1. At time of Building Permit submittal, the applicant shall provide Staff with the FDEP & USACE approval of the revised project scope (88' dock), rather than the 94' Dock.**
- 2. All other applicable Federal or State approvals shall be submitted with the Marine Construction Permit application.**
- 3. All regulations of the City's Marina Siting LDC Section 11.05.00 shall be adhered to and followed at all times.**

Vice Chairman Stephens asked staff if they had any additional information regarding the seagrasses that are in the projected construction area. According to Mr. Daniel Butler Principal Planner, in the FDEP permit requirements, it explains how the project would have to be built at a minimum of 5 feet above the Mean High Line (MHL). With no further comments, the Chairman called for the vote, and **the motion passed with a unanimous vote of 5-0.**

**B) 3815 Indian Trail, Residential Marine Construction, HWB-001514-2024**

Ms. Dominguez explained to the members that Hebert Builders LLC, on behalf of Reginald Guerra, has applied for a Harbor and Waterways Board review for the construction of a new single-family dock and a covered boatlift. The applicant seeks a recommendation of approval from the Harbor and Waterways Board for a residential marine construction project proposing a dock and covered boat slip with a total square footage of 958 feet which consists of one dock with a total length of 109.5' and one slip with a boatlift. Staff recommends approval of the request on the condition that all applicable Federal or State approvals shall be submitted with the Marine Construction Permit application; and all regulations of the City's Marina Siting LDC Section 11.05.00 shall be adhered to and followed at all times.

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Board member McKissick asked staff if the covered portion of the boatlift is included in the total square footage of the project and if a navigational light is required to be installed at the end of the dock. According to Ms. Dominguez, the boatlift is included in the total square footage of the project. Mr. Butler informed the Board that all docks over 100 feet are required to have a white navigational light at the furthest point of the dock.

**Motion by Board member Hayden, seconded by Vice Chairman Stephens that the Harbor and Waterways Board recommends approval of the proposed marine construction project located at 3815 Indian Trail, for the construction of a new Single-family residential dock and a covered boatlift, with the following conditions:**

- 1. All applicable Federal or State approvals shall be submitted with the Marine Construction Permit application.**
- 2. All regulations of the City's Marina Siting LDC Section 11.05.00 shall be adhered to and followed at all times.**

**With no further discussion on the request, the motion passed with a unanimous vote of 5-0.**

**C) 127 Calhoun Ave, Non Residential Marine Construction, HWB-001531-2025**

According to Vice Chairman Stephens, he spoke with a couple of people with the Destin Fire Control District (DFCD) and found out that their new fire boat they recently purchased is larger than the previously approved slip would fit. Additionally, there are grass beds present, which requires the dock to be built to a certain height, and because of that, a step platform is now necessary for emergency situations when removing patients off the fire boat.

**Motion by Vice Chairman Stephens, seconded by Board member Tadlock, that the Harbor and Waterways Board to recommend approval of the marine construction project proposed at 127 Calhoun Ave., for the extension of an existing finger pier and staging area, with the following conditions:**

- 1. At the time of Building Permit submittal, the applicant shall provide Staff with the FDEP & USACE approval of the proposed scope of work.**
- 2. All regulations of the City's Marina Siting LDC Section 11.05.00 shall be adhered to and followed at all times.**

Chairman Green announced that he would recuse himself from voting on the project due to the fact that his father is a fire commissioner. **The motion passed 4-0, with Board member Green recusing himself from voting, due to a personal conflict of interest.**

**D) 925 Peacock's Point Dr., Residential Marine Construction, HWB-001489-2024**

Ms. Dominguez explained to the members that LD&L Marine Contractors LLC, on behalf of Scott Harris, has applied for Harbor and Waterways Board review for the construction of a new swim deck, a dock addition, and the installation of four (4) new mooring piles, creating a 13 x 40' boat slip located at 925 Peacock's Point Drive.

The applicant is seeking a recommendation of approval from the Harbor and Waterways Board for a Residential Marine Construction project proposing a dock addition and the installation of new pilings, the total square footage is 224 feet, with one dock with a length of 78 feet and one boat slip located on Choctawhatchee Bay. Additionally, the applicant provided a receipt of submittal from the Florida Department of Environmental Protection (FDEP), Self-Certification File No.: 0454305001EE.

**Motion by Vice Chairman Stephens, seconded by Board member Tadlock the members unanimously voted 5-0 for the Harbor and Waterways Board to recommend approval of the proposed marine construction project located at 925 Peacocks Point Drive, for the construction of a new swim deck, a dock addition, and installation of two new additions to the existing dock and four (4) new mooring piles, creating a boat slip, with the following conditions:**

**1. All applicable Federal or State approvals shall be submitted with the Marine Construction Permit application.**

**2. All regulations of the City's Marina Siting LDC Section 11.05.00 shall be adhered to and followed at all times.**

**7. Council member Sandy Trammell**

Council member Trammell encouraged the members to create work plan items for concerns or ideas they may have in order to keep track of them, so they can be tracked, and what they accomplish other than project recommendations, is reported to Council.

**8. MEMBER COMMENTS:**

Board member Tadlock spoke of the water quality reports that he has spoken of in the past and how he would like this to always be on their agenda for discussion, as well as the progress report for the pumping station status and the run times data.

Vice Chairman Stephens spoke of asking Donnie Brown and Craig Barker of Pump Out USA to attend their next meeting to speak to the Board about water quality and options for ways

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to assist the city. He then spoke of an idea he'd like to work towards having a break water or living shoreline installed at Clement Taylor Park, just outside to the swimming area that may prevent people from coming into the swimming area on a boat or jet-ski/waverunners. He spoke of how it may eventually create an area for snorkeling for those that prefer not to go to the Gulf. He also mentioned the possibility of a potential grant opportunity from the FWC to help fund this.

Council member Trammell pointed out how these are perfect examples of Work Plan items for this Board.

**9. PUBLIC COMMENTS: NONE**

**10. ADJOURNMENT:**

With there being no further discussion, the meeting adjourned at 6:00 p.m.

Adopted and approved this \_\_\_\_\_ day of \_\_\_\_\_ 2025.

\_\_\_\_\_  
Jim Green, Chairman

\_\_\_\_\_  
Kim Montgomery, Deputy City Clerk



# COMMITTEE ORIENTATION

CITY OF DESTIN

# Training Objectives

- Code of Ethics
- Government in the Sunshine
- Robert Rules of Order (Parliamentary Procedure)
- Calendar of Annual Activities – Committee Calendar
- Understanding committees' roles, responsibilities, and guidelines.
- Committee Handbook with Standard Rules for All Committees
- Understanding Framework for Formulating Annual Workplans

# CODE OF ETHICS

- Represent the interest of all citizens represented by the City of Destin
- Not use the City Council or service on the committee for personal advantage or individual advantage of friends
- Approach all committee issues with an open mind, prepared to make best decision for the whole city
- Do nothing to violate trust of those who appointed or those served
- Focus effort on the mission of the committee and not personal goals
- Never exercise authority as a committee member except when acting in a meeting with a full committee, or as delegated by the City Council.
- Support and promote committee decisions once consensus is reached.

# Government in the Sunshine

- Meetings must be open to the public
- Reasonable notice of meetings must be given
- Minutes of the meeting must be taken
- Applicable to any gathering, whether formal or casual, or any means (e-mail, telephone, etc.) of two or more members of the same board or committee to discuss some matter on which foreseeable action will be taken by the public board or council.

# Roberts' Rules of Order

## Parliamentary Procedure

- Parliamentary Procedure – It is a set of rules for conduct at meetings that allows everyone to be heard and to make decisions without confusion.
- Members express themselves in the form of a motion.
  - ❖ Motions are made and seconded prior to discussion.
  - ❖ Stick to the agenda and the discussion topic at hand.
  - ❖ Motions must be carried by a majority
  - ❖ Approved motions are the committee's guide to their work objectives and focus

# Roberts' Rules of Order

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2. Motions are made and seconded prior to discussion.
3. Motions must be carried by a majority.
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# Committee Calendar

- **February/March:** Committees prepare annual report and workplan.
- **April:** Annual reports and workplans submitted to council for approval.
- **December (even-numbered years following council elections):** Council selects new committee members
- **December (following council elections) -** Committees elect new chairs and vice chairs

# Committee Roles

## Committee Chair

- Conducts meeting in accordance with *Roberts' Rules of Order*
- Keeps committee on track/on agenda
- Calls or cancels meetings
- Sets agenda
- Guides work addressed through committee's workplan
- Represents committee at City Council to present committee recommendations, annual report and annual workplan

## Staff Liaison

- Contacts committee members when necessary
- Publishes agenda
- Assist in preparing final reports, work plans, recommendations developed and endorsed through a motion and majority approval
- Inform Clerk's Office of vacancies, changes to committee
- Flow of information to appointed officials
- Update/Provide copy of committee handbook to new members

# Role of Committee Members

- Plan, implement, and measure the progress of its work plan and objectives
- Work through formal motions and consensus to develop and advance their plans
- Do the research, contact outside sources as needed, plan for speakers, etc. ,write draft reports and recommendations

# Annual Workplans

## **Organizational Objective**

Strategic Objective from Strategic Plan

Or

Objective from Comprehensive Plan

Or

Council Directive

# Annual Workplans

What do you want to accomplish?

What is the end product you expect to see?

How do you know if you are successful?

How can you measure that success?

Is this a one-year project or multi-year?

# Annual Workplans

List individual steps to accomplish the objective

What resources will you need to accomplish each task?

Determine a timeline for completion of each task

# Annual Workplans

## Stakeholders

List *internal* stakeholders (those within the organization that have a vested interest in this objective)

*Examples: City Council, Recreation Department*

List *external* stakeholders (those in the community that have a vested interest in this objective)

*Examples: pre-school children and their parents, home owners*

# Annual Workplans

## COMMITTEE MOTION

- Chairs or Vice-chairs will sign and present annual reports and annual work plans to Council *as representatives of their committee*
- *Prior to submittal, all work plans and reports must be approved by majority of the committee after a formal motion*



Questions?

CITY OF DESTIN – COMMUNITY DEVELOPMENT



# AGENDA ITEM

**MEETING DATE:** March 27, 2025  
**BOARD/COMMITTEE:** Harbor & Waterways Board  
**TYPE OF AGENDA ITEM:** Action Item  
**OUTLINE NUMBER:** 5.A.

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**TO:** Harbor & Waterways Board

**THRU:** Kimberly Kopp, City Attorney  
Steve O'Connor, Deputy Community Development Director  
Daniel Butler, Principal Planner

**FROM:** Ashley Dominguez, Planner

**DATE:** March 13, 2025

**SUBJECT:** 600 Magnolia Drive, Residential Marine Construction, HWB-001529-2025

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**I. BACKGROUND:** Compass Marine Group, LLC, on behalf of Dennis Adams, has applied for Harbor and Waterways Board review for Residential Marine Construction for the replacement of the existing marginal dock and boatlift at 600 Magnolia Drive.

The applicant seeks a recommendation of approval from the Harbor and Waterways Board for a Residential Marine Construction project proposing the replacement of the existing marginal dock and boat slip with:

Total Square Feet:	1,200
Total Number of Piers or Docks:	1 Dock
Total Length:	200'
Total Slip Density:	2
Located in the Destin Harbor:	No

**II. DISCUSSION:** The applicant requests Harbor and Waterways Board review for Residential Marine Construction located at 600 Magnolia Drive within the canals of Holiday Isle.

The Harbor and Waterways Board is being asked to review the Residential Marine Construction project per Land Development Code **Section 11.05.01 - General regulations; prohibitions** and **Section 11.05.02 – Permitting procedures**. Below are Staff’s findings with respect to **Section 11.05.01** and **Section 11.05.02**; items not applicable to this project are marked “Not Applicable.”

**11.05.01. General regulations; prohibitions.** *This article establishes and regulates procedures and standards by which the City controls and regulates development, construction and activities within and contiguous to the Harbor and waterways of Destin. The following regulations and prohibitions shall apply to the Harbor and waterways of Destin:*

A. No person shall construct or add to an existing dock, seawall, bulkhead, mooring or piling, modify an existing submerged land lease, or conditions thereto, or conduct dredge or fill operations in, or contiguous to, the Harbor or waterways of Destin without first obtaining the proper authorization from the appropriate federal, state and City agencies.

***Staff response:*** *The applicant has submitted for authorization from all appropriate agencies.*

B. The addition or modification of a boat lift or pilings within an existing legal and conforming boat slip shall not require the review of the Harbor and Waterways Board or the City Council. Rather, a copy of the U.S. Army Corps of Engineers permit, DEP permit, and a homeowner's association approval (if applicable) shall accompany a completed application for a building permit, provided no additional slips are created.

***Staff response:*** *Not applicable.*

C. No fish carcasses and debris shall be discharged into the Harbor or waterways of Destin.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

D. No person who maintains or operates a dock shall allow or permit the disposal of fish carcasses, litter, waste petroleum products or other pollutants into the Harbor or waterways of Destin. Trash disposal receptacles shall be anchored to each dock to ensure compliance with the provisions of this article.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

E. No fuel or oil shall be willfully or knowingly discharged in the Harbor or waterways of Destin. No dock which sells fuel or oil shall be constructed, operated or maintained in the Harbor or waterways of Destin unless an oil abatement plan, in accordance with Coast Guard guidelines, is available at each dock. The Destin Harbor and Waterways Board shall review and recommend approval or disapproval of each oil abatement plan to the City Council, which shall have approval authority. Each existing dock which sells fuel or oil shall develop and have approved an oil abatement plan acceptable to the City. All new docks which sell fuel or oil shall develop and have an approved oil abatement plan, which is acceptable to the City, prior to receiving a building permit from the City.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to. This is a residential dock; therefore, no fuel or oil will be sold, and an oil abatement plan is not required.*

F. No new or existing dock shall be constructed or modified such that the length of any pier as completed is greater than 20 percent of the width of the Harbor or waterway at the place where the pier is located, or out 200 feet, whichever is less, except in Choctawhatchee Bay.

*Staff response: Not applicable.*

G. No piling(s) shall be added to the waterward end of any pier which piling(s) would make the total length of the dock more than 200 feet, or 20 percent of the waterway, whichever is less, except in Choctawhatchee Bay.

*Staff response: Not applicable.*

H. No vessel shall be moored or docked on the waterward end of any pier of the maximum legal length, as determined pursuant to subsection F above, for more than 72 hours.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

I. No dock shall be constructed which permits the commercial docking of boats with on-board toilets unless such a dock is equipped with a sewage pump-out.

*Staff response: Not applicable.*

J. No dock shall be constructed which permits the docking of a live-aboard unless such vessel has an operable holding tank.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

K. No boat shall be moored in the Harbor or waterways of Destin such that it constitutes a hazard to navigation.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

L. No dock shall be constructed such that it constitutes a hazard to navigation.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

M. Excepting docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, no dock shall be longer than the width, at the mean high-water line, of the lot to which the dock is attached.

*Staff response: Not applicable.*

1. For those docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, a dock may be constructed to a length of 1.5 times the width of the

property at the mean high-water line, provided the length of the dock does not exceed the maximum length established by paragraphs F and G above.

**Staff response:** *Not applicable.*

2. For the purpose of this subsection, lots may be combined with neighboring lots. However, no dock may exceed the limitations specified in subsection F above.

**Staff response:** *Not applicable.*

N. No dock shall be constructed or modified such that slip density exceeds one slip per eight linear feet of waterfront footage except that, on canals, no lot may have more than one slip per 45 linear feet of waterfront. However, all lots riparian to a canal shall be entitled to at least two slips on the canal.

**Staff response:** *Proposed construction is compliant with this regulation. Applicant is proposing 2 slips which is allowed for lots riparian to a canal .*

O. No boat or vessel, entering into, exiting or operating within the Destin Harbor shall operate at such speed that would create a wake that endangers other boats or vessels, swimmers or other persons within the Destin Harbor, or would contribute to any adjacent land erosion.

**Staff response:** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

P. No heated or cooled water may be emitted into the Harbor, waterways, or the Harbor canals other than from a boat.

**Staff response:** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

Q. No pier shall extend more than six feet into a canal right-of-way.

**Staff response:** *Proposed construction complies with this regulation. The proposed width of the dock is 6'. Please see associated plans provided for further details.*

R. No discharge of water shall contain phosphorous or any other substance likely to cause a violation of the water quality standards specified in Chapter 17-302, Florida Administrative Code.

**Staff response:** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

S. No dock or vessel shall be placed within the 25-foot setback of a property line without providing prior written notification to the adjoining landowners and requesting their response. Any objections received from the adjoining property owners will be considered by the Harbor and Waterways Board in their recommendations to the City Council.

**Staff response:** *Staff sent the provided Adjacent Property Notification to the neighboring*

*properties on March 4<sup>th</sup>, 2025.*

T. No dock shall unreasonably interfere with the riparian rights of others.

*Staff response: Staff sent the provided Adjacent Property Notification to the neighboring properties on March 4<sup>th</sup>, 2025. As proposed, the riparian rights of others are not interfered with.*

U. No dock of 100 feet or longer shall be constructed unless a white navigation/security night-light is installed at the furthest point seaward on said dock and such light is to be illuminated continuously from dusk to dawn every night of the year. All existing docks 100 feet or longer shall install and operate a navigation/security light pursuant to this subsection. Each light shall be installed within 90 days after adoption of this Code.

*Staff response: This regulation applies to the subject dock and shall be adhered to.*

V. No commercially operated boat docking facilities shall be permitted or operated unless equipped with firefighting facilities as specified by the City.

*Staff response: Not applicable.*

W. No construction shall be allowed which violates any provision of the Standard Building Code, as adopted by the City.

*Staff response: Applicant must obtain an approved Marine Construction Permit prior to any construction.*

X. No electrical or water service upon any dock shall be installed unless a permit is obtained from the Planning Department and Building Department for that service.

*Staff response: Applicant must obtain an approved Marine Construction Permit prior to any construction.*

Y. No person, while operating a boat within the or waterways of Destin shall allow or permit the disposal of fish carcasses, litter, waste, petroleum products or other pollutants into the Harbor or waterways of Destin from such boats.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

Z. No lot, or multi-contiguous lots, with less than 50 feet of waterfront footage shall be allowed individual docks, unless they are parallel to the shoreline. However, docks may be allowed under the provisions of subsection **11.05.01.M.2**.

*Staff response: Not applicable.*

Pursuant to **Section 11.05.03, Land Development Code (LDC)**, all construction shall be inspected by the City Building Inspector for compliance with applicable building codes. The

applicant shall be responsible for the condition and repair of permitted docks and failure to maintain said docks in a safe condition shall constitute grounds for revocation of the permit.

**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:** The applicant requests Harbor and Waterways Board approval for a Residential Marine Construction project located at 600 Magnolia Drive. Additionally, the applicant provided approval from the Florida Department of Environmental Protection (FDEP), Permit No.: 0454834-001-EI/46 and the Army Corps of Engineers (USACE) proof of submittal, application No: SAJ-2008-01592.

City Staff reviewed the application and determined that the plans comply with ***LDC Section 11.05.00, Marina Siting***, and the Coastal Management Element of the City's Comprehensive Plan (***Coastal Management Element Policy 6-1.1.6***).

**IV. RECOMMENDED MOTION:** I move that the Harbor and Waterways Board approve the Residential Marine Construction project proposed at 600 Magnolia Drive, for the replacement of an existing single-family residential marginal dock and a boat lift, with the following conditions:

1. **All applicable Federal or State approvals shall be submitted with the Marine Construction Permit application; and**
2. **All regulations of the City's Marina Siting *LDC Section 11.05.00* shall be adhered to and followed at all times.**

**ALTERNATIVE MOTION:**

I move that the Harbor and Waterways Board deny the Residential Marine Construction project proposed at 600 Magnolia Drive.

Attachments:

1. Adjacent Property Notification
2. Agent Affidavit
3. Boundary Survey- Existing Conditions
4. Existing Conditions- Images
5. FDEP Authorization
6. HOA Approval
7. Proof of Ownership
8. Scaled and

**ITEM # 2025-311**

9. Dimensioned Plans  
USACE Proof of  
Submittal



# Community Development Planning Division

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

March 4<sup>th</sup>, 2025

**SUBJECT: Notification of Harbor & Waterways Board Application (HWB- 001529-2025) – Residential Marine Construction – 600 Magnolia Dr**

Dear Property Owner:

This letter is to notify you of a proposed marine construction project at **600 Magnolia Dr**. The Marine Construction application requires Harbor & Waterways Board review and recommendation. **The Application will be heard by the Harbor & Waterways Board at 5:30 p.m. at the Destin City Hall Annex, 4100 Indian Bayou Trail on March 27<sup>th</sup>, 2025 (tentative).**

As an owner of property located near this project, *Destin Land Development Code (LDC) Sections 2.17.00 & 11.05.01.S* require a written notice providing you with the following information. This project proposes new marine construction in proximity to your property line; therefore, The City is requesting your input on the matter. If you would like to provide any comments you may respond by sending an email to the email address listed below, or by appearing before the Harbor & Waterways Board.

*This notice is for informational purposes only and no action is required of you. However, citizens are encouraged to provide a response to the email address provided below.*

1. Name of Owner: Dennis Adams
2. Name of Agent: Kimberley Cole, Compass Marine Group LLC
3. Address of Project: 600 Magnolia Dr
4. Parcel ID Number: 00-2S-24-2186-000E-0370
5. Project Description: Construction of new marginal dock and boatlift
6. Location of Application Package: To request that a digital copy of the application package be sent to you, please call the City Clerk at (850) 837-4242 or fill out a Public Records Request (PRR) online: <http://www.cityofdestin.com/forms.aspx?fid=121>

If you have any questions or concerns regarding this letter, please do not hesitate to contact us at (850) 842-4669 or via email at [planning@cityofdestin.com](mailto:planning@cityofdestin.com).

Sincerely,

Ashley Dominguez  
Planner

CC: Steve O'Connor, Deputy Community Development Director  
Planning  
Project File



**AGENT AFFIDAVIT  
SPECIAL POWER OF ATTORNEY**

KNOWN ALL MEN BY THESE PRESENTS, THAT I, Dennis Adams am  
presently the owner and/or leaseholder at 600 Magnolia Dr, and desiring  
to execute a Special Power of Attorney, have made, constituted and appointed, and by these presents do  
make, constitute and appoint Compass Marine Group, C/O Kim Cole or Elise Whittenburg  
whose address is 115 Bailey Drive Suite 2, County of Okaloosa, State of FL,  
my Attorney-in-Fact to act as follows, GIVING AND GRANTING unto said attorney full power to act as  
my agent in any and all matters pertaining to: Seawall, marinal dock, and cantilevered lift at 600 Magnolia.

FURTHER, I do authorize the aforesaid Attorney-in-Fact to perform all necessary acts in the execution of  
the aforesaid authorization with the same validity as I could effect if personally present. Any act or thing  
lawfully done hereunder by the said attorney shall be binding on myself and my heirs, legal and personal  
representative, and assigns.

PROVIDED; however, that any and all transactions conducted hereunder for me or for my account shall be  
transacted in my name, and that all endorsements and instruments executed by the said attorney for the  
purpose of caring out the foregoing powers shall contain my name, followed by that of my said attorney  
and the designation "Attorney-in-Fact."

OWNER

Signature

Printed Name

STATE OF Alabama

COUNTY OF Escambia

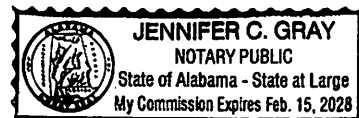
The foregoing instrument was acknowledged before me by means of physical presence  or online  
notarization , this 14<sup>th</sup> day of January, 2025, by  
(name of person acknowledging)  
\_\_\_\_\_

Signature of Notary

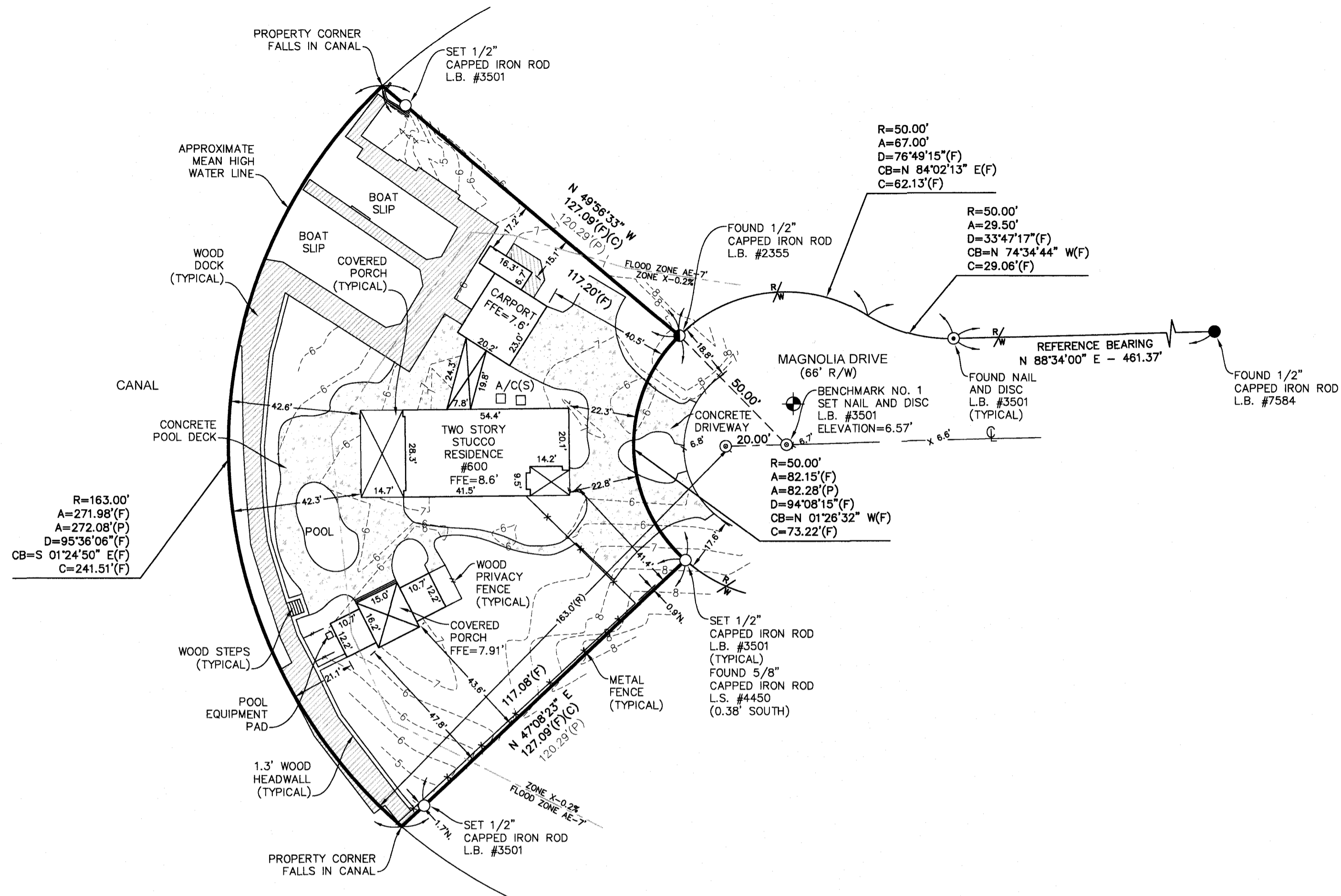
Printed Name of Notary or Seal

Personally known  OR Produced Identification

Type of Identification Produced \_\_\_\_\_



6/20/2024 3:13 PM TANDERSON



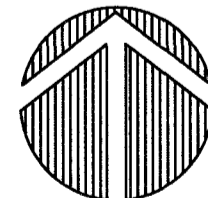
**SURVEY REPORT:**

- NO SEARCH OF THE PUBLIC RECORDS WAS DONE BY GUSTIN, COTHERN & TUCKER, INC. VISIBLE EVIDENCE OF EASEMENTS WILL BE SHOWN HEREON, BUT NO CERTIFICATION IS GIVEN THAT EASEMENTS, DEED OVERLAPS, UNDERGROUND IMPROVEMENTS OR APPARENT USES DO NOT EXIST.
- NO ENVIRONMENTAL JURISDICTIONAL LINES HAVE BEEN DETERMINED BY GUSTIN, COTHERN & TUCKER, INC.
- VISIBLE ENCROACHMENTS, POSSIBLE VISIBLE ENCROACHMENTS, AND/OR APPARENT USES ARE AS SHOWN.
- THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
- BEARINGS SHOWN HEREON ARE REFERENCED TO THE NORTH RIGHT OF WAY LINE OF MAGNOLIA DRIVE, SAID LINE BEARING N 88°34'00" E. ALL BEARINGS AND DISTANCES AS SHOWN HEREON ARE PER THE RECORD PLAT OR FURNISHED LEGAL DESCRIPTION UNLESS OTHERWISE NOTED.
- THE DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
- THIS PARCEL LIES IN ZONE X-2% ANNUAL CHANCE FLOOD HAZARD (NO MINIMUM FLOOD ELEVATION REQUIRED) AND FLOOD ZONE AE-7 (7' MINIMUM FLOOD ELEVATION REQUIRED), AS DETERMINED FROM FEMA FLOOD INSURANCE RATE MAP, COMMUNITY No. 120173, PANEL No. 12091C0488 J, DATED 03/09/2021.
- THE SURVEY DEPICTED HEREON WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS DEFINED IN CHAPTER 5J-17.051 OF THE FLORIDA ADMINISTRATIVE CODE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.008 AND SECTION 472.027 OF THE FLORIDA STATUTES.
- NOTICE OF LIABILITY: THIS SURVEY IS CERTIFIED TO THOSE INDIVIDUALS SHOWN ON THE FACE THEREOF. ANY OTHER USE, BENEFIT OR RELIANCE BY ANY OTHER PARTY IS STRICTLY PROHIBITED AND RESTRICTED. THIS SURVEYOR IS RESPONSIBLE ONLY TO THOSE CERTIFIED TO AND HEREBY DISCLAIMS ANY OTHER LIABILITY AND HEREBY RESTRICTS THE RIGHTS OF ANY OTHER INDIVIDUAL OR FIRM TO USE THIS SURVEY, WITHOUT THE EXPRESS WRITTEN CONSENT OF THE SURVEYOR. NO OWNERSHIP HAS BEEN DETERMINED BY GUSTIN, COTHERN & TUCKER, INC.
- THE SIGNATURE AND SEAL OF THE SURVEYOR IS CERTIFYING TO THE CORRECTNESS OF THE SURVEY AS OF THE FIELD DATE SHOWN.
- ELEVATIONS AS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM 1988 AND ARE REFERENCED TO THE UNITED STATES GEOSPATIAL GLOBAL POSITIONING SYSTEM.

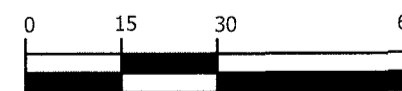
**LEGEND:**

- # OR NO. = NUMBER
- = DISTANCE NOT TO SCALE
- L.B. = LICENSED BUSINESS
- L.S. = LICENSED SURVEYOR
- P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER
- O.R. = OFFICIAL RECORDS
- ± = MORE OR LESS
- R/W = RIGHT OF WAY
- P.B. = PLAT BOOK
- PG. = PAGE
- P = PLAT
- F = FIELD
- R = RADIUS
- A = ARC LENGTH
- D = DELTA ANGLE
- CB = CHORD BEARING
- C = CHORD
- A/C = AIR CONDITIONER
- NAVD = NORTH AMERICAN VERTICAL DATUM
- FFE = FINISHED FLOOR ELEVATION
- x 6.6' = SPOT ELEVATION

NORTH



GRAPHIC SCALE



( IN FEET )  
1 inch = 30 feet

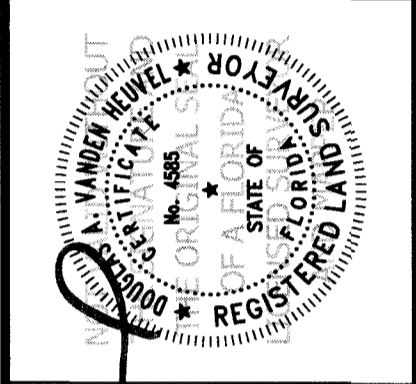
**LEGAL DESCRIPTION (AS RECORDED):**

(O.R. BOOK 2873, PAGE 4244)  
LOT 37, BLOCK E, HOLIDAY ISLE SECTION #4, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE(S) 29, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

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**Gustin, Cothern & Tucker, Inc.**  
LAND SURVEYING & MAPPING

www.gctsurveying.com  
L.B. No. 3501  
Niceville, FL 32578 (850) 678-5141 Fax: (850) 729-2460



*Douglas A. Vanden Heuvel*  
THE SEAL APPROVING ON THIS DOCUMENT  
I AM AUTHORIZED BY:  
ALLEN E. TUCKER, P.S.M. No. 4584  
OR  
DOUGLAS A. VANDEN HEUVEL,  
P.S.M. No. 4585  
DATE 06/20/2024  
© G.C.T., INC. 2024

LOT 37  
BOUNDARY/AS-BUILT/TOPOGRAPHIC  
LOT 37, BLOCK E,  
HOLIDAY ISLE RESIDENTIAL SECTION NO. 4  
(P.B. 4, PG. 29) IN UNSECTIONALIZED,  
TOWNSHIP 2 SOUTH, RANGE 22 WEST, DESTIN,  
OKALOOSA COUNTY, FLORIDA  
PARCEL ID: 00-2S-24-2186-000E-0370

SURVEY TYPE: BOUNDARY/AS-BUILT/TOPOGRAPHIC	
FIELD BOOK & DATE: FILE COPY (R.V.) 06/10/2024	
DATUM: (HORIZONTAL/VERTICAL) PLAT NAVD 88	
CLIENT: COMPASS MARINE GROUP	
SHEET <b>01</b> OF 1	PROJECT 240231 ORDER# 240231.01
MAP# 240231.01	REV A











# FLORIDA DEPARTMENT OF Environmental Protection

**Ron DeSantis**  
Governor

**Alexis A. Lambert**  
Secretary

Northwest District  
160 W. Government Street, Suite 308  
Pensacola, Florida 32502-5794

**Permittee/Authorized Entity:**

Dennis Adams, Applicant  
600 Magnolia Dr  
Destin, FL 32541  
[Jcnc\\_gray@yahoo.com](mailto:Jcnc_gray@yahoo.com)

**Adams Seawall and Dock**  
Okaloosa County

**Authorized Agent:**  
Kimberly Cole  
326 Smith Rd  
Freeport, FL 32439  
[Elise@MyCompassMarine.com](mailto:Elise@MyCompassMarine.com)

**Environmental Resource Permit**  
**State-owned Submerged Lands Authorization –Not Applicable**

**U.S. Army Corps of Engineers Authorization – Separate Corps Authorization  
Required**

Okaloosa County  
Permit No.: 0454834-001-EI/46

**Permit Issuance Date: February 25, 2025**  
**Permit Construction Phase Expiration Date: February 25, 2030**

## Environmental Resource Permit

**Permittee: Dennis Adams**  
**Permit No: 0454834-001-EI/46**

### PROJECT LOCATION

The activities authorized by this permit are located at 600 Magnolia Dr, Parcel No. 00-2S-24-2186-000E-0370, Destin, Florida 32541, in Section 00, Township 2 South, Range 24 West in Okaloosa County, at 30°23'8.5577 North Latitude, 86°29'36.5083 West Longitude.

### PROJECT DESCRIPTION

The permittee is authorized to remove an existing 2,220 square foot single-family dock and replace it with a 1,747 square foot dock, with a cantilevered boat lift. Those activities include to construct an upland cut dock section replacement totaling 598 square feet with 3'6"-by-40ft section, 4ft-by-50.5ft section, 5'4"-by-48ft section, to construct 407 linear feet of seawall, and construct a marginal dock with 60ft-by-6ft section, 66ft-by-6ft section, 47ft-by-6ft section, and 23ft-by-6ft section within a manmade canal connected to Destin Harbor, a Class 2 Florida Waterbody, Prohibited Shellfish Harvesting area. Authorized activities are depicted on the attached exhibits.

### AUTHORIZATIONS

#### **Adams Seawall and Dock**

##### Environmental Resource Permit

The Department has determined that the activity qualifies for an Environmental Resource Permit. Therefore, the Environmental Resource Permit is hereby granted, pursuant to Part IV of Chapter 373, Florida Statutes (F.S.), and Chapter 62-330, Florida Administrative Code (F.A.C.).

##### Sovereignty Submerged Lands Authorization

As staff to the Board of Trustees of the Internal Improvement Trust Fund (Board of Trustees), the Department has determined the activity is not on submerged lands owned by the State of Florida. Therefore, your project is not subject to the requirements of Chapter 253, F.S., or Rule 18-21, F.A.C.

##### Federal Authorization

Your proposed activity as outlined on your application and attached drawings **does not qualify** for Federal authorization pursuant to the State Programmatic General Permit and a **SEPARATE permit** or authorization **may be required** from the Corps. You must apply separately to the Corps using the Application for Department of the Army Permit (ENG 4345) or alternative as allowed by Corps regulations. More information on Corps permitting may be found online in the Jacksonville District Regulatory Division Sourcebook:

(<https://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/>).

Authority for review - an agreement with the USACOE entitled "Coordination Agreement Between the U. S. Army Corps of Engineers (Jacksonville District) and the Florida Department of Environmental Protection (or Duly Authorized Designee), State Programmatic General

Permit”, Section 10 of the Rivers and Harbor Act of 1899, and Section 404 of the Clean Water Act.

#### Coastal Zone Management Consistent

Issuance of this authorization also constitutes a finding of consistency with Florida's Coastal Zone Management Program, as required by Section 307 of the Coastal Zone Management Act.

#### Water Quality Certification Granted

This permit also constitutes a *grant* of water quality certification under Section 401 of the Clean Water Act, 33 U.S.C. Section 1341. Pursuant to Rule 62-330.062, F.A.C. issuance of the individual or conceptual approval permit under this chapter shall constitute certification of compliance with water quality standards.

#### Other Authorizations

You are advised that authorizations or permits for this activity may be required by other federal, state, regional, or local entities including but not limited to local governments or municipalities. This permit does not relieve you from the requirements to obtain all other required permits or authorizations.

The activity described may be conducted only in accordance with the terms, conditions and attachments contained in this document. Issuance and granting of the permit and authorizations herein do not infer, nor guarantee, nor imply that future permits, authorizations, or modifications will be granted by the Department.

### **PERMIT**

The activities described must be conducted in accordance with:

- **The Specific Conditions**
- **The General Conditions**
- **The limits, conditions and locations of work shown in the attached drawings**
- **The term limits of this authorization**

You are advised to read and understand these conditions and drawings prior to beginning the authorized activities, and to ensure the work is conducted in conformance with all the terms, conditions, and drawings herein. If you are using a contractor, the contractor also should read and understand these conditions and drawings prior to beginning any activity. Failure to comply with these conditions, including any mitigation requirements, shall be grounds for the Department to revoke the permit and authorization and to take appropriate enforcement action. Operation of the facility is not authorized except when determined to be in conformance with all applicable rules and this permit, as described.

### **SPECIFIC CONDITIONS**

1. The construction phase expires at 11:59 p.m. on the date indicated on the cover page of this permit.

2. For emergencies involving a serious threat to the public health, safety, welfare, or environment, the emergency telephone contact number is (800) 320-0519 (State Warning Point). The Department telephone number for reporting nonthreatening problems or system malfunctions is (850) 595-0663, day or night.
3. The mailing address for submittal of forms for the “Construction Commencement Notice”, “As-Built Certification ...”, “Request for Conversion of Stormwater Management Permit Construction Phase to Operation and Maintenance Phase”, or other correspondence is FDEP, SLERP, 160 W Government Street, Suite 308, Pensacola, Florida 32502.

#### **SPECIFIC CONDITIONS - PRIOR TO ANY CONSTRUCTION**

4. Best management practices for erosion control shall be implemented prior to construction commencement and shall be maintained at all times during construction to prevent siltation and turbid discharges in excess of State water quality standards pursuant to Rule 62-302, F.A.C. Methods shall include but not limited to the use of stacked haybales, stacked filter cloth, sodding, seeding, staged construction and the installation of turbidity screens around the immediate project site.
5. Prior to construction, the limits of impact shall be clearly marked in a way which is visible and obvious to anyone performing work on-site, including someone operating heavy equipment. Orange construction fence or tall flagged stakes along the construction limits are possible methods.
6. Prior to the initiation of any work authorized by this permit, floating turbidity curtains with weighted skirts that extend to within 1 ft. of the bottom shall be placed for the duration of the construction area of the site. The screens shall be maintained and remain in place for the duration of construction to ensure turbidity levels outside the construction area do not exceed 29 NTU’s above background levels. The permittee shall be responsible for inspecting and maintaining turbidity control devices so no violations of state water quality outside of turbidity screens occur.
7. All contractors involved in this permitted activity shall be provided copies of this permit in its entirety. A copy shall remain onsite at all times during the activities

#### **SPECIFIC CONDITIONS – CONSTRUCTION ACTIVITIES**

8. Construction equipment shall not be repaired or refueled in wetlands or elsewhere within waters of the state.
9. Any damage to wetlands outside of the authorized impact areas as a result of construction shall be immediately reported to the Department at (850)595-8300 and repaired by reestablishing the pre-construction elevations and replanting vegetation of the same species, size, and density as that in the adjacent areas. The restoration shall be completed within 30 days of completion of construction, and the Department shall be notified of its completion within that same 30-day period.

10. All wetland areas or water bodies which are adjacent to the specific limits of construction authorized by this permit shall be protected from erosion, sedimentation, siltation, scouring, excess turbidity or dewatering.
11. Any damage to wetlands outside of the authorized impact areas as a result of construction shall be immediately reported to the Department at (850)595-8300 and repaired by reestablishing the pre-construction elevations and replanting vegetation of the same species, size, and density as that in the adjacent areas. The restoration shall be completed within 30 days of completion of construction, and the Department shall be notified of its completion within that same 30-day period.
12. The following measures shall be taken by the permittee whenever turbidity levels within waters of the State surrounding the project site exceed 29 NTU's above background:
  - a. Immediately cease all work contributing to the water quality violation.
  - b. Modify the work procedures that were responsible for the violation, and install more turbidity containment devices and repair any non-functioning turbidity containment devices.
  - c. Notify the Department of Environmental Protection, Submerged Lands & environmental Resources Program, Compliance and Enforcement Section, Northwest District Office, 160 W. Government Street, Pensacola, Florida, 32502-5794, in writing or by telephone at (850)595-8300 within 24 hours of time the violation was first detected.
13. This permit does not authorize the entrenchment of water, sewer, cable, or utility line within wetlands or waterbodies outside the authorized impact area.
14. There shall be no stock piling of tools, materials, (i.e. lumber, pilings, riprap, and debris) within wetlands, along the shoreline within the littoral zone, or elsewhere within the water/waters of the state.
15. All watercraft associated with the construction of the permitted structure shall only operate within waters of sufficient depth so as to preclude bottom scouring and prop dredging.
16. No dredging or filling of submerged grass beds is authorized by this permit.
17. All cleared vegetation, excess lumber, scrap wood, trash, garbage and any other type of debris shall be removed from wetlands/waters of the state within 14 days of completion of the work authorized.
18. Unauthorized impacts to wetlands or the littoral zone as a result of the activities shall be reported immediately to the Department.
19. This permit does not authorize the construction of additional structures not illustrated on the permit drawings. Examples of additional structures, which are not authorized by this permit

include but are not limited to: walkways, doors, awnings, and decking around or under the bottom of the pile-supported structures.

### **SPECIFIC CONDITIONS - OTHER LISTED SPECIES**

20. This permit does not authorize the permittee to cause any adverse impact to or “take” of state listed species and other regulated species of fish and wildlife. Compliance with state laws regulating the take of fish and wildlife is the responsibility of the owner or permittee associated with this project. Please refer to Chapter 68A-27 of the Florida Administrative Code for definitions of “take” and a list of fish and wildlife species. If listed species are observed onsite, Florida Fish and Wildlife Conservation Commission (FWC) staff are available to provide decision support information or assist in obtaining the appropriate FWC permits. Most marine endangered and threatened species are statutorily protected and a “take” permit cannot be issued. Requests for further information or review can be sent to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).
21. If new information (e.g. listing of new species, new critical habitat, etc.) shows that the magnitude of impacts to federally listed species has the potential for adverse effects, the U.S. Fish and Wildlife Service (USFWS) will notify the Department. The Department will initiate coordination with the permittee and with the USFWS to determine what adverse impacts are likely and if additional minimization measures, reporting, or monitoring are required in order to be consistent with the Endangered Species Act, as deemed necessary by USFWS.
22. The Permittee shall report any injured, sick, or dead federally or state listed animal(s) discovered onsite to the Florida Fish and Wildlife Conservation Commission Wildlife Alert number at 888-404-FWCC (3922).

### **SPECIFIC CONDITIONS – OPERATION AND MAINTENANCE ACTIVITIES**

23. Overboard discharges of trash, human or animal waste, or fuel shall not occur at the dock.
24. The waterward corners of the dock shall be marked by a sufficient number of reflectors so as to be visible from the water at night by reflected light. The reflectors shall not be green or red in color.
25. All future authorized replacement pilings for support of the docking structures shall be spaced at least ten feet apart and shall be installed by vibrating, pounding or hand-auguring them in place. Jetting of pilings within seagrass areas shall be prohibited.

### **GENERAL CONDITIONS FOR INDIVIDUAL PERMITS**

The following general conditions are binding on all individual permits issued under this chapter, except where the conditions are not applicable to the authorized activity, or where the conditions must be modified to accommodate project-specific conditions.

1. All activities shall be implemented following the plans, specifications and performance criteria approved by this permit. Any deviations must be authorized in a permit modification in

accordance with rule 62-330.315, F.A.C. Any deviations that are not so authorized may subject the permittee to enforcement action and revocation of the permit under chapter 373, F.S.

2. A complete copy of this permit shall be kept at the work site of the permitted activity during the construction phase, and shall be available for review at the work site upon request by the Agency staff. The permittee shall require the contractor to review the complete permit prior to beginning construction.

3. Activities shall be conducted in a manner that does not cause or contribute to violations of state water quality standards. Performance-based erosion and sediment control best management practices shall be installed immediately prior to, and be maintained during and after construction as needed, to prevent adverse impacts to the water resources and adjacent lands. Such practices shall be in accordance with the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (Florida Department of Environmental Protection and Florida Department of Transportation, June 2007), and the Florida Stormwater Erosion and Sedimentation Control Inspector's Manual (Florida Department of Environmental Protection, Nonpoint Source Management Section, Tallahassee, Florida, July 2008), which are both incorporated by reference in subparagraph 62-330.050(9)(b)5., F.A.C., unless a project-specific erosion and sediment control plan is approved or other water quality control measures are required as part of the permit.

4. At least 48 hours prior to beginning the authorized activities, the permittee shall submit to the Agency a fully executed Form 62-330.350(1), "Construction Commencement Notice," (October 1, 2013), (<http://www.flrules.org/Gateway/reference.asp?No=Ref-02505>), incorporated by reference herein, indicating the expected start and completion dates. A copy of this form may be obtained from the Agency, as described in subsection 62-330.010(5), F.A.C., and shall be submitted electronically or by mail to the Agency. However, for activities involving more than one acre of construction that also require a NPDES stormwater construction general permit, submittal of the Notice of Intent to Use Generic Permit for Stormwater Discharge from Large and Small Construction Activities, DEP Form 62-621.300(4)(b), shall also serve as notice of commencement of construction under this chapter and, in such a case, submittal of Form 62-330.350(1) is not required.

5. Unless the permit is transferred under rule 62-330.340, F.A.C., or transferred to an operating entity under rule 62-330.310, F.A.C., the permittee is liable to comply with the plans, terms, and conditions of the permit for the life of the project or activity.

6. Within 30 days after completing construction of the entire project, or any independent portion of the project, the permittee shall provide the following to the Agency, as applicable:

- a. For an individual, private single-family residential dwelling unit, duplex, triplex, or quadruplex – "Construction Completion and Inspection Certification for Activities Associated with a Private Single-Family Dwelling Unit" [Form 62-330.310(3)]; or
- b. For all other activities – "As-Built Certification and Request for Conversion to Operation Phase" [Form 62-330.310(1)].

- c. If available, an Agency website that fulfills this certification requirement may be used in lieu of the form.
7. If the final operation and maintenance entity is a third party:
    - a. Prior to sales of any lot or unit served by the activity and within one year of permit issuance, or within 30 days of as-built certification, whichever comes first, the permittee shall submit, as applicable, a copy of the operation and maintenance documents (see sections 12.3 thru 12.3.4 of Volume I) as filed with the Florida Department of State, Division of Corporations, and a copy of any easement, plat, or deed restriction needed to operate or maintain the project, as recorded with the Clerk of the Court in the County in which the activity is located.
    - b. Within 30 days of submittal of the as-built certification, the permittee shall submit "Request for Transfer of Environmental Resource Permit to the Perpetual Operation and Maintenance Entity" [Form 62-330.310(2)] to transfer the permit to the operation and maintenance entity, along with the documentation requested in the form. If available, an Agency website that fulfills this transfer requirement may be used in lieu of the form.
  8. The permittee shall notify the Agency in writing of changes required by any other regulatory agency that require changes to the permitted activity, and any required modification of this permit must be obtained prior to implementing the changes.
  9. This permit does not:
    - a. Convey to the permittee any property rights or privileges, or any other rights or privileges other than those specified herein or in chapter 62-330, F.A.C.;
    - b. Convey to the permittee or create in the permittee any interest in real property;
    - c. Relieve the permittee from the need to obtain and comply with any other required federal, state, and local authorization, law, rule, or ordinance; or
    - d. Authorize any entrance upon or work on property that is not owned, held in easement, or controlled by the permittee.
  10. Prior to conducting any activities on state-owned submerged lands or other lands of the state, title to which is vested in the Board of Trustees of the Internal Improvement Trust Fund, the permittee must receive all necessary approvals and authorizations under chapters 253 and 258, F.S. Written authorization that requires formal execution by the Board of Trustees of the Internal Improvement Trust Fund shall not be considered received until it has been fully executed.
  11. The permittee shall hold and save the Agency harmless from any and all damages, claims, or liabilities that may arise by reason of the construction, alteration, operation, maintenance, removal, abandonment or use of any project authorized by the permit.
  12. The permittee shall notify the Agency in writing:
    - a. Immediately if any previously submitted information is discovered to be inaccurate; and
    - b. Within 30 days of any conveyance or division of ownership or control of the property or the system, other than conveyance via a long-term lease, and the new owner shall request transfer of the permit in accordance with rule 62-330.340, F.A.C. This does not apply to the

sale of lots or units in residential or commercial subdivisions or condominiums where the stormwater management system has been completed and converted to the operation phase.

13. Upon reasonable notice to the permittee, Agency staff with proper identification shall have permission to enter, inspect, sample and test the project or activities to ensure conformity with the plans and specifications authorized in the permit.

14. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, stone tools, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The permittee or other designee shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section (DHR), at (850)245-6333, as well as the appropriate permitting agency office. Project activities shall not resume without verbal or written authorization from the Division of Historical Resources. If unmarked human remains are encountered, all work shall stop immediately and the proper authorities notified in accordance with section 872.05, F.S. For project activities subject to prior consultation with the DHR and as an alternative to the above requirements, the permittee may follow procedures for unanticipated discoveries as set forth within a cultural resources assessment survey determined complete and sufficient by DHR and included as a specific permit condition herein.

15. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered binding unless a specific condition of this permit or a formal determination under rule 62-330.201, F.A.C., provides otherwise.

16. The permittee shall provide routine maintenance of all components of the stormwater management system to remove trapped sediments and debris. Removed materials shall be disposed of in a landfill or other uplands in a manner that does not require a permit under chapter 62-330, F.A.C., or cause violations of state water quality standards.

17. This permit is issued based on the applicant's submitted information that reasonably demonstrates that adverse water resource-related impacts will not be caused by the completed permit activity. If any adverse impacts result, the Agency will require the permittee to eliminate the cause, obtain any necessary permit modification, and take any necessary corrective actions to resolve the adverse impacts.

18. A Recorded Notice of Environmental Resource Permit may be recorded in the county public records in accordance with subsection 62-330.090(7), F.A.C. Such notice is not an encumbrance upon the property.

19. In addition to those general conditions in subsection (1), above, the Agency shall impose any additional project-specific special conditions necessary to assure the permitted activities will not

be harmful to the water resources, as set forth in rules 62-330.301 and 62-330.302, F.A.C., Volumes I and II, as applicable, and the rules incorporated by reference in this chapter.

### **NOTICE OF RIGHTS**

This action is final and effective on the date filed with the Clerk of the Department unless a petition for an administrative hearing is timely filed under Sections 120.569 and 120.57, F.S., before the deadline for filing a petition. On the filing of a timely and sufficient petition, this action will not be final and effective until further order of the Department. Because the administrative hearing process is designed to formulate final agency action, the hearing process may result in a modification of the agency action or even denial of the application.

#### Petition for Administrative Hearing

A person whose substantial interests are affected by the Department's action may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. Pursuant to Rules 28-106.201 and 28-106.301, F.A.C., a petition for an administrative hearing must contain the following information:

- (a) The name and address of each agency affected and each agency's file or identification number, if known;
- (b) The name, address, any e-mail address, any facsimile number, and telephone number of the petitioner, if the petitioner is not represented by an attorney or a qualified representative; the name, address, and telephone number of the petitioner's representative, if any, which shall be the address for service purposes during the course of the proceeding; and an explanation of how the petitioner's substantial interests will be affected by the agency determination;
- (c) A statement of when and how the petitioner received notice of the agency decision;
- (d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;
- (e) A concise statement of the ultimate facts alleged, including the specific facts that the petitioner contends warrant reversal or modification of the agency's proposed action;
- (f) A statement of the specific rules or statutes that the petitioner contends require reversal or modification of the agency's proposed action, including an explanation of how the alleged facts relate to the specific rules or statutes; and
- (g) A statement of the relief sought by the petitioner, stating precisely the action that the petitioner wishes the agency to take with respect to the agency's proposed action.

The petition must be filed (received by the Clerk) in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at [Agency\\_Clerk@dep.state.fl.us](mailto:Agency_Clerk@dep.state.fl.us). Also, a copy of the petition shall be mailed to the applicant at the address indicated above at the time of filing.

#### Time Period for Filing a Petition

In accordance with Rule 62-110.106(3), F.A.C., petitions for an administrative hearing by the applicant and persons entitled to written notice under Section 120.60(3), F.S., must be filed within 21 days of receipt of this written notice. Petitions filed by any persons other than the applicant, and other than those entitled to written notice under Section 120.60(3), F.S., must be

filed within 21 days of publication of the notice or within 21 days of receipt of the written notice, whichever occurs first. You cannot justifiably rely on the finality of this decision unless notice of this decision and the right of substantially affected persons to challenge this decision has been duly published or otherwise provided to all persons substantially affected by the decision. While you are not required to publish notice of this action, you may elect to do so pursuant Rule 62-110.106(10)(a).

The failure to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S., or to intervene in this proceeding and participate as a party to it. Any subsequent intervention (in a proceeding initiated by another party) will be only at the discretion of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205, F.A.C. If you do not publish notice of this action, this waiver will not apply to persons who have not received written notice of this action.

#### Extension of Time

Under Rule 62-110.106(4), F.A.C., a person whose substantial interests are affected by the Department's action may also request an extension of time to file a petition for an administrative hearing. The Department may, for good cause shown, grant the request for an extension of time. Requests for extension of time must be filed with the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at [Agency\\_Clerk@dep.state.fl.us](mailto:Agency_Clerk@dep.state.fl.us), before the deadline for filing a petition for an administrative hearing. A timely request for extension of time shall toll the running of the time period for filing a petition until the request is acted upon.

#### Mediation

Mediation is not available in this proceeding.

#### FLAWAC Review

The applicant, or any party within the meaning of Section 373.114(1)(a) or 373.4275, F.S., may also seek appellate review of this order before the Land and Water Adjudicatory Commission under Section 373.114(1) or 373.4275, F.S. Requests for review before the Land and Water Adjudicatory Commission must be filed with the Secretary of the Commission and served on the Department within 20 days from the date when this order is filed with the Clerk of the Department.

#### Judicial Review

Once this decision becomes final, any party to this action has the right to seek judicial review pursuant to Section 120.68, F.S., by filing a Notice of Appeal pursuant to Florida Rules of Appellate Procedure 9.110 and 9.190 with the Clerk of the Department in the Office of General Counsel (Station #35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000) and by filing a copy of the Notice of Appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice must be filed within 30 days from the date this action is filed with the Clerk of the Department.

Executed in Pensacola, FL.

STATE OF FLORIDA DEPARTMENT  
OF ENVIRONMENTAL PROTECTION



Kimberly R. Allen  
Permitting Program Administrator

KRA/mc

**Attachments:**

Standard Manatee Conditions for In-Water Work, 2 Pages  
Project Drawings and Design Specs., 2 Pages

**Copies furnished to:**

Russell Sullivan, FDEP, [Russell.Sullivan@FloridaDEP.gov](mailto:Russell.Sullivan@FloridaDEP.gov)  
Blake Chapman, FDEP, [Blake.A.Chapman@FloridaDEP.gov](mailto:Blake.A.Chapman@FloridaDEP.gov)  
Mandy Celis, FDEP, [Mandy.Celis@FloridaDEP.gov](mailto:Mandy.Celis@FloridaDEP.gov)  
Kimberly R. Allen, FDEP, [Kim.Allen@FloridaDEP.gov](mailto:Kim.Allen@FloridaDEP.gov)  
Dennis Adams, Applicant, [Jenc\\_gray@yahoo.com](mailto:Jenc_gray@yahoo.com)  
Kimberly Cole, Consultant, [Elise@MyCompassMarine.com](mailto:Elise@MyCompassMarine.com)  
Okaloosa County, [mmartinez@myokaloosa.com](mailto:mmartinez@myokaloosa.com) , [jautrey@myokaloosa.com](mailto:jautrey@myokaloosa.com) ,  
[sbitterman@myokaloosa.com](mailto:sbitterman@myokaloosa.com) , [propertyappraiser@okaloosapa.com](mailto:propertyappraiser@okaloosapa.com) ,  
[planning@cityofdestin.com](mailto:planning@cityofdestin.com)

CERTIFICATE OF SERVICE

The undersigned hereby certifies that this permit, including all copies, were mailed before the close of business on February 25, 2025, to the above listed persons.

FILING AND ACKNOWLEDGMENT

FILED, on this date, under 120.52(7) of the Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.



Clerk

February 25, 2025

Date

### STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or Vero Beach (1-772-562-3909) for south Florida, and to FWC at [ImperiledSpecies@myFWC.com](mailto:ImperiledSpecies@myFWC.com)
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8 ½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [MyFWC.com/manatee](http://MyFWC.com/manatee). Questions concerning these signs can be sent to the email address listed above.

**CAUTION: MANATEE HABITAT**

**All project vessels**

**IDLE SPEED / NO WAKE**

When a manatee is within 50 feet of work  
all in-water activities must

**SHUT DOWN**

Report any collision with or injury to a manatee:

**Wildlife Alert:**

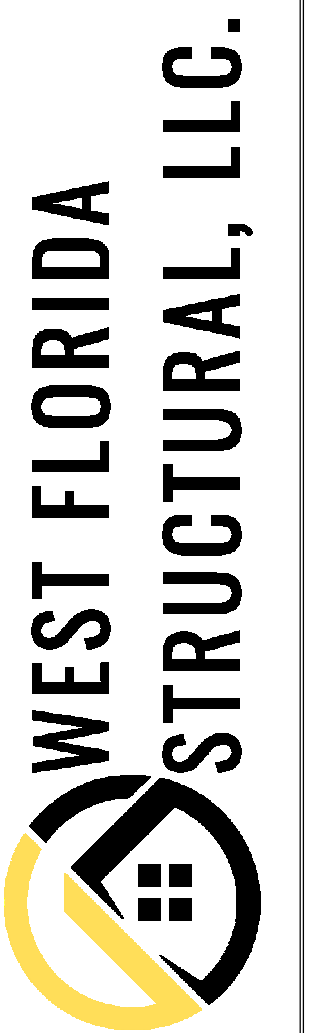
**1-888-404-FWCC(3922)**

cell \*FWC or #FWC





Date: 05/2022  
 Designed By: M. CULLENS  
 Drawn By: M. CULLENS  
 Checked By: M. CULLENS

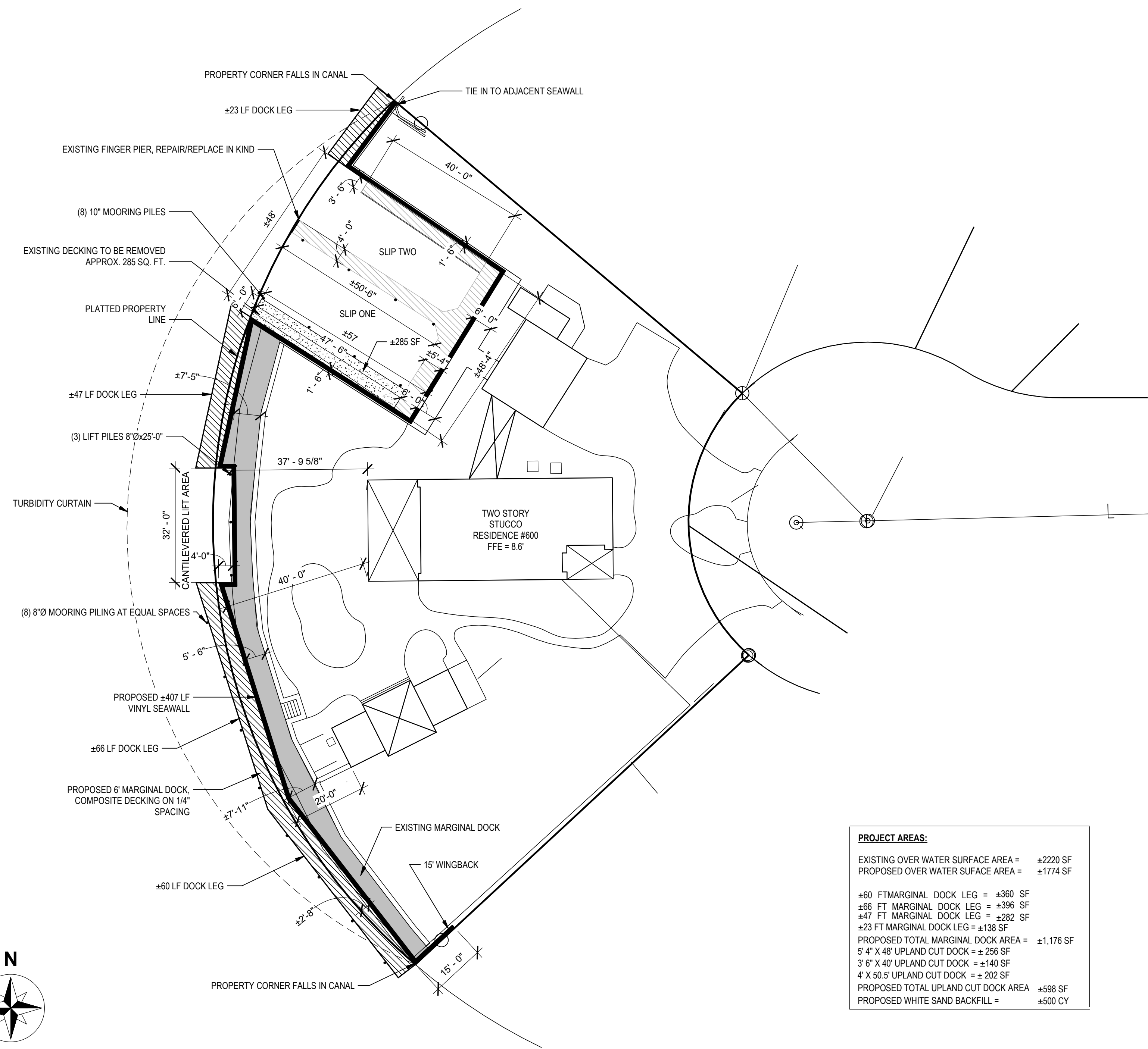


DRAWINGS ON 12"x18" SHEET ARE HALF SCALE

600 MAGNOLIA DR  
 OKALOOSA COUNTY, FLORIDA

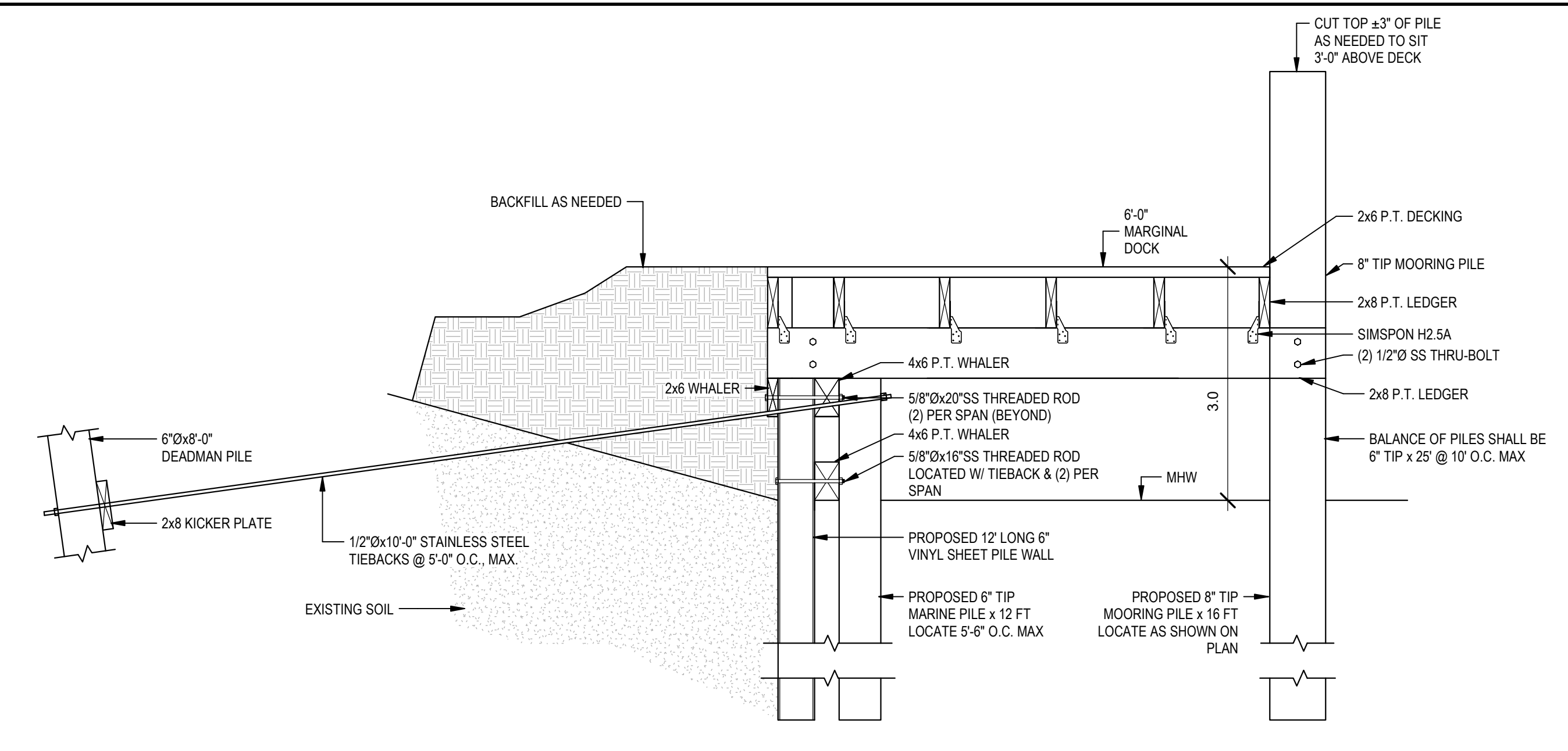
OVERALL SITE PLAN

S-1

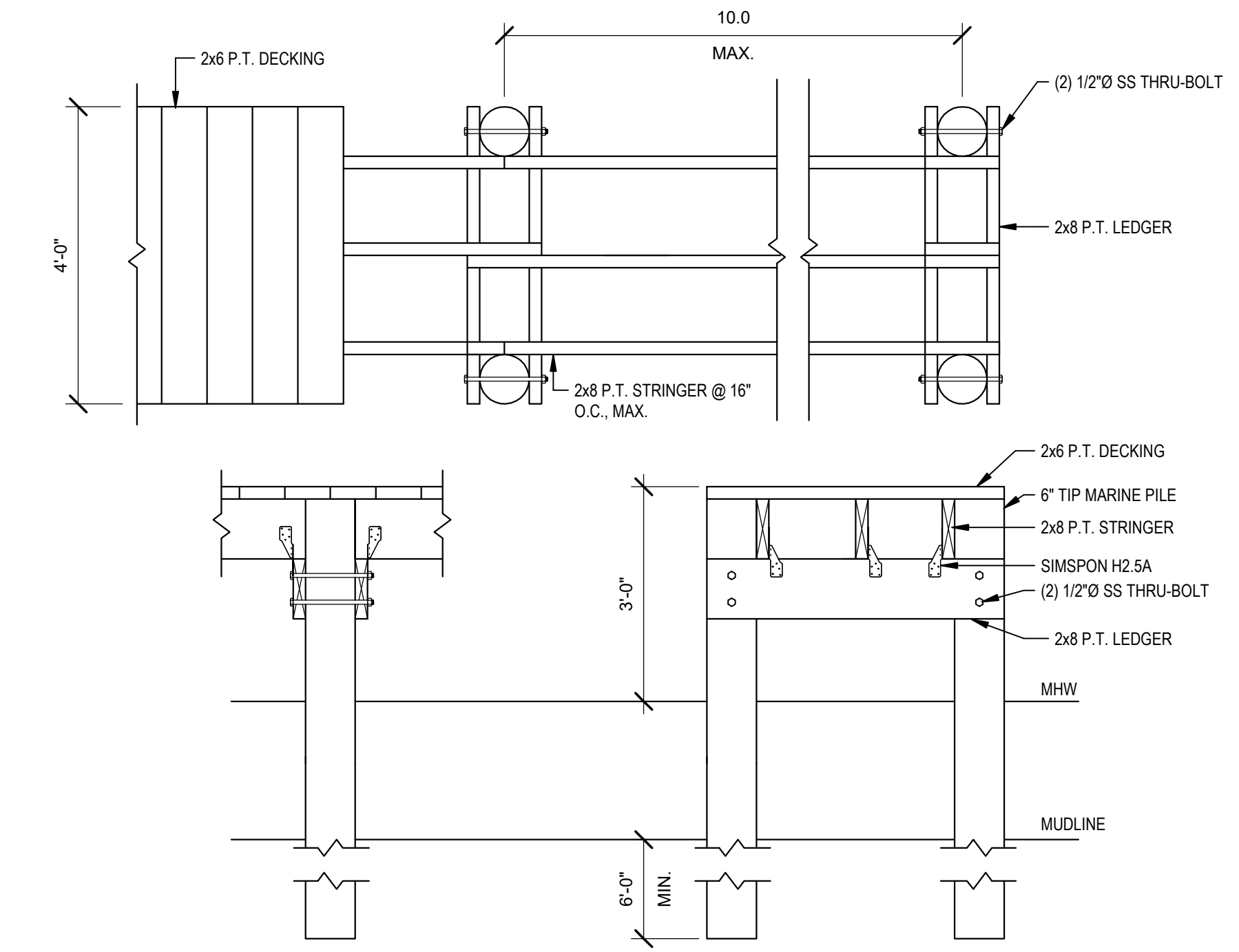


1 SITE PLAN - 600 MAGNOLIA DR  
 1" = 20'-0"

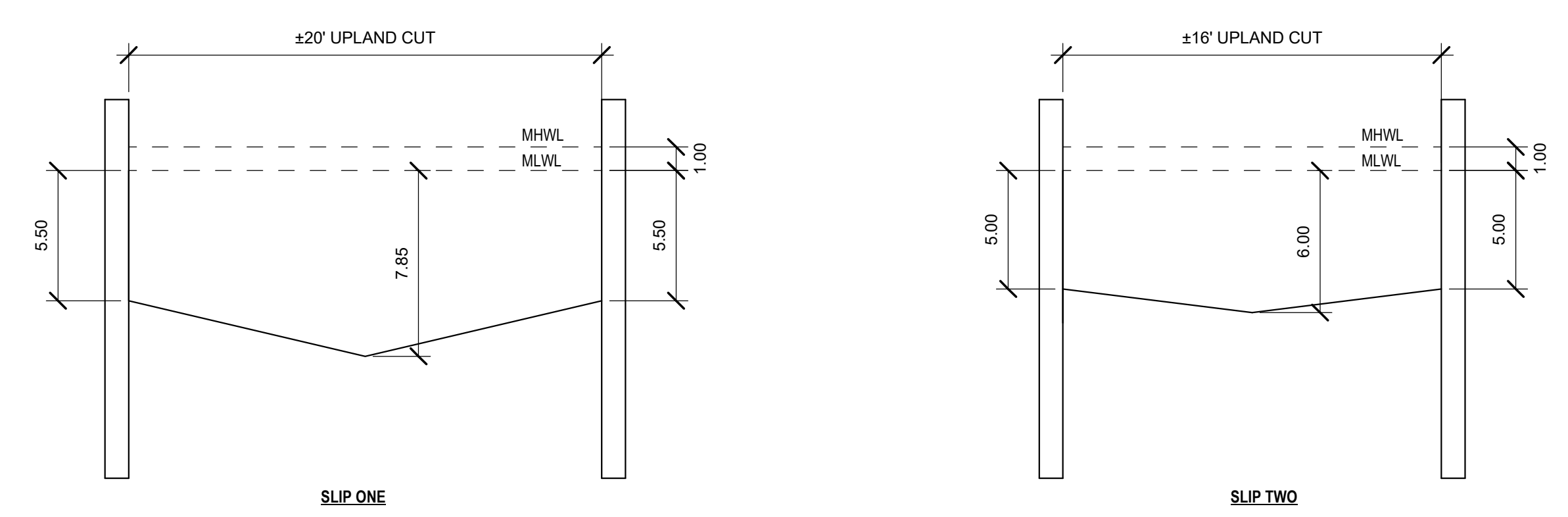
- GENERAL NOTES**
- ALL P.T. LUMBER SHALL BE TREATED TO A MAXIMUM ALLOWABLE BY DEP.
  - VINYL SHEET PILES SHALL BE DRIVEN ONE FOOT BELOW MUDLINE FOR EACH FOOT ABOVE MUDLINE.
  - FLAT PANEL SHEET PILES SHALL BE DRIVEN ONE FOOT BELOW MUDLINE FOR EACH FOOT ABOVE MUDLINE PLUS AN ADDITIONAL 2 FEET OF EMBEDMENT INTO MUDLINE.
  - DECK TO LEDGER ATTACHMENTS SHALL BE (2) 3" #10 SS DECK SCREWS.
  - TURBIDITY CURTAIN TO BE PLACED TO COMPLETELY ENCLOSE THE PROJECT AT ALL TIMES. THE BARRIER SHALL NOT BE REMOVED UNTIL ALL DISTURBED SEDIMENT WITHIN THE BARRIER HAS SETTLED AND THE WATER HAS CLEARED.
  - ALL BEST MANAGEMENT PRACTICES WILL REMAIN IN PLACE DURING CONSTRUCTION.
  - ATTACH SIMPSON 2.5A HOLDDOWNS PER MANUFACTURERS INSTRUCTIONS W/ STAINLESS STEEL FASTENERS.



2 6'-0" MARGINAL DOCK AT BOX PROFILE SEAWALL  
 3/4" = 1'-0"



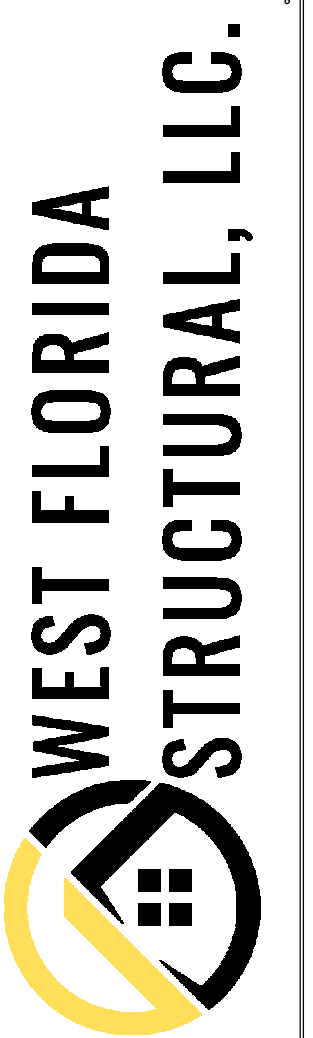
3 4'-0" FINGER PIER PLAN/ELEVATION VIEWS  
 3/4" = 1'-0"



4 EXISTING UPLAND CUT SECTIONS  
 3/16" = 1'-0"



Date: 10/06/22  
 Designed By: Designer  
 Drawn By: Author  
 Checked By: Checker

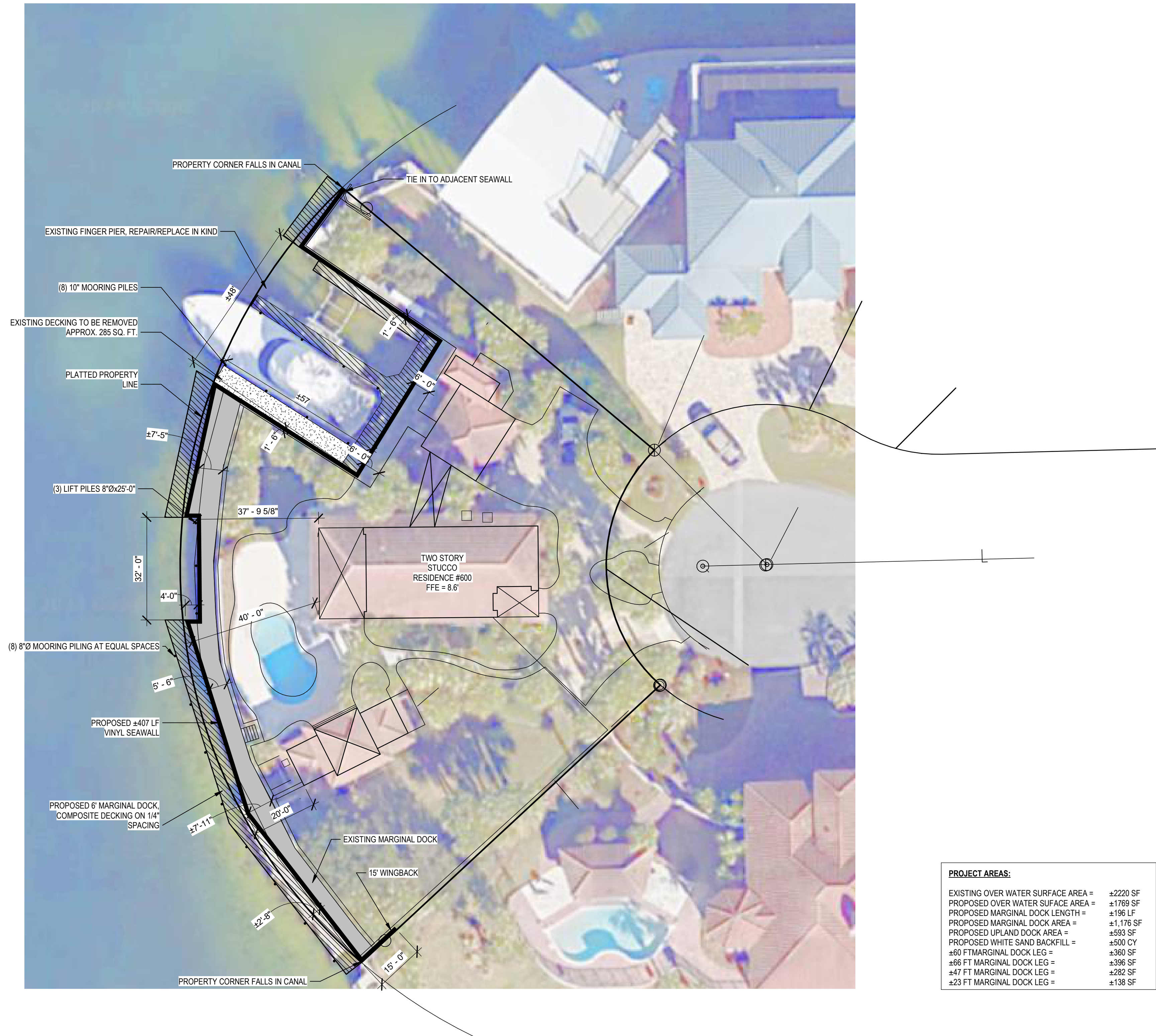


DRAWINGS ON  
 12"x18" SHEET ARE  
 HALF SCALE

600 MAGNOLIA DR  
 OKALOOSA COUNTY, FLORIDA

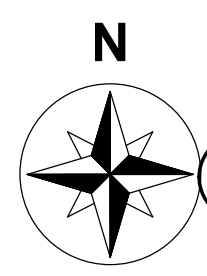
SHEET TITLE  
 PROPERTY  
 OVERLAY

SHEET NUMBER  
 S-2



**PROJECT AREAS:**

EXISTING OVER WATER SURFACE AREA =	±2220 SF
PROPOSED OVER WATER SURFACE AREA =	±1789 SF
PROPOSED MARGINAL DOCK LENGTH =	±196 LF
PROPOSED MARGINAL DOCK AREA =	±1,176 SF
PROPOSED UPLAND DOCK AREA =	±593 SF
PROPOSED WHITE SAND BACKFILL =	±500 CY
±80 FT MARGINAL DOCK LEG =	±360 SF
±66 FT MARGINAL DOCK LEG =	±396 SF
±47 FT MARGINAL DOCK LEG =	±282 SF
±23 FT MARGINAL DOCK LEG =	±138 SF



**1** SITE PLAN - 600 MAGNOLIA DR PROPERTY OVERLAY  
 1" = 20'-0"

**From:** Becky Carver <admin@holidayisleimprovement.com>  
**Sent:** Thursday, November 14, 2024 3:06 PM  
**To:** Elise@mycompassmarine.com  
**Subject:** Re: Building Permit Application - 600 Magnolia Drive

The ARB met on Wednesday, 11/13/2024 and has approved the application for the project at 600 Magnolia Dr to demo the existing dock, install a new seawall landward of the property line, add 15 new pilings (3 lift, 12 mooring), and install boat lift. \*\*\*No part of the marine construction may extend more than 6' into the canal from the property line\*\*\*. The HIIA permit fee is \$170.00; if a dumpster will be on the property at any time during the project, a \$2,000.00 refundable Construction Deposit is required. The HIIA permit can be issued once the HIIA permit fee has been submitted to our office.

Becky Carver  
Administrative Assistant  
Holiday Isle Improvement Association, Inc.  
225 Main Street #19  
Destin, FL 32541

P: 850-837-4753  
F: 850-837-4984

On Tue, Nov 12, 2024 at 8:23 AM <[Elise@mycompassmarine.com](mailto:Elise@mycompassmarine.com)> wrote:

Hi Becky,

Attached please find a building permit application for a seawall at 600 Magnolia Drive. Please let me know if you need any additional supporting documents or information in order to have a successful meeting.

Would it be helpful to have a representative at the next ARB meeting to answer any questions that come up?

**Elise Whittenburg**

Office Manager

Compass Marine Group

850-797-8428



This Document Prepared By:  
Law Office of John A. Gant, P.C.  
200 Office Park Drive, Suite 210  
Birmingham, Alabama 35223

Send Tax Notice To:  
Dennis D. Adams  
103 Brooks Boulevard  
Brewton, AL 36426

**STATUTORY WARRANTY DEED**

STATE OF FLORIDA )  
OKALOOSA COUNTY )

KNOW ALL PERSONS BY THESE PRESENTS:

That for and in consideration of the sum of Ten and 00/100 Dollars (\$10.00) and other good and valuable consideration in hand paid to the undersigned, the receipt of which is hereby acknowledged, We, DENNIS D. ADAMS and VIRGINIA C. ADAMS, Husband and Wife (GRANTORS), do grant, bargain, sell and convey unto DENNIS D. ADAMS, (GRANTEE), all of our right, title, interest, and claim in or to the following described real estate situated in Okaloosa County, Florida:

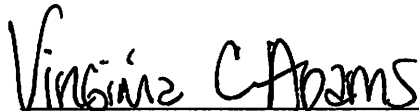
Lot 37, Block E, Holiday Isle Section # 4, according to the Plat thereof as recorded in Plat Book 4, page(s) 29, of the Public Records of Okaloosa County, Florida.

To have and to hold said GRANTEE forever.

Dated this the 11<sup>th</sup> day of March, 2004.



\_\_\_\_\_  
DENNIS D. ADAMS



\_\_\_\_\_  
VIRGINIA C. ADAMS

STATE OF Alabama )  
Escambia COUNTY )

The foregoing instrument was acknowledged before me this 11<sup>th</sup> day of March, 2004 by DENNIS D. ADAMS and VIRGINIA C. ADAMS, who is personally known to me or who has produced Driver License as identification and who did take an oath.

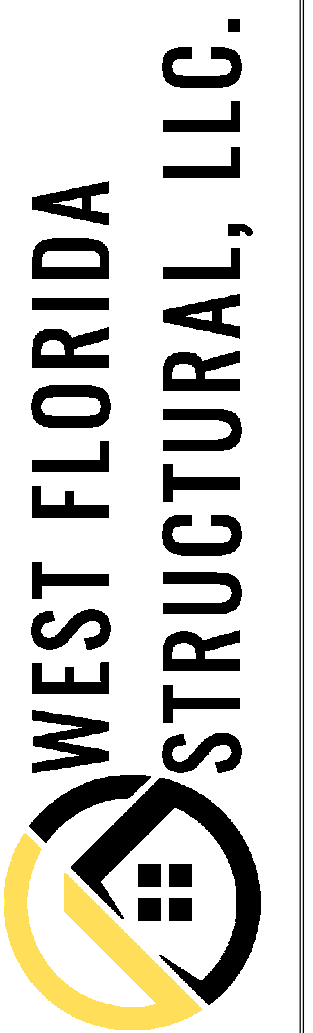


\_\_\_\_\_  
NOTARY PUBLIC:  
My Commission Expires:

MY COMMISSION EXPIRES 12/16/07



Date: 05/2022  
 Designed By: M. CULLENS  
 Drawn By: M. CULLENS  
 Checked By: M. CULLENS

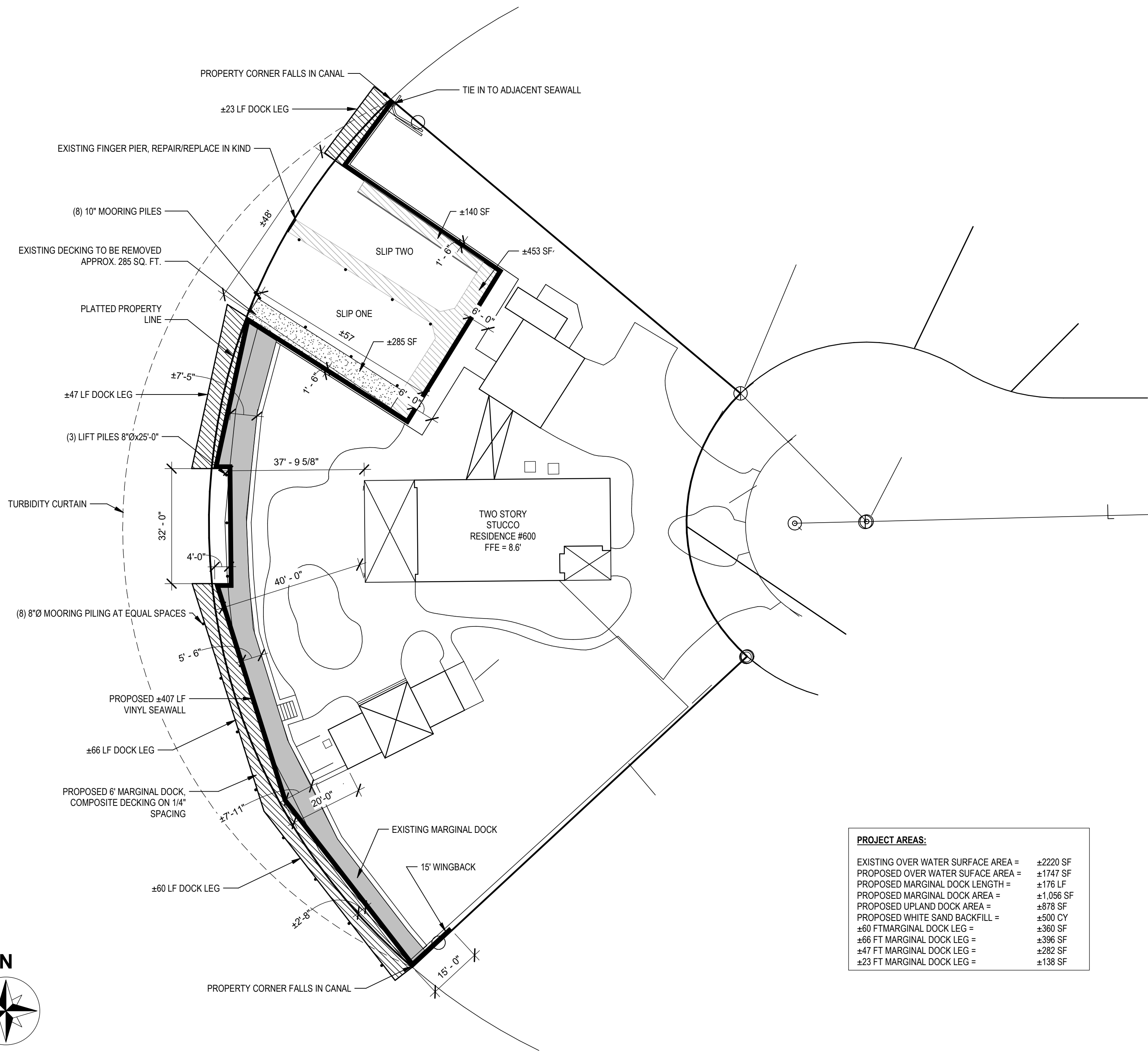


DRAWINGS ON 12"x18" SHEET ARE HALF SCALE

600 MAGNOLIA DR  
 OKALOOSA COUNTY, FLORIDA

OVERALL SITE PLAN

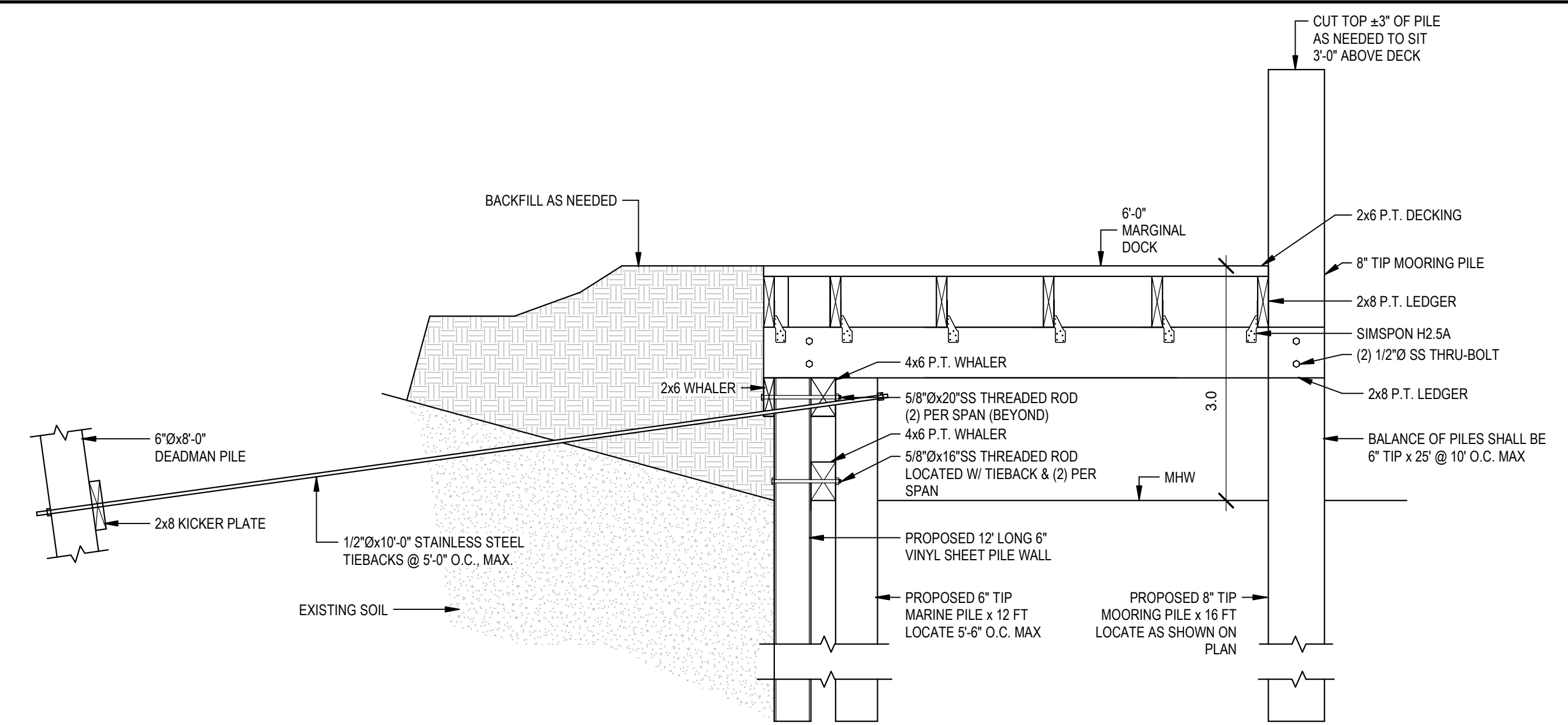
S-1



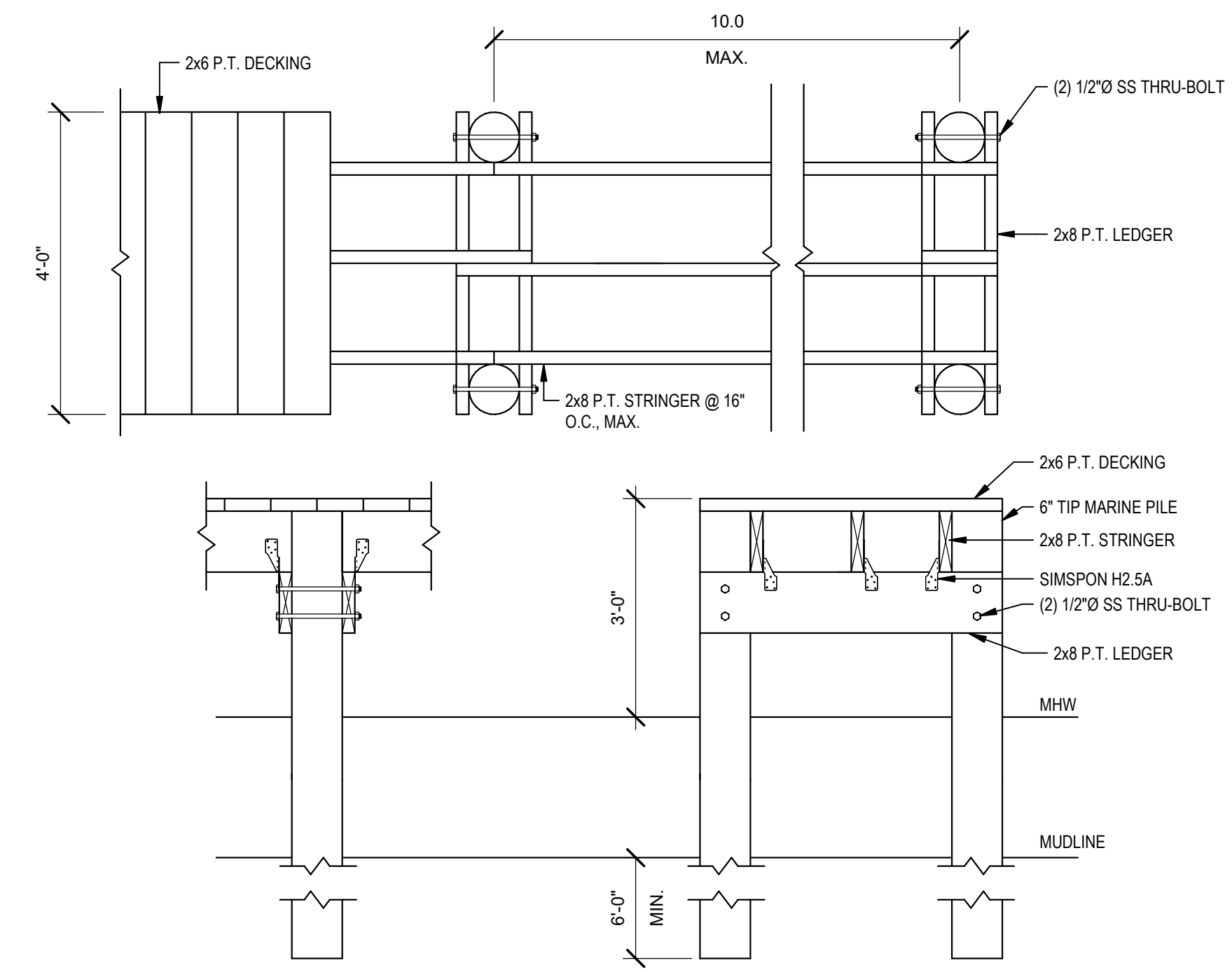
1 SITE PLAN - 600 MAGNOLIA DR  
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GENERAL NOTES

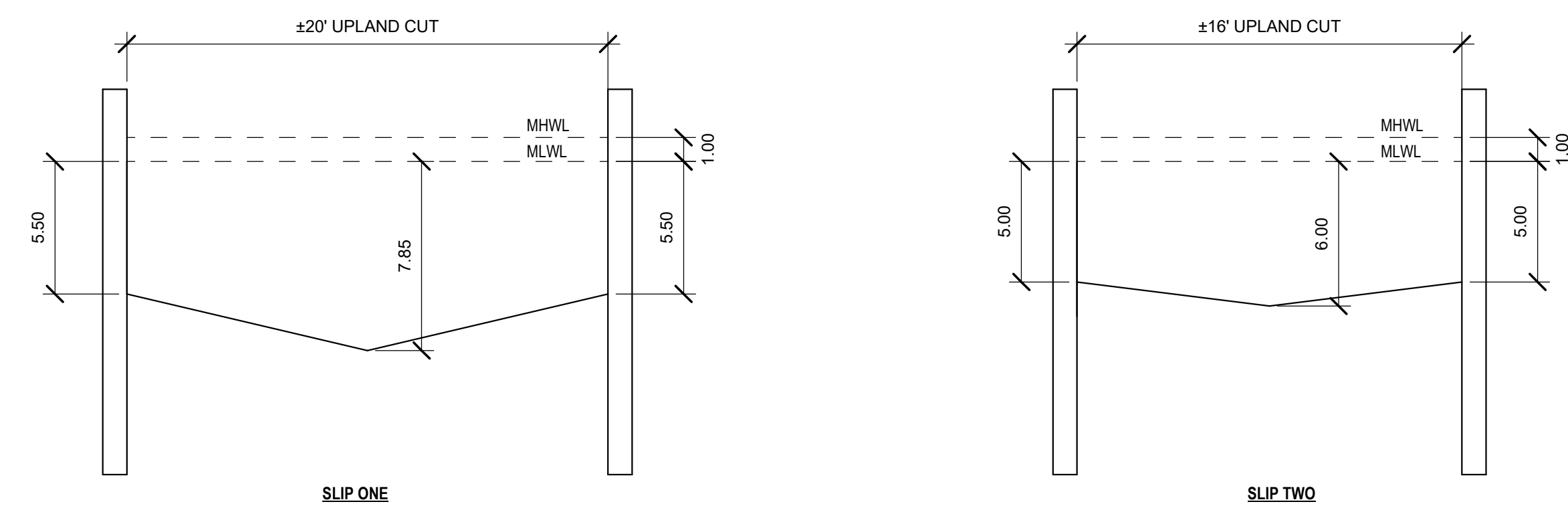
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 3/4" = 1'-0"



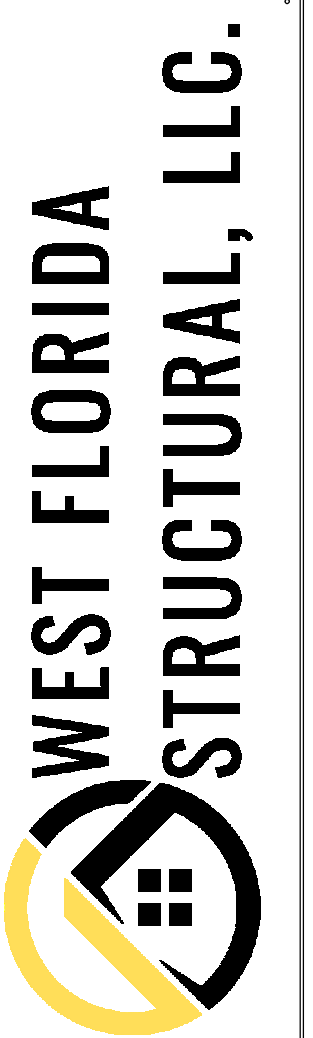
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4 EXISTING UPLAND CUT SECTIONS  
 3/16" = 1'-0"



Date: 10/06/22  
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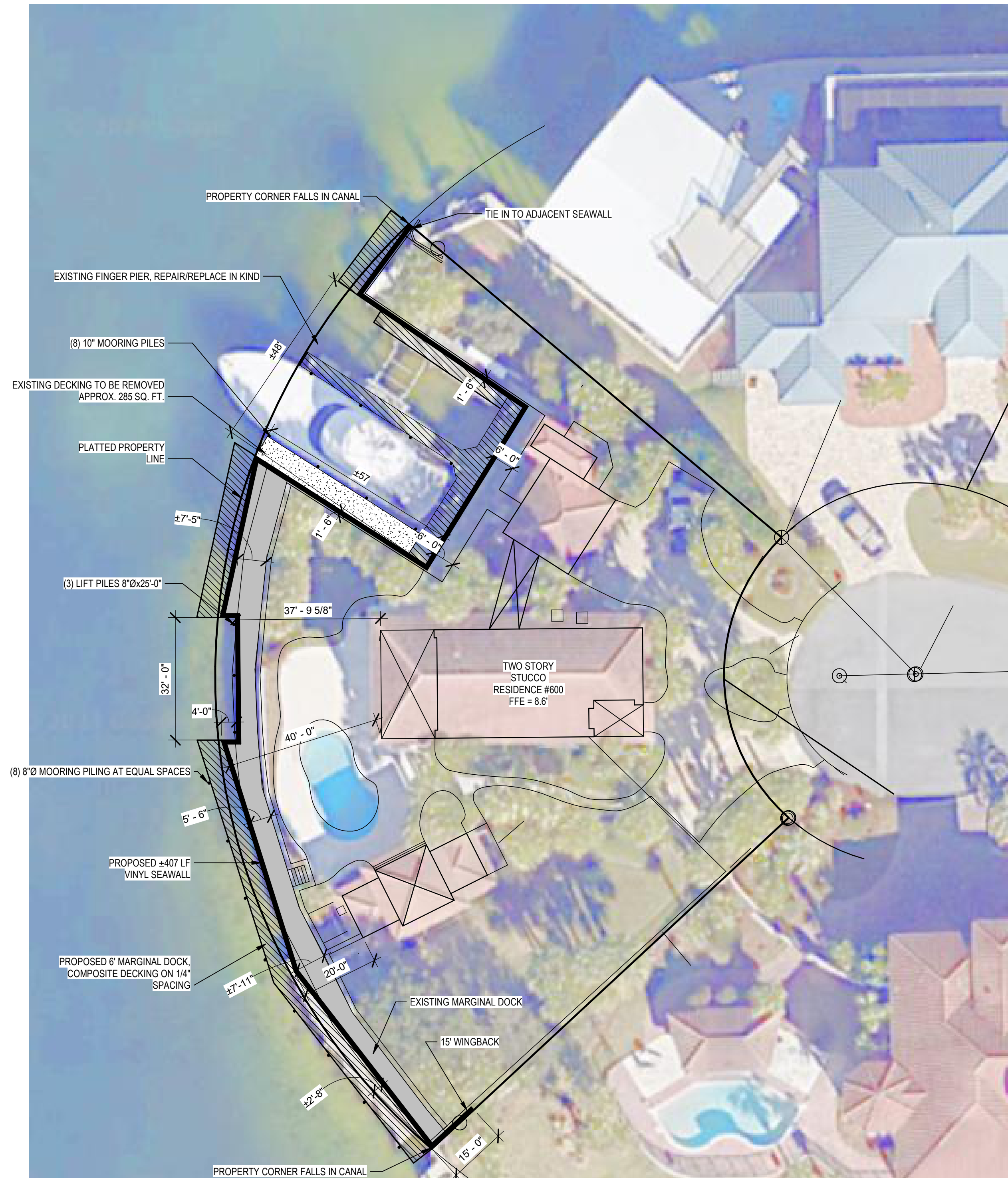


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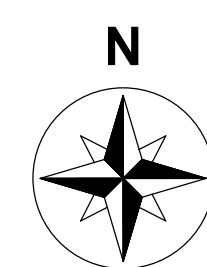
SHEET TITLE  
**PROPERTY  
 OVERLAY**

SHEET NUMBER  
**S-2**



**PROJECT AREAS:**

EXISTING OVER WATER SURFACE AREA =	±2220 SF
PROPOSED OVER WATER SURFACE AREA =	±1747 SF
PROPOSED MARGINAL DOCK LENGTH =	±176 LF
PROPOSED MARGINAL DOCK AREA =	±1,096 SF
PROPOSED UPLAND DOCK AREA =	±878 SF
PROPOSED WHITE SAND BACKFILL =	±500 CY
±60 FT MARGINAL DOCK LEG =	±360 SF
±66 FT MARGINAL DOCK LEG =	±396 SF
±47 FT MARGINAL DOCK LEG =	±282 SF
±23 FT MARGINAL DOCK LEG =	±138 SF



**1 SITE PLAN - 600 MAGNOLIA DR PROPERTY OVERLAY**  
 1" = 20'-0"

**From:** [Palmer, Jodi J CIV \(USA\)](#)  
**To:** [jnc\\_gray@yahoo.com](mailto:jnc_gray@yahoo.com); [Elise@mycompassmarine.com](mailto:Elise@mycompassmarine.com)  
**Cc:** [Mccraw, Kelsey L CIV USARMY CESAJ \(USA\)](#)  
**Subject:** Adams, Dennis- seawall, dock, lift  
**Date:** Friday, February 21, 2025 7:45:09 AM

---

Good morning,

This email is regarding your application for a Department of the Army, Good Corps of Engineers permit for a project known as “Adams, Dennis- seawall, dock, lift”.

It has been assigned USACE number: **SAJ-2008-01592**

Please refer to this number in all future correspondence on this project and directly to your assigned Project Manager.

Kelsey Mccraw has been assigned as the Project Manager.

She can be reached at (409) 956-1142 or [kelsey.l.mccraw@usace.army.mil](mailto:kelsey.l.mccraw@usace.army.mil)

*We request that you allow at least 10 business days before contacting your assigned project manager, copied on this message. Additionally, please be aware that work performed in waters of the United States and/or the discharge of dredged or fill material into adjacent wetlands without USACE authorization could subject you to an enforcement action from the USACE. Receipt of a permit from the Florida Department of Environmental Protection, Water Management Districts, and/or other state or local agencies does not preclude the requirement for obtaining USACE consent for the work described above prior to commencing work.*

Respectfully,  
Jodi J. Palmer  
[Jodi.J.Palmer@usace.army.mil](mailto:Jodi.J.Palmer@usace.army.mil)  
Regulatory Division – North Branch  
Jacksonville District  
US Army Corps of Engineers

CITY OF DESTIN – COMMUNITY DEVELOPMENT



# AGENDA ITEM

**MEETING DATE:** March 27, 2025  
**BOARD/COMMITTEE:** Harbor & Waterways Board  
**TYPE OF AGENDA ITEM:** Action Item  
**OUTLINE NUMBER:** 5.B.

---

**TO:** Harbor & Waterways Board

**THRU:** Kimberly Kopp, City Attorney  
Steve O'Connor, Deputy Community Development Director  
Daniel Butler, Principal Planner

**FROM:** Ashley Dominguez, Planner

**DATE:** March 13, 2025

**SUBJECT:** 84 Indian Bayou Dr, Residential Marine Construction, HWB-001554-2025

---

**I. BACKGROUND:** Richard Lauterbach has applied for Harbor and Waterways Board review for the construction of a new single-family dock and a covered boat lift.

The applicant seeks a recommendation of approval from the Harbor and Waterways Board for a Residential Marine Construction Project proposing a dock and covered boat slip with:

Total Square Feet:	1,350
Total Number of Piers or Docks:	1 Dock
Total Length:	75'
Total Slip Density:	1
Located in the Destin Harbor:	No

**II. DISCUSSION:** The applicant requests Harbor and Waterways Board review of the Proposed Residential Marine Construction Project located at 84 Indian Bayou Drive within Indian Bayou.

The Harbor and Waterways Board is being asked to review the Proposed Residential Marine Construction Project per Land Development Code **Section 11.05.01 - General regulations; prohibitions** and **Section 11.05.02 – Permitting procedures**. Below are Staff’s findings with respect to **Section 11.05.01** and **Section 11.05.02**; items not applicable to this project are marked “Not Applicable.”

**11.05.01. General regulations; prohibitions.** *This article establishes and regulates the procedures and standards by which the City controls and regulates development, construction and activities within and contiguous to the Harbor and waterways of Destin. The following regulations and prohibitions shall apply to the Harbor and waterways of Destin:*

A. No person shall construct or add to an existing dock, seawall, bulkhead, mooring or piling, modify an existing submerged land lease, or conditions thereto, or conduct dredge or fill operations in, or contiguous to, the Harbor or waterways of Destin without first obtaining the proper authorization from the appropriate federal, state and City agencies.

***Staff response:*** *The applicant has submitted for authorization from all appropriate agencies.*

B. The addition or modification of a boat lift or pilings within an existing legal and conforming boat slip shall not require the review of the Harbor and Waterways Board or the City Council. Rather, a copy of the U.S. Army Corps of Engineers permit, DEP permit, and a homeowner's association approval (if applicable) shall accompany a completed application for a building permit, provided no additional slips are created.

***Staff response:*** *Not applicable.*

C. No fish carcasses and debris shall be discharged into the Harbor or waterways of Destin.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

D. No person who maintains or operates a dock shall allow or permit the disposal of fish carcasses, litter, waste petroleum products or other pollutants into the Harbor or waterways of Destin. Trash disposal receptacles shall be anchored to each dock to ensure compliance with the provisions of this article.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

E. No fuel or oil shall be willfully or knowingly discharged in the Harbor or waterways of Destin. No dock which sells fuel or oil shall be constructed, operated or maintained in the Harbor or waterways of Destin unless an oil abatement plan, in accordance with Coast Guard guidelines, is available at each dock. The Destin Harbor and Waterways Board shall review and recommend approval or disapproval of each oil abatement plan to the City Council, which shall have approval authority. Each existing dock which sells fuel or oil shall develop and have approved an oil abatement plan acceptable to the City. All new docks which sell fuel or oil shall develop and have an approved oil abatement plan, which is acceptable to the City, prior to receiving a building permit from the City.

***Staff response:*** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to. This is a residential dock; therefore, no fuel or oil will be sold, and an oil abatement plan is not required.*

F. No new or existing dock shall be constructed or modified such that the length of any pier as completed is greater than 20 percent of the width of the Harbor or waterway at the place where the pier is located, or out 200 feet, whichever is less, except in Choctawhatchee Bay.

*Staff response: Proposed construction complies with this regulation. 20% of 375 LF would be 75 LF..*

G. No piling(s) shall be added to the waterward end of any pier whose piling(s) would make the total length of the dock more than 200 feet, or 20 percent of the waterway, whichever is less, except in Choctawhatchee Bay.

*Staff response: Proposed construction complies with this regulation. 20% of 375 LF would be 75 LF.*

H. No vessel shall be moored or docked on the waterward end of any pier of the maximum legal length, as determined pursuant to subsection F above, for more than 72 hours.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

I. No dock shall be constructed which permits the commercial docking of boats with on-board toilets unless such the dock is equipped with a sewage pump-out.

*Staff response: Not applicable.*

J. No dock shall be constructed which permits the docking of a live-aboard unless such vessel has an operable holding tank.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

K. No boat shall be moored in the Harbor or waterways of Destin such that it constitutes a hazard to navigation.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

L. No dock shall be constructed such that it constitutes a hazard to navigation.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

M. Excepting docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, no dock shall be longer than the width, at the mean high-water line, of the lot to which the dock is attached.

*Staff response: The width of the property at the Mean-High Water Line (MHWL) is approximately 100', per the survey submitted. As the proposed dock is 75' long, this*

*complies with the LDC.*

1. For those docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, a dock may be constructed to a length of 1.5 times the width of the property at the mean high-water line, provided the length of the dock does not exceed the maximum length established by paragraphs F and G above.

*Staff response: Not applicable*

2. For the purpose of this subsection, lots may be combined with neighboring lots. However, no dock may exceed the limitations specified in subsection F above.

*Staff response: Not applicable.*

N. No dock shall be constructed or modified such that slip density exceeds one slip per eight linear feet of waterfront footage except that, on canals, no lot may have more than one slip per 45 linear feet of waterfront. However, all lots riparian to a canal shall be entitled to at least two slips on the canal.

*Staff response: The proposed construction complies with this regulation. Only 1 slip is proposed, so they will not exceed the required slip density.*

O. No boat or vessel, entering into, exiting or operating within the Destin Harbor shall operate at such speed that would create a wake that endangers other boats or vessels, swimmers or other persons within the Destin Harbor, or would contribute to any adjacent land erosion.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

P. No heated or cooled water may be emitted into the Harbor, waterways, or the Harbor canals other than from a boat.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

Q. No pier shall extend more than six feet into a canal right-of-way.

*Staff response: Not applicable.*

R. No discharge of water shall contain phosphorous or any other substance likely to cause a violation of the water quality standards specified in Chapter 17-302, Florida Administrative Code.

*Staff response: This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

S. No dock or vessel shall be placed within the 25-foot setback of a property line without providing prior written notification to the adjoining landowners and requesting their response. Any objections received from the adjoining property owners will be considered by the Harbor

and Waterways Board in their recommendations to the City Council.

**Staff response:** *Although the proposed dock is not within the 25-foot riparian setback, Staff sent the provided Adjacent Property Notification to the neighboring properties on March 4<sup>th</sup>, 2025.*

T. No dock shall unreasonably interfere with the riparian rights of others.

**Staff response:** *Staff sent the provided Adjacent Property Notification to the neighboring properties on March 4<sup>th</sup>, 2025. As proposed, the riparian rights of others are not interfered with.*

U. No dock of 100 feet or longer shall be constructed unless a white navigation/security night-light is installed at the furthest point seaward on said dock and such light is to be illuminated continuously from dusk to dawn every night of the year. All existing docks 100 feet or longer shall install and operate a navigation/security light pursuant to this subsection. Each light shall be installed within 90 days after adoption of this Code.

**Staff response:** *Not applicable.*

V. No commercially operated boat docking facilities shall be permitted or operated unless equipped with firefighting facilities as specified by the City.

**Staff response:** *Not applicable.*

W. No construction shall be allowed which violates any provision of the Standard Building Code, as adopted by the City.

**Staff response:** *Applicant must obtain an approved Marine Construction Permit prior to any construction.*

X. No electrical or water service upon any dock shall be installed unless a permit is obtained from the Planning Department and Building Department for that service.

**Staff response:** *Applicant must obtain an approved Marine Construction Permit prior to any construction.*

Y. No person, while operating a boat within the or waterways of Destin shall allow or permit the disposal of fish carcasses, litter, waste, petroleum products or other pollutants into the Harbor or waterways of Destin from such boats.

**Staff response:** *This regulation applies to all users of the harbor and waterways of Destin and shall be adhered to.*

Z. No lot, or multi-contiguous lots, with less than 50 feet of waterfront footage shall be allowed individual docks, unless they are parallel to the shoreline. However, docks may be allowed under the provisions of subsection **11.05.01.M.2.**

*Staff response: Not applicable.*

Pursuant to **Section 11.05.03, Land Development Code (LDC)**, all construction shall be inspected by the City Building Inspector for compliance with applicable building codes. The applicant shall be responsible for the condition and repair of permitted docks and failure to maintain said docks in a safe condition shall constitute grounds for revocation of the permit.

- 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:** The applicant requests Harbor and Waterways Board approval for a Residential Marine Construction Project located at 84 Indian Bayou Drive. Additionally, the applicant provided approvals from both the Florida Department of Environmental Protection (FDEP), Permit No.:0444565-001-EI/46 and U.S. Army Corps of Engineers (USACE), SAJ-2024-00075.

City Staff reviewed the application and determined that the plans comply with **LDC Section 11.05.00, Marina Siting**, and the Coastal Management Element of the City's Comprehensive Plan (**Coastal Management Element Policy 6-1.1.6**).

**IV. RECOMMENDED MOTION:** I move that the Harbor and Waterways Board approve the Proposed Residential Marine Construction Project at 84 Indian Bayou Drive, for the construction of a new single-family residential dock and a covered boat lift, with the following conditions:

1. All applicable Federal or State approvals shall be submitted with the Marine Construction Permit application; and
2. All regulations of the City's Marina Siting **LDC Section 11.05.00** shall be adhered to and followed at all times.

**ALTERNATIVE MOTION:**

I move that the Harbor and Waterways Board deny the Proposed Residential Marine Construction Project at 84 Indian Bayou Drive.

Attachments:

1. Adjacent Property Notification
2. Boundary Survey
3. Existing Conditions- Images
4. FDEP Approval
5. HOA Approval

**ITEM # 2025-312**

6. Proof of Ownership
7. Scaled and  
Dimensioned Site Plan
8. USACE Approval



# Community Development Planning Division

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

March 4<sup>th</sup>, 2025

**SUBJECT: Notification of Harbor & Waterways Board Application (HWB- 001554-2025) – Residential Marine Construction – 84 Indian Bayou Dr**

Dear Property Owner:

This letter is to notify you of a proposed marine construction project at **84 Indian Bayou Dr**. The Marine Construction application requires Harbor & Waterways Board review and recommendation. **The Application will be heard by the Harbor & Waterways Board at 5:30 p.m. at the Destin City Hall Annex, 4100 Indian Bayou Trail on March 27<sup>th</sup>, 2025 (tentative).**

As an owner of property located near this project, *Destin Land Development Code (LDC) Sections 2.17.00 & 11.05.01.S* require a written notice providing you with the following information. This project proposes new marine construction in proximity to your property line; therefore, The City is requesting your input on the matter. If you would like to provide any comments you may respond by sending an email to the email address listed below, or by appearing before the Harbor & Waterways Board.

*This notice is for informational purposes only and no action is required of you. However, citizens are encouraged to provide a response to the email address provided below.*

1. Name of Owner: Richard Lauterbach
2. Name of Agent: William Luke, Anchor Marine Construction Inc.
3. Address of Project: 84 Indian Bayou Dr.
4. Parcel ID Number: 00-2S-22-1280-000E-0010
5. Project Description: Construction of new residential dock and boatlift
6. Location of Application Package: To request that a digital copy of the application package be sent to you, please call the City Clerk at (850) 837-4242 or fill out a Public Records Request (PRR) online: <http://www.cityofdestin.com/forms.aspx?fid=121>

If you have any questions or concerns regarding this letter, please do not hesitate to contact us at (850) 842-4669 or via email at [planning@cityofdestin.com](mailto:planning@cityofdestin.com).

Sincerely,

Ashley Dominguez  
Planner

CC: Steve O'Connor, Deputy Community Development Director  
Planning  
Project File



# SURVEY REPORT:

1. NO SEARCH OF THE PUBLIC RECORDS WAS DONE BY FGS-SURVEYORS, LLC., VISIBLE EVIDENCE OF EASEMENTS WILL BE SHOWN HEREON, BUT NO CERTIFICATION IS GIVEN THAT EASEMENTS, DEED OVERLAPS, UNDERGROUND IMPROVEMENTS OR APPARENT USES DO NOT EXIST.
2. THIS SURVEY DEPICTED HEREON WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS DEFINED IN CHAPTER 5J-17.051 OF THE FLORIDA ADMINISTRATIVE CODE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.027 OF THE FLORIDA STATUTES.
3. NO ENVIRONMENTAL JURISDICTIONAL LINES HAVE BEEN DETERMINED BY FGS-SURVEYORS, LLC.
4. APPARENT USES ARE AS SHOWN. NO APPARENT USES WERE DETERMINED.
5. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
6. BEARINGS SHOWN HEREON ARE REFERENCED TO THE LINE AS SHOWN ABOVE. BEARINGS SHOWN HEREON ARE REFERENCED TO THE EAST RIGHT OF WAY LINE OF INDIAN BAYOU DRIVE, SAID LINE BEARING N11°59'24"W AS ESTABLISHED BY STATE PLANE COORDINATES, FLORIDA NORTH ZONE, NORTH AMERICAN DATUM OF 1983,
7. THE DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
8. THIS PARCEL LIES IN FLOOD ZONE AE (8), AE (7) AND ZONE X (0.2% ANNUAL CHANCE OF FLOOD HAZARD) AS DETERMINED BY SCALE FROM FEMA PANEL #12091C0489J, DATED 03/09/2021, AND FURNISHED BY FEMA FLOOD MAP SERVICE CENTER.

## LEGEND:

- No. OR # = NUMBER  
 —|— = DISTANCE NOT TO SCALE  
 L.B. = LICENSED BUSINESS  
 L.S. = LICENSED SURVEYOR  
 P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER  
 ± = MORE OR LESS  
 R/W = RIGHT OF WAY  
 FND = FOUND NAIL AND DISK  
 NO ID = NO IDENTIFICATION  
 NAD = NORTH AMERICAN DATUM  
 NAVD = NORTH AMERICAN VERTICAL DATUM  
 (F) = FIELD MEASURED DATA  
 (P) = RECORD PLAT DATA  
 W/E = WATERS EDGE  
 [W] = WATER METER  
 [T] = TELEPHONE SERVICE BOX  
 [X] = IRRIGATION CONTROL VALVE  
 ⊕ = (FIR) FOUND 1/2" CAPPED IRON ROD, NO IDENTIFICATION  
 ● = (FIR) FOUND 1/2" CAPPED IRON ROD, IDENTIFICATION NUMBER FURNISHED

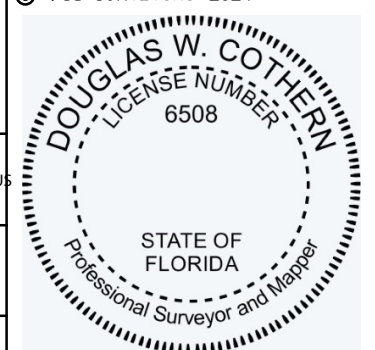
## THIS SURVEY IS CERTIFIED TO:

RICHARD & LINDA LAUTERBACH  
 MCNEESE TITLE, LLC  
 FIRST AMERICAN TITLE INSURANCE COMPANY

LOT 1, BLOCK E  
 INDIAN BAYOU

PLAT BOOK 5, PAGE 114-117, UNSECTIONALIZED TOWNSHIP 2 SOUTH, RANGE 22 WEST  
 OKALOOSA COUNTY, FLORIDA

© FGS SURVEYORS 2024



TYPE SURVEY: BOUNDARY

CLIENT: MCNEESE

FIELD DATE: 03/27/2024 F.B. 24-001

COORDINATE SYSTEM: State Plane - Florida North

HORIZ. DATUM: NAD 1983 VERT. DATUM: NAVD 1988

Douglas W Cothern  
 cn=Douglas W Cothern, o=FGS,  
 email=doug.c@fgs-surveyors.com, c=US  
 2024.04.03 10:17:50 -05'00'  
 2024.001.20629

HORACE WAYNE WALKER, JR. - FL PSM No.5029  
 DOUGLAS W. COTHERN - FL PSM No.6508

02 APRIL 2024 LB #8227

Drawn By: BC  
 Checked By: DWC

MAP#

240102

SHEET 1 OF 2

**FGS-SURVEYORS**

(833) 787-8627 | WWW.FGS-SURVEYORS.COM  
 403 BOB SIKES BOULEVARD  
 FORT WALTON BEACH, FL 32547



**FGS**

11/9/2022 Doug Cothran q:\state-proj\florida-proj\2024-projects\240102 indian bayou drive-84\cadd files\dwg\240102 indian bayou dr 84

OKALOOSA COUNTY PARCEL I.D.#  
00-2S-22-0000-0046-0000

INDIAN BAYOU  
MHWL=0.68'  
GRASS LINE

FLOOD ZONE AE (8)

FLOOD ZONE AE (7)

FLOOD ZONE X 0.2%

LOT 1  
BLOCK E

LOT 2  
BLOCK E

30' FRONT BUILDING SETBACK LINE(BSL)

FIR 1/2  
L.B. 3724

FIR 1/2  
L.B. 3293

FND LB2355

N11°59'24"W - 100.06'(F)  
N13°08'15"W - 100.00'(P)  
REFERENCE BEARING

N13°08'15"W - 260.07'(P)  
N11°52'01"W - 259.98'(F)

N76°51'45"E - 160.00'(P)  
N78°06'38"E - 103.93'(F)

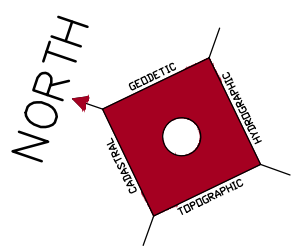
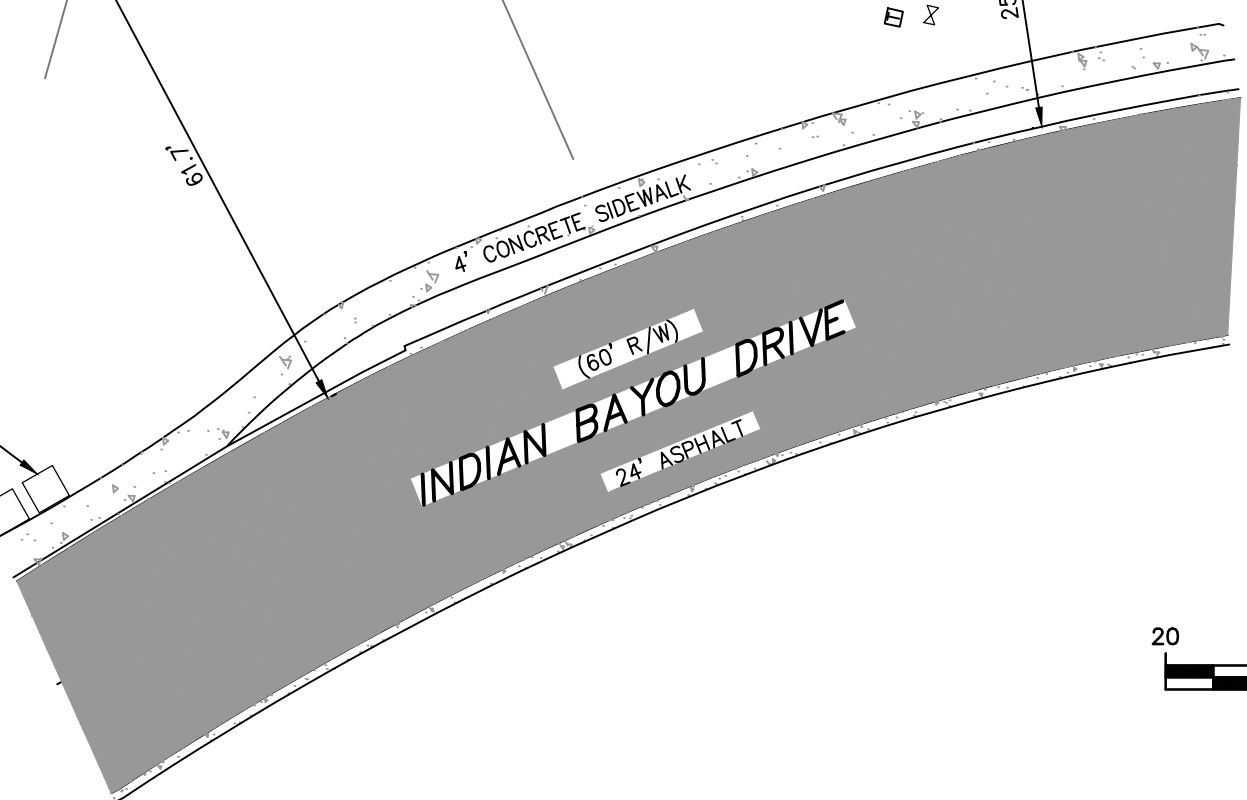
N78°02'31"E - 159.50'(F)  
N76°51'45"E - 160.00'(P)

22.0'±

46.0'±

25.5'

ELECTRICAL  
BOXES  
LIGHT POLE



GRAPHIC SCALE  
1" = 20'



**FGS-SURVEYORS**

(833) 787-8627 | WWW.FGS-SURVEYORS.COM  
403 BOB SIKES BOULEVARD  
FORT WALTON BEACH, FL 32547

**240102**

SHEET  
**2**  
OF 2











# FLORIDA DEPARTMENT OF Environmental Protection

Northwest District  
160 W. Government Street, Suite 308  
Pensacola, Florida 32502-5794

**Ron DeSantis**  
Governor

**Jeanette Nuñez**  
Lt. Governor

**Alexis A. Lambert**  
Secretary

## **Permittee/Authorized Entity:**

Richard Lauterbach  
485 Captains Cir.  
Destin, FL. 32541  
[dicklauterbach@gmail.com](mailto:dicklauterbach@gmail.com)

**Lauterbach Dock**  
Okaloosa County

## **Authorized Agent:**

Jason Taylor  
1225 Oakview Rd.  
Decatur, GA 30030  
[jason@oakhurstconsult.com](mailto:jason@oakhurstconsult.com)

**Environmental Resource Permit**  
**State-owned Submerged Lands Authorization – Granted**

**U.S. Army Corps of Engineers Authorization – Separate Corps Authorization  
Required**

Okaloosa County  
Permit No.: 0454171-001-EI/46

**Permit Issuance Date: January 10, 2025**  
**Permit Construction Phase Expiration Date: January 10, 2030**



# FLORIDA DEPARTMENT OF Environmental Protection

Northwest District  
160 W. Government Street, Suite 308  
Pensacola, Florida 32502-5794

**Ron DeSantis**  
Governor

**Jeanette Nuñez**  
Lt. Governor

**Alexis A. Lambert**  
Secretary

## Consolidated Environmental Resource Permit and Sovereignty Submerged Lands Authorization

**Permittee/Grantee: Richard Lauterbach**  
**Permit No: 0454171-001-EI/46**

### PROJECT LOCATION

The activities authorized by this permit and sovereignty submerged lands authorization are located at 84 Indian Bayou Dr., Parcel ID 00-2S-22-1280-000E-0010, Destin, Florida 32541, in Section 21, Township 2 South, Range 22 West in Okaloosa County, at 30°23'59.6764" North Latitude, -86°26'58.0222" West Longitude

### PROJECT DESCRIPTION

The permittee is authorized to construct a 1,350 square foot single-family dock consisting of a 55-foot by 4-foot access pier, a 20-foot by 16-foot terminal platform, a 12-foot by 8-foot step-down platform, a 53-foot by 4-foot catwalk, a 36-foot by 13-foot covered boat lift with a 17-foot by 2-foot roof overhang and an upland retaining wall that will be 5 feet landward of the Mean High Water Line. The dock will use approximately twenty (20) 6-inch pilings and eight (8) 8-inch pilings that will be vibrated into the water within Indian Bayou a Class II, Florida Waterbody and Prohibited Shellfish Harvesting Area. Authorized activities are depicted on the attached exhibits.

### AUTHORIZATIONS

#### **Lauterbach Dock**

#### Environmental Resource Permit

The Department has determined that the activity qualifies for an Environmental Resource Permit. Therefore, the Environmental Resource Permit is hereby granted, pursuant to Part IV of Chapter 373, Florida Statutes (F.S.), and Chapter 62-330, Florida Administrative Code (F.A.C.).

#### Sovereignty Submerged Lands Authorization

The activity is located on sovereignty submerged lands owned by the State of Florida. It therefore also requires authorization from the Board of Trustees of the Internal Improvement Trust Fund (Board of Trustees), pursuant to Article X, Section 11 of the Florida Constitution, and Section 253.77, F.S. As staff to the Board of Trustees of the Internal Improvement Trust Fund (Board of Trustees) under Sections 253.002, F.S., the Department has determined that the activity qualifies for and requires a Letter of Consent, as long as the work performed is located within the boundaries as described and is consistent with the terms and conditions herein.

During the term of this Letter of Consent you shall maintain satisfactory evidence of sufficient upland interest as required by paragraph 18-21.004(3)(b), Florida Administrative Code. If such interest is terminated or the Board of Trustees determines that such interest did not exist on the date of issuance of this Letter of Consent, this Letter of Consent may be terminated by the Board of Trustees at its sole option. If the Board of Trustees terminates this Letter of Consent, you agree not to assert a claim or defense against the Board of Trustees arising out of this Letter of Consent.

#### Federal Authorization

Your proposed activity as outlined on your application and attached drawings **does not qualify** for Federal authorization pursuant to the State Programmatic General Permit and a **SEPARATE permit** or authorization **shall be required** from the Corps. You must apply separately to the Corps using the Application for Department of the Army Permit (ENG 4345) or alternative as allowed by Corps regulations. More information on Corps permitting may be found online in the Jacksonville District Regulatory Division Sourcebook:

(<https://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/>).

Authority for review - an agreement with the USACOE entitled "Coordination Agreement Between the U. S. Army Corps of Engineers (Jacksonville District) and the Florida Department of Environmental Protection (or Duly Authorized Designee), State Programmatic General Permit", Section 10 of the Rivers and Harbor Act of 1899, and Section 404 of the Clean Water Act.

#### Coastal Zone Management Consistent

Issuance of this authorization also constitutes a finding of consistency with Florida's Coastal Zone Management Program, as required by Section 307 of the Coastal Zone Management Act.

#### Water Quality Certification Granted

This permit also constitutes a *grant* of water quality certification under Section 401 of the Clean Water Act, 33 U.S.C. Section 1341. Pursuant to Rule 62-330.062, F.A.C. issuance of the individual or conceptual approval permit under this chapter shall constitute certification of compliance with water quality standards.

#### Other Authorizations

You are advised that authorizations or permits for this activity may be required by other federal, state, regional, or local entities including but not limited to local governments or municipalities. This permit does not relieve you from the requirements to obtain all other required permits or authorizations.

The activity described may be conducted only in accordance with the terms, conditions and attachments contained in this document. Issuance and granting of the permit and authorizations herein do not infer, nor guarantee, nor imply that future permits, authorizations, or modifications will be granted by the Department.

## **PERMIT/SOVEREIGNTY SUBMERGED LANDS CONDITIONS**

The activities described must be conducted in accordance with:

- **The Specific Conditions**
- **The General Conditions**
- **The Special Consent Conditions**
- **The General Conditions for Sovereignty Submerged Lands Authorization**
- **The limits, conditions and locations of work shown in the attached drawings**
- **The term limits of this authorization**

You are advised to read and understand these conditions and drawings prior to beginning the authorized activities, and to ensure the work is conducted in conformance with all the terms, conditions, and drawings herein. If you are using a contractor, the contractor also should read and understand these conditions and drawings prior to beginning any activity. Failure to comply with these conditions, including any mitigation requirements, shall be grounds for the Department to revoke the permit and authorization and to take appropriate enforcement action. Operation of the facility is not authorized except when determined to be in conformance with all applicable rules and this permit and sovereignty submerged lands authorization, as described.

### **SPECIFIC CONDITIONS**

1. The construction phase expires at 11:59 p.m. on the date indicated on the cover page of this permit.
2. For emergencies involving a serious threat to the public health, safety, welfare, or environment, the emergency telephone contact number is (800) 320-0519 (State Warning Point). The Department telephone number for reporting non-threatening problems or system malfunctions is (850) 595-0663, day or night.
3. The mailing address for submittal of forms for the “Construction Commencement Notice”, “As-Built Certification ...”, “Request for Conversion of Stormwater Management Permit Construction Phase to Operation and Maintenance Phase”, or other correspondence is FDEP, SLERP, 160 W Government St., Suite 308 Pensacola Florida, 32502.

### **SPECIFIC CONDITIONS - PRIOR TO ANY CONSTRUCTION**

4. Best management practices for erosion control shall be implemented prior to construction commencement and shall be maintained at all times during construction to prevent siltation and turbid discharges in excess of the ambient turbidity levels of the surrounding Outstanding Florida Waters.
5. Prior to the initiation of any work authorized by this permit, floating turbidity screens with weighted skirts that extend to within 1 ft. of the bottom shall be placed around the active construction areas of the site. The screens shall be maintained and shall remain in place for the duration of the project construction to ensure that turbidity levels outside the construction area do not degrade the ambient water quality of Outstanding Florida Waters. The permittee shall be responsible for inspecting and maintaining turbidity

control devices so no degradation of the ambient water quality of Outstanding Florida Waters outside of the turbidity screens occurs. Turbidity shall be monitored as described in the monitoring portion of this permit.

#### **SPECIFIC CONDITIONS – CONSTRUCTION ACTIVITIES**

6. If the approved permit drawings and/or narrative conflict with the Specific Conditions, then the Specific Conditions shall prevail.
7. All wetland areas or water bodies which are adjacent to the specific limits of construction authorized by this permit shall be protected from erosion, sedimentation, siltation, scouring, excess turbidity or dewatering.
8. A floating turbidity curtain shall be installed around the construction area and will remain in place until pilings have been installed and turbidity levels within the work area have returned to background levels prior to construction of the dock.
9. Any damage to wetlands outside of the authorized impact areas as a result of construction shall be immediately reported to the Department at (850)595-8300 and repaired by reestablishing the pre-construction elevations and replanting vegetation of the same species, size, and density as that in the adjacent areas. The restoration shall be completed within 30 days of completion of construction, and the Department shall be notified of its completion within that same 30-day period.
10. Construction equipment shall not be repaired or refueled in wetlands or elsewhere within waters of the state.
11. Watercraft associated with the construction of the permitted structure shall operate within waters of sufficient depth to preclude bottom scouring, prop dredging or damage to submerged bottom or submerged resources. During all construction activities, there shall be a minimum of 1-foot clearance between the draft of the construction vessel and the top of any submerged resources or submerged bottom.
12. The following measures shall be taken by the permittee whenever turbidity levels within waters of the State surrounding the project site exceed the ambient water quality levels of the Outstanding Florida Waters:
  - a. Immediately cease all work contributing to the water quality violation.
  - b. Modify the work procedures that were responsible for the violation, and install more turbidity containment devices and repair any non-functioning turbidity containment devices.
  - c. Notify the Department of Environmental Protection, Submerged Lands & Environmental Resources Program, Compliance and Enforcement Section, Northwest District Office, 160 W Government Street, Pensacola, Florida 32502-5794, in writing or by telephone at (850)595-8300 within 24 hours of the time the violation is first detected.

13. There shall be no storage or stockpiling of tools or materials (i.e., lumber, pilings, equipment) within wetlands, along the shoreline within the littoral zone, or elsewhere within waters of the state unless specifically approved in the permit.
14. All cleared vegetation, excess lumber, scrap wood, trash, garbage and any other type of debris shall be removed from wetlands/waters of the state within 14 days of completion of the work authorized in this permit.
15. All chemically-treated pilings associated with the permitted docking structures and mooring piles shall be wrapped with impermeable plastic or PVC sleeves in such a manner as to reduce the leaching of deleterious substances from the pilings. The sleeves shall be installed concurrently with the installation of the pilings, shall extend from at least 6" below the level of the substrate to at least 2' above the mean high-water line and shall be maintained over the life of the structure.
16. The elevation of the decking shall be a minimum of 5 feet above the mean high-water line and shall have a minimum of 1/2-inch spacing between deck planks.
17. Deck planks shall be no wider than eight inches.
18. This permit does not authorize the construction of additional structures not illustrated on the permit drawings. Examples of additional structures, which are not authorized by this permit include but are not limited to: enclosed sides, walkways, doors, awnings, and decking around or under the bottom of the pile-supported structures. Storage of equipment, pesticides, herbicides, construction material, trash receptacles, or part of a septic tank system beneath the pile-supported structure is prohibited.
19. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The applicant shall contact the Florida Department of State, Division of Historical Resources, Compliance and Review Section at (850)-245-6333. Project activities shall not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

#### **SPECIFIC CONDITIONS - OTHER LISTED SPECIES**

20. This permit does not authorize the permittee to cause any adverse impact to or "take" of state-listed species and other regulated species of fish and wildlife. Compliance with state laws regulating the take of fish and wildlife is the responsibility of the owner or applicant associated with this project. Please refer to Chapter 68A-27 of the Florida Administrative Code for definitions of "take" and a list of fish and wildlife species. If listed species are observed onsite, FWC staff are available to provide decision support information or assist

in obtaining the appropriate FWC permits. Most marine endangered and threatened species are statutorily protected and a “take” permit cannot be issued. Requests for further information or review can be sent to [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com).

21. If new information (e.g. listing of new species, new critical habitat, etc.) shows that the magnitude of impacts to federally listed species has the potential for adverse effects, the U.S. Fish and Wildlife Service (USFWS) will notify the Department. The Department will initiate coordination with the permittee and with the USFWS to determine what adverse impacts are likely and if additional minimization measures, reporting, or monitoring are required in order to be consistent with the Endangered Species Act, as deemed necessary by USFWS.
22. The Permittee shall report any injured, sick, or dead federally or state-listed animal(s) discovered onsite to the Florida Fish and Wildlife Conservation Commission Wildlife Alert number at 888-404-FWCC (3922).

#### **SPECIFIC CONDITIONS – OPERATION AND MAINTENANCE ACTIVITIES**

23. To protect benthic and wetland resources when present, the elevation of the decking shall be maintained at a minimum of five feet above mean high for the life of the facility. There shall be a minimum of ½-inch spacing between deck planks maintained for the life of the facility.
24. All future authorized replacement pilings for the docking structures shall be spaced at least ten feet apart and shall be installed by vibrating, pounding or hand-auguring them in place. Jetting of pilings within seagrass areas shall be prohibited.
25. There shall be a minimum 12-inch clearance between the deepest draft of the vessel (with the motor in the down position) and top of the outstretched submerged aquatic vegetation at mean low water so as to preclude bottom scouring or prop dredging.
26. Overboard discharges of trash, human or animal waste, or fuel shall not occur at the dock.

#### **GENERAL CONDITIONS FOR INDIVIDUAL PERMITS**

The following general conditions are binding on all individual permits issued under this chapter, except where the conditions are not applicable to the authorized activity, or where the conditions must be modified to accommodate project-specific conditions.

1. All activities shall be implemented following the plans, specifications and performance criteria approved by this permit. Any deviations must be authorized in a permit modification in accordance with rule 62-330.315, F.A.C. Any deviations that are not so authorized may subject the permittee to enforcement action and revocation of the permit under chapter 373, F.S.

2. A complete copy of this permit shall be kept at the work site of the permitted activity during the construction phase, and shall be available for review at the work site upon request by the Agency staff. The permittee shall require the contractor to review the complete permit prior to beginning construction.
3. Activities shall be conducted in a manner that does not cause or contribute to violations of state water quality standards. Performance-based erosion and sediment control best management practices shall be installed immediately prior to, and be maintained during and after construction as needed, to prevent adverse impacts to the water resources and adjacent lands. Such practices shall be in accordance with the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (Florida Department of Environmental Protection and Florida Department of Transportation, June 2007), and the Florida Stormwater Erosion and Sedimentation Control Inspector's Manual (Florida Department of Environmental Protection, Nonpoint Source Management Section, Tallahassee, Florida, July 2008), which are both incorporated by reference in subparagraph 62-330.050(9)(b)5., F.A.C., unless a project-specific erosion and sediment control plan is approved or other water quality control measures are required as part of the permit.
4. At least 48 hours prior to beginning the authorized activities, the permittee shall submit to the Agency a fully executed Form 62-330.350(1), "Construction Commencement Notice," (October 1, 2013), (<http://www.flrules.org/Gateway/reference.asp?No=Ref-02505>), incorporated by reference herein, indicating the expected start and completion dates. A copy of this form may be obtained from the Agency, as described in subsection 62-330.010(5), F.A.C., and shall be submitted electronically or by mail to the Agency. However, for activities involving more than one acre of construction that also require a NPDES stormwater construction general permit, submittal of the Notice of Intent to Use Generic Permit for Stormwater Discharge from Large and Small Construction Activities, DEP Form 62-621.300(4)(b), shall also serve as notice of commencement of construction under this chapter and, in such a case, submittal of Form 62-330.350(1) is not required.
5. Unless the permit is transferred under rule 62-330.340, F.A.C., or transferred to an operating entity under rule 62-330.310, F.A.C., the permittee is liable to comply with the plans, terms, and conditions of the permit for the life of the project or activity.
6. Within 30 days after completing construction of the entire project, or any independent portion of the project, the permittee shall provide the following to the Agency, as applicable:
  - a. For an individual, private single-family residential dwelling unit, duplex, triplex, or quadruplex – "Construction Completion and Inspection Certification for Activities Associated with a Private Single-Family Dwelling Unit" [Form 62-330.310(3)]; or
  - b. For all other activities – "As-Built Certification and Request for Conversion to Operation Phase" [Form 62-330.310(1)].
  - c. If available, an Agency website that fulfills this certification requirement may be used in lieu of the form.
7. If the final operation and maintenance entity is a third party:

- a. Prior to sales of any lot or unit served by the activity and within one year of permit issuance, or within 30 days of as-built certification, whichever comes first, the permittee shall submit, as applicable, a copy of the operation and maintenance documents (see sections 12.3 thru 12.3.4 of Volume I) as filed with the Florida Department of State, Division of Corporations, and a copy of any easement, plat, or deed restriction needed to operate or maintain the project, as recorded with the Clerk of the Court in the County in which the activity is located.
  - b. Within 30 days of submittal of the as-built certification, the permittee shall submit "Request for Transfer of Environmental Resource Permit to the Perpetual Operation and Maintenance Entity" [Form 62-330.310(2)] to transfer the permit to the operation and maintenance entity, along with the documentation requested in the form. If available, an Agency website that fulfills this transfer requirement may be used in lieu of the form.
8. The permittee shall notify the Agency in writing of changes required by any other regulatory agency that require changes to the permitted activity, and any required modification of this permit must be obtained prior to implementing the changes.
9. This permit does not:
  - a. Convey to the permittee any property rights or privileges, or any other rights or privileges other than those specified herein or in chapter 62-330, F.A.C.;
  - b. Convey to the permittee or create in the permittee any interest in real property;
  - c. Relieve the permittee from the need to obtain and comply with any other required federal, state, and local authorization, law, rule, or ordinance; or
  - d. Authorize any entrance upon or work on property that is not owned, held in easement, or controlled by the permittee.
10. Prior to conducting any activities on state-owned submerged lands or other lands of the state, title to which is vested in the Board of Trustees of the Internal Improvement Trust Fund, the permittee must receive all necessary approvals and authorizations under chapters 253 and 258, F.S. Written authorization that requires formal execution by the Board of Trustees of the Internal Improvement Trust Fund shall not be considered received until it has been fully executed.
11. The permittee shall hold and save the Agency harmless from any and all damages, claims, or liabilities that may arise by reason of the construction, alteration, operation, maintenance, removal, abandonment or use of any project authorized by the permit.
12. The permittee shall notify the Agency in writing:
  - a. Immediately if any previously submitted information is discovered to be inaccurate; and
  - b. Within 30 days of any conveyance or division of ownership or control of the property or the system, other than conveyance via a long-term lease, and the new owner shall request transfer of the permit in accordance with rule 62-330.340, F.A.C. This does not apply to the sale of lots or units in residential or commercial subdivisions or condominiums where the stormwater management system has been completed and converted to the operation phase.

13. Upon reasonable notice to the permittee, Agency staff with proper identification shall have permission to enter, inspect, sample and test the project or activities to ensure conformity with the plans and specifications authorized in the permit.

14. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, stone tools, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The permittee or other designee shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section (DHR), at (850)245-6333, as well as the appropriate permitting agency office. Project activities shall not resume without verbal or written authorization from the Division of Historical Resources. If unmarked human remains are encountered, all work shall stop immediately and the proper authorities notified in accordance with section 872.05, F.S. For project activities subject to prior consultation with the DHR and as an alternative to the above requirements, the permittee may follow procedures for unanticipated discoveries as set forth within a cultural resources assessment survey determined complete and sufficient by DHR and included as a specific permit condition herein.

15. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered binding unless a specific condition of this permit or a formal determination under rule 62-330.201, F.A.C., provides otherwise.

16. The permittee shall provide routine maintenance of all components of the stormwater management system to remove trapped sediments and debris. Removed materials shall be disposed of in a landfill or other uplands in a manner that does not require a permit under chapter 62-330, F.A.C., or cause violations of state water quality standards.

17. This permit is issued based on the applicant's submitted information that reasonably demonstrates that adverse water resource-related impacts will not be caused by the completed permit activity. If any adverse impacts result, the Agency will require the permittee to eliminate the cause, obtain any necessary permit modification, and take any necessary corrective actions to resolve the adverse impacts.

18. A Recorded Notice of Environmental Resource Permit may be recorded in the county public records in accordance with subsection 62-330.090(7), F.A.C. Such notice is not an encumbrance upon the property.

19. In addition to those general conditions in subsection (1), above, the Agency shall impose any additional project-specific special conditions necessary to assure the permitted activities will not be harmful to the water resources, as set forth in rules 62-330.301 and 62-330.302, F.A.C., Volumes I and II, as applicable, and the rules incorporated by reference in this chapter.

## **SPECIAL CONSENT CONDITIONS**

1. The applicant agrees to indemnify, defend and hold harmless the Board of Trustees and the State of Florida from all claims, actions, lawsuits and demands in any form arising out of the authorization to use sovereignty submerged lands or the applicant's use and construction of structures on sovereignty submerged lands. This duty to indemnify and hold harmless will include any and all liabilities that are associated with the structure or activity including special assessments or taxes that are now or in the future assessed against the structure or activity during the period of the authorization.
2. Failure by the Board of Trustees to enforce any violation of a provision of the authorization or waiver by the Board of Trustees of any provision of the authorization will not invalidate the provision not enforced or waived, nor will the failure to enforce or a waiver prevent the Board of Trustees from enforcing the unenforced or waived provision in the event of a violation of that provision.
3. Applicant binds itself and its successors and assigns to abide by the provisions and conditions set forth in the authorization. If the applicant or its successors or assigns fails or refuses to comply with the provisions and conditions of the authorization, the authorization may be terminated by the Board of Trustees after written notice to the applicant or its successors or assigns. Upon receipt of such notice, the applicant or its successors or assigns will have thirty (30) days in which to correct the violations. Failure to correct the violations within this period will result in the automatic revocation of this authorization.
4. All costs incurred by the Board of Trustees in enforcing the terms and conditions of the authorization will be paid by the applicant. Any notice required by law will be made by certified mail at the address shown on page one of the authorization. The applicant will notify the Board of Trustees in writing of any change of address at least ten days before the change becomes effective.
5. This authorization does not allow any activity prohibited in a conservation easement or restrictive covenant that prohibits the activity.

## **GENERAL CONDITIONS FOR SOVEREIGNTY SUBMERGED LANDS AUTHORIZATION**

Any use of sovereignty submerged lands is subject to the following general conditions are binding upon the applicant and are enforceable under Chapter 253, F.S.

1. Sovereignty submerged lands may be used only for the specified activity or use. Any unauthorized deviation from the specified activity or use and the conditions for undertaking that activity or use will constitute a violation. Violation of the authorization will result in suspension or revocation of the applicant's use of the sovereignty submerged lands unless cured to the satisfaction of the Board of Trustees.

2. Authorization under Rule 18-21.005, F.A.C., conveys no title to sovereignty submerged lands or water column, nor does it constitute recognition or acknowledgment of any other person's title to such land or water.
3. Authorizations under Rule 18-21.005, F.A.C., may be modified, suspended or revoked in accordance with its terms or the remedies provided in Sections 253.04, F.S. and Chapter 18-14, F.A.C.
4. Structures or activities will be constructed and used to avoid or minimize adverse impacts to resources.
5. Construction, use, or operation of the structure or activity will not adversely affect any species which is endangered, threatened or of special concern, as listed in Rules 68A-27.003, 68A-27.004, and 68A-27.005, F.A.C.
6. Structures or activities will not unreasonably interfere with riparian rights. When a court of competent jurisdiction determines that riparian rights have been unlawfully affected, the structure or activity will be modified in accordance with the court's decision.
7. Structures or activities will not create a navigational hazard.
8. Activities shall not interfere with the public easement for traditional uses of the sandy beaches provided in section 161.141, F.S.
9. Structures shall be maintained in a functional condition and shall be repaired or removed if they become dilapidated to such an extent that they are no longer functional. This shall not be construed to prohibit the repair or replacement subject to the provisions of rule 18-21.005, F.A.C., within one year, of a structure damaged in a discrete event such as a storm, flood, accident, or fire.
10. Structures or activities shall be constructed, operated, and maintained solely for water dependent purposes, or for non-water dependent activities authorized under paragraph 18-21.004(1)(g), F.A.C., or any other applicable law.
11. The applicant agrees to indemnify, defend and hold harmless the Board of Trustees and the State of Florida from all claims, actions, lawsuits and demands in any form arising out of the authorization to use sovereignty submerged lands or the applicant's use and construction of structures on sovereignty submerged lands. This duty to indemnify and hold harmless will include any and all liabilities that are associated with the structure or activity including special assessments or taxes that are now or in the future assessed against the structure or activity during the period of the authorization.
12. Failure by the Board of Trustees to enforce any violation of a provision of the authorization or waiver by the Board of Trustees of any provision of the authorization will not invalidate the provision not enforced or waived, nor will the failure to enforce or a waiver prevent the Board of

Trustees from enforcing the unenforced or waived provision in the event of a violation of that provision.

13. Applicant binds itself and its successors and assigns to abide by the provisions and conditions set forth in the authorization. If the applicant or its successors or assigns fails or refuses to comply with the provisions and conditions of the authorization, the authorization may be terminated by the Board of Trustees after written notice to the applicant or its successors or assigns. Upon receipt of such notice, the applicant or its successors or assigns will have thirty (30) days in which to correct the violations. Failure to correct the violations within this period will result in the automatic revocation of this authorization.

14. All costs incurred by the Board of Trustees in enforcing the terms and conditions of the authorization will be paid by the applicant. Any notice required by law will be made by certified mail at the address shown on page one of the authorization. The applicant will notify the Board of Trustees in writing of any change of address at least ten days before the change becomes effective.

15. This authorization does not allow any activity prohibited in a conservation easement or restrictive covenant that prohibits the activity.

#### **NOTICE OF RIGHTS**

This action is final and effective on the date filed with the Clerk of the Department unless a petition for an administrative hearing is timely filed under Sections 120.569 and 120.57, F.S., before the deadline for filing a petition. On the filing of a timely and sufficient petition, this action will not be final and effective until further order of the Department. Because the administrative hearing process is designed to formulate final agency action, the hearing process may result in a modification of the agency action or even denial of the application.

#### **Petition for Administrative Hearing**

A person whose substantial interests are affected by the Department's action may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. Pursuant to Rules 28-106.201 and 28-106.301, F.A.C., a petition for an administrative hearing must contain the following information:

- (a) The name and address of each agency affected and each agency's file or identification number, if known;
- (b) The name, address, any e-mail address, any facsimile number, and telephone number of the petitioner, if the petitioner is not represented by an attorney or a qualified representative; the name, address, and telephone number of the petitioner's representative, if any, which shall be the address for service purposes during the course of the proceeding; and an explanation of how the petitioner's substantial interests will be affected by the agency determination;
- (c) A statement of when and how the petitioner received notice of the agency decision;
- (d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;

- (e) A concise statement of the ultimate facts alleged, including the specific facts that the petitioner contends warrant reversal or modification of the agency's proposed action;
- (f) A statement of the specific rules or statutes that the petitioner contends require reversal or modification of the agency's proposed action, including an explanation of how the alleged facts relate to the specific rules or statutes; and
- (g) A statement of the relief sought by the petitioner, stating precisely the action that the petitioner wishes the agency to take with respect to the agency's proposed action.

The petition must be filed (received by the Clerk) in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at [Agency\\_Clerk@dep.state.fl.us](mailto:Agency_Clerk@dep.state.fl.us). Also, a copy of the petition shall be mailed to the applicant at the address indicated above at the time of filing.

#### Time Period for Filing a Petition

In accordance with Rule 62-110.106(3), F.A.C., petitions for an administrative hearing by the applicant and persons entitled to written notice under Section 120.60(3), F.S., must be filed within 14 days of receipt of this written notice. Petitions filed by any persons other than the applicant, and other than those entitled to written notice under Section 120.60(3), F.S., must be filed within 14 days of publication of the notice or within 14 days of receipt of the written notice, whichever occurs first. You cannot justifiably rely on the finality of this decision unless notice of this decision and the right of substantially affected persons to challenge this decision has been duly published or otherwise provided to all persons substantially affected by the decision. While you are not required to publish notice of this action, you may elect to do so pursuant Rule 62-110.106(10)(a).

The failure to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S., or to intervene in this proceeding and participate as a party to it. Any subsequent intervention (in a proceeding initiated by another party) will be only at the discretion of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205, F.A.C. If you do not publish notice of this action, this waiver will not apply to persons who have not received written notice of this action.

#### Extension of Time

Under Rule 62-110.106(4), F.A.C., a person whose substantial interests are affected by the Department's action may also request an extension of time to file a petition for an administrative hearing. The Department may, for good cause shown, grant the request for an extension of time. Requests for extension of time must be filed with the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at [Agency\\_Clerk@dep.state.fl.us](mailto:Agency_Clerk@dep.state.fl.us), before the deadline for filing a petition for an administrative hearing. A timely request for extension of time shall toll the running of the time period for filing a petition until the request is acted upon.

#### Mediation

Mediation is not available in this proceeding.

FLAWAC Review

The applicant, or any party within the meaning of Section 373.114(1)(a) or 373.4275, F.S., may also seek appellate review of this order before the Land and Water Adjudicatory Commission under Section 373.114(1) or 373.4275, F.S. Requests for review before the Land and Water Adjudicatory Commission must be filed with the Secretary of the Commission and served on the Department within 20 days from the date when this order is filed with the Clerk of the Department.

Judicial Review

Once this decision becomes final, any party to this action has the right to seek judicial review pursuant to Section 120.68, F.S., by filing a Notice of Appeal pursuant to Florida Rules of Appellate Procedure 9.110 and 9.190 with the Clerk of the Department in the Office of General Counsel (Station #35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000) and by filing a copy of the Notice of Appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice must be filed within 30 days from the date this action is filed with the Clerk of the Department.

Permittee: Richard Lauterbach  
Permit No: 0454171-001-EI/46  
Page 15 of 17

Permit Expiration: January 10, 2030

Executed in Pensacola, Florida.

STATE OF FLORIDA DEPARTMENT  
OF ENVIRONMENTAL PROTECTION



Kimberly R. Allen  
Permitting Program Administrator

KRA:lw

**Attachments:**

Exhibit 1, Project Drawings and Design Specs., 4 pages

**Copies furnished to:**

FDEP, [Kim.Allen@FloridaDEP.gov](mailto:Kim.Allen@FloridaDEP.gov), [Blake.A.Chapman@FloridaDEP.gov](mailto:Blake.A.Chapman@FloridaDEP.gov),  
[Russell.Sullivan@FloridaDEP.gov](mailto:Russell.Sullivan@FloridaDEP.gov), [Leah.Vickery@FloridaDEP.gov](mailto:Leah.Vickery@FloridaDEP.gov)

Applicant, [dicklauterbach@gmail.com](mailto:dicklauterbach@gmail.com)

Agent, [jason@oakhurstconsult.com](mailto:jason@oakhurstconsult.com)

Okaloosa County, [mmartinez@myokaloosa.com](mailto:mmartinez@myokaloosa.com), [jautrey@myokaloosa.com](mailto:jautrey@myokaloosa.com),  
[sbitterman@myokaloosa.com](mailto:sbitterman@myokaloosa.com), [roadinfo@myokaloosa.com](mailto:roadinfo@myokaloosa.com), [propertyappraiser@okaloosapa.com](mailto:propertyappraiser@okaloosapa.com),  
[planning@cityofdestin.com](mailto:planning@cityofdestin.com)

CERTIFICATE OF SERVICE

The undersigned hereby certifies that this permit and authorization to use sovereignty submerged lands, including all copies, were mailed before the close of business on January 10, 2025, to the above listed persons.

FILING AND ACKNOWLEDGMENT

FILED, on this date, under 120.52(7) of the Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.

  
Clerk

January 10, 2025  
Date

### STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or Vero Beach (1-772-562-3909) for south Florida, and to FWC at [ImperiledSpecies@myFWC.com](mailto:ImperiledSpecies@myFWC.com)
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8 ½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [MyFWC.com/manatee](http://MyFWC.com/manatee). Questions concerning these signs can be sent to the email address listed above.

**CAUTION: MANATEE HABITAT**

**All project vessels**

**IDLE SPEED / NO WAKE**

When a manatee is within 50 feet of work  
all in-water activities must

**SHUT DOWN**

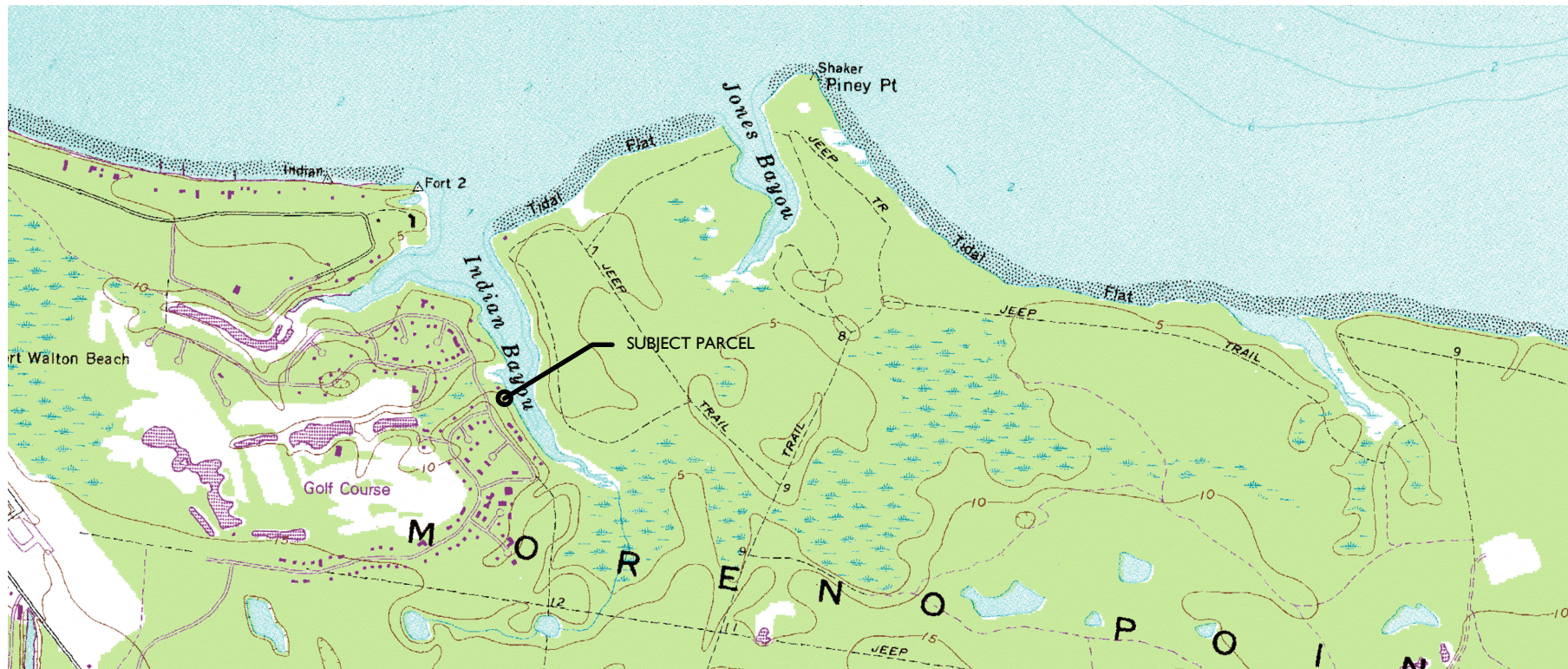
Report any collision with or injury to a manatee:

**Wildlife Alert:**

**1-888-404-FWCC(3922)**

cell \*FWC or #FWC





PROPERTY INFO

PID: 00-2S-22-1280-000E-0010  
 SITUS: 84 INDIAN BAYOU DR  
 DESTIN, FL 32541  
 LAT: 30.4000616  
 LONG: -86.4494137

DRAWING INDEX

- 1- SITE LOCATION & SHEET INDEX
- 2-PLAN VIEW DEPICTED ONTO AERIAL
- 3-PLAN VIEW
- 4-PROFILE TYP.

RECORD OWNER

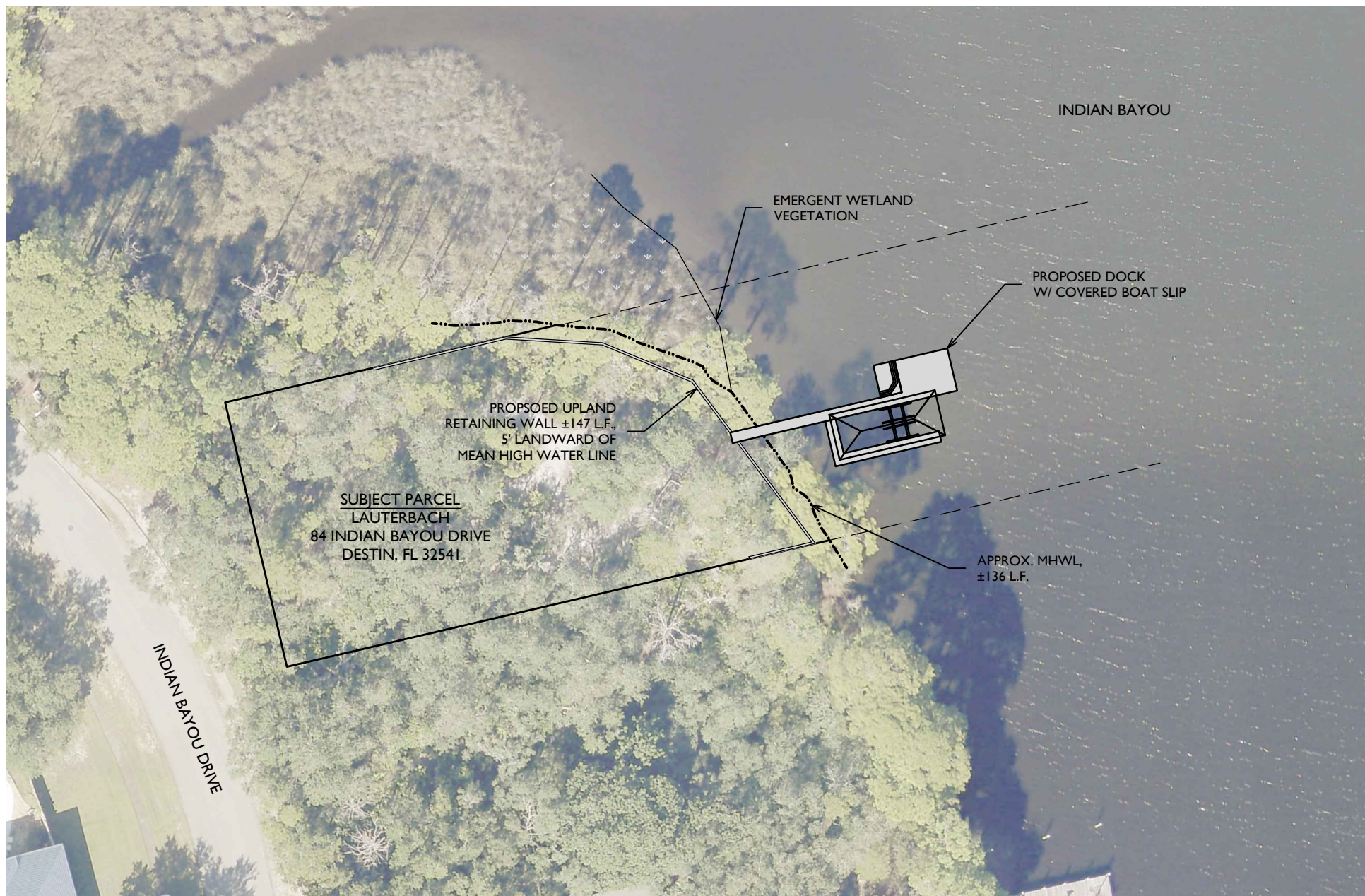
LAUTERBACH RICHARD & LINDA  
 485 CAPTAINS CIRCLE  
 DESTIN FL 32541

84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK  
 SITE LOCATION & DRAWING INDEX  
 JOB NO.: 2024.028  
 DRAWN BY: JAT      DRAWING DATE: 08.08.2024  
 SHEET: 1 OF 4

**OAKHURST  
 CONSULTING**

JASON@OAKHURSTCONSULT.COM





84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW DEPICTED ONTO AERIAL

JOB NO.: 2024.028

DRAWN BY: JAT

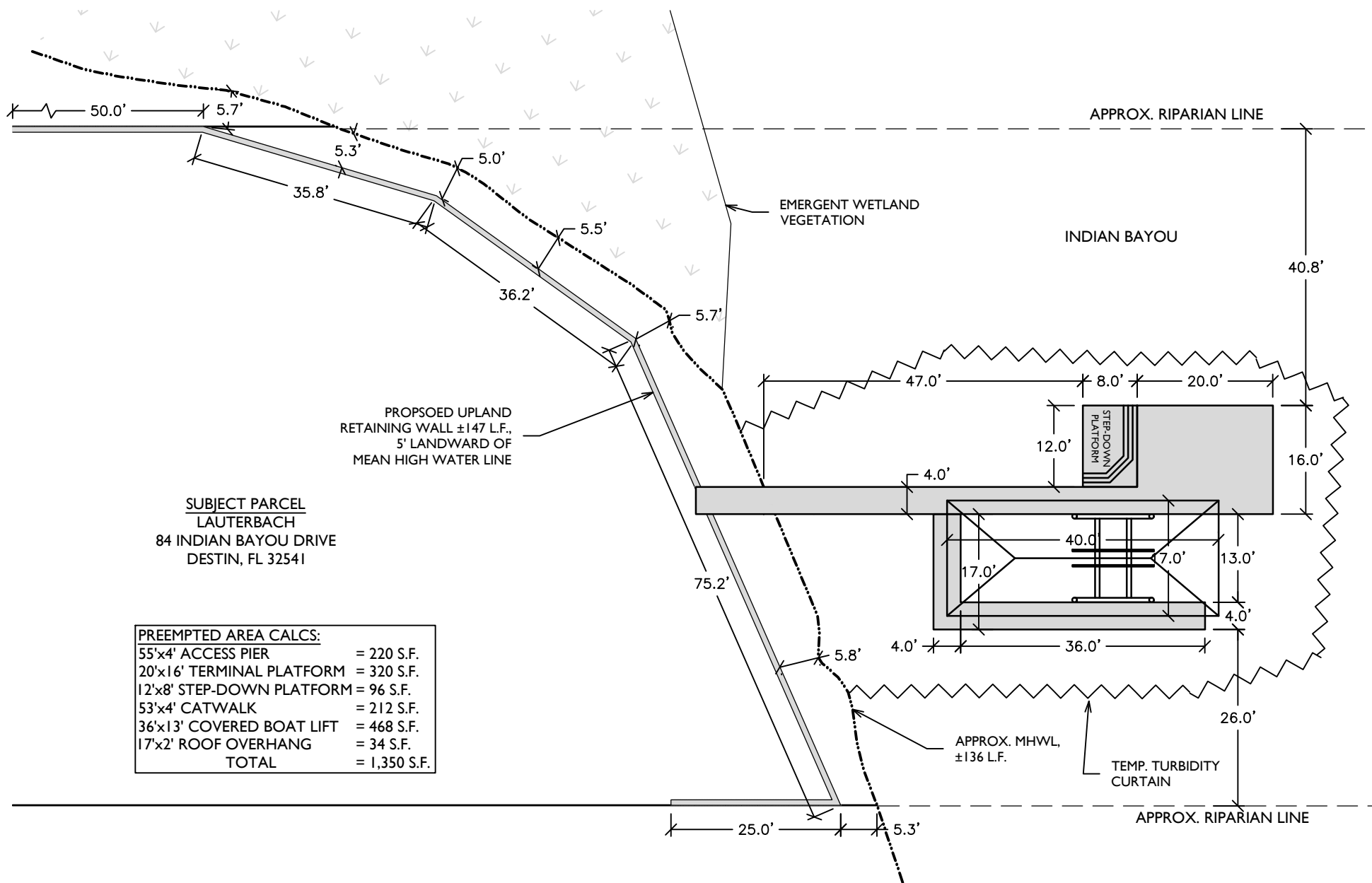
DRAWING DATE: 08.08.2024

SHEET: 2 OF 4

OAKHURST  
CONSULTING

JASON@OAKHURSTCONSULT.COM





84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW

JOB NO.: 2024.028

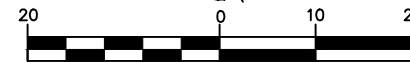
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DRAWING DATE: 08.08.2024

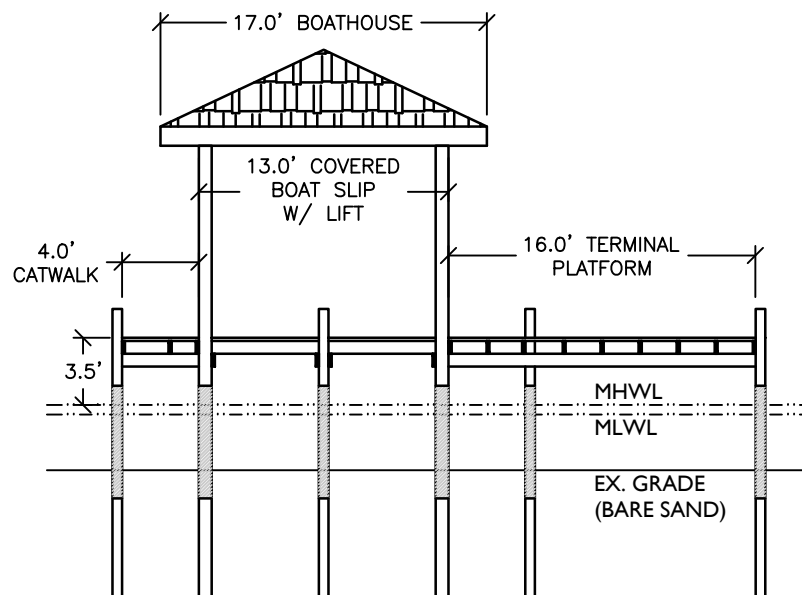
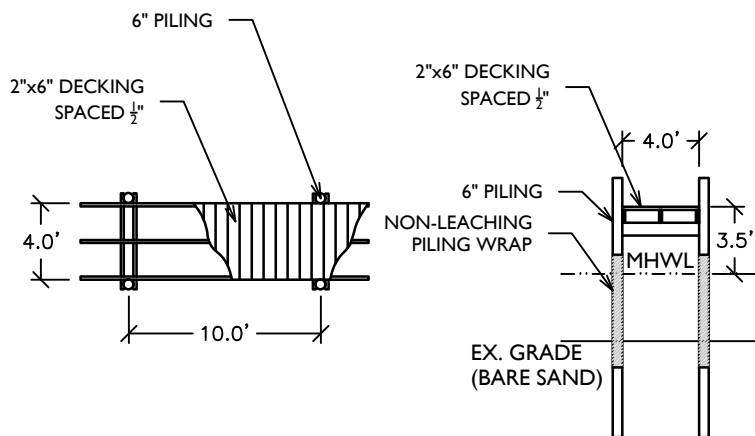
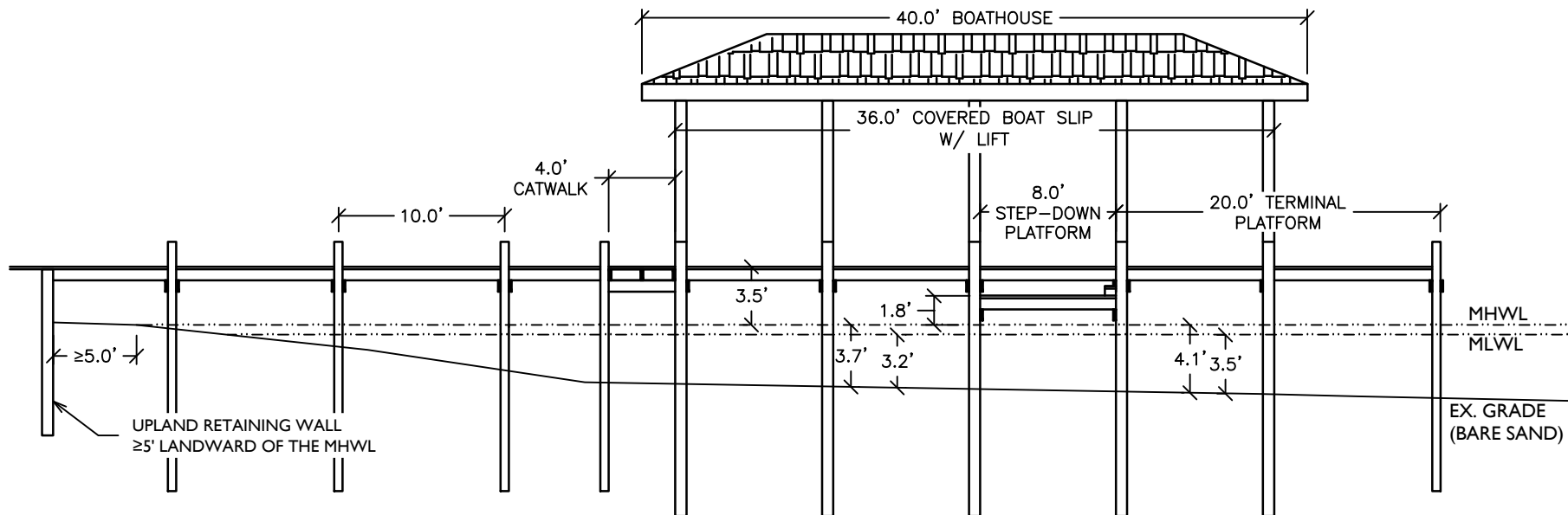
SHEET: 3 OF 4

**OAKHURST  
CONSULTING**

JASON@OAKHURSTCONSULT.COM



( IN FEET )



84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK  
 PROFILE TYP.  
 JOB NO.: 2024.028  
 DRAWN BY: JAT  
 SHEET: 4 OF 4

**OAKHURST  
 CONSULTING**

JASON@OAKHURSTCONSULT.COM



### Request Details

**Status:** Approved 5/14/2024

**Ticket #** #054154

**Name** Richard and Diane Lauterbach

**Email** dicklauterbach@gmail.com

**Phone** 850-737-8255

**Type of structure** Boat Dock, New Home Construction

**Address:** 84 Indian Bayou

**Materials to be used:** Multiple-Brick and Hardy Siding-Tile Roof

**Dimensions of project:** 3900 sq Ft New construction 120' X 76' OVERALL

**Setbacks:** 10' side set backs - 30' front and 55-76' off roadway

**Additional Comments** IMPROVEMENTS TO INCLUDE: New House - Brick and Hardy Plank siding with Shake Shingle style tile roof Covered and retractible screen outdoor living space with grille Plastered Pool/Hot tub w/tile deck Seawall and dock with covered Boat Lift Shires Construction General Contractor shireshomes@gmail.com 1-850-585-0762 Bart Miller Architect Bart 30a@yahoo.com 1-850-419-1977

**Upload Documents** [Lauterbach Floor Plan on Plat.pdf](#)  
[Rear and Right Elevation.pdf](#)  
[Floor Plan.pdf](#)  
[Front and Left Elevation.pdf](#)

### Attachments

[Screenshot 2024-05-15 at 6.58.38 AM.png](#) [download](#)  
5/15/2024

[Screenshot 2024-05-15 at 7.16.15 AM.png](#) [download](#)  
5/15/2024

### Ticket Comments

 **Deborah Dominick - Admin**  
5/14/2024

Thank you for submitting your request. The Architectural Review Committee will meet sometime next week to review the information you have sent. I do have a couple of questions I need to clarify.

1. Is the boat lift part of the request at this time? If not keep in mind you will need a separate approval for the boat lift when you are ready to have it completed.
2. Have you received an approval from the city for your plans?
3. What will the sea wall consist of?

 **Richard and Diane Lauterbach**  
5/15/2024

Deborah,

- 1) Yes my intent is to get approval on the Boat Lift Seawall and house.
- 2) We have not officially gone to the city yet with this plan. We will after we attain Indian Bayou ARC approval. We are in engineering phase and once the drainage plan is complete we will apply to the city for permits to begin.
- 3)The Seawall will be a vinyl [PVC] corrugated [Navy wall style] with a composite top surface. Wood pilings and wood support beams will support it. The top walking surface will be a composite material, like Trex. I have attached a couple of pictures of the intended design. The dock with also have the same wood base and composite top walking surface.

Thank You and hope this clarifies your questions.

Dick Lauterbach  
[Screenshot 2024-05-15 at 6.58.38 AM.png](#)  
[Screenshot 2024-05-15 at 7.16.15 AM.png](#)

 **Deborah Dominick - Admin**  
5/24/2024

Mr. Lauterbach  
I just wanted to let you know that the Architectural Review Committee had planned on meeting today to review your plans, however, one of the members fell and broke her hip today and another member is out of town. Therefore, we wouldn't have a quorum and I had to cancel the meeting for today. I will reschedule the meeting for the end of next week. I will get back with you after the meeting next week. I am sorry for the delay.

 **Richard and Diane Lauterbach**  
5/24/2024

Okay, thank you for the update. Hopefully the member that fell will be ok.  
Dick

 **Deborah Dominick - Admin**  
5/30/2024

Mr. and Mrs. Lauterbach:

The Architectural Review Committee met this afternoon and approved your request for the house, the screened and retractable outdoor living space, with grille, the plaster pool/hot tub with tile deck the sea wall, dock and boat lift as described.

The Committee notes that all of your setback are in compliance with those of the Covenants, Restrictions and Reservations (the Covenants) for Indian Bayou.

You are reminded that you must secure proper approval and permits from any and all governmental agencies that have jurisdiction in this matter, including the City of Destin.

The Committee thanks you for the opportunity to review your plans.

 **Richard and Diane Lauterbach**

Prepared by and return to:  
Christina Owens  
McNeese Title, LLC  
42 Business Centre Drive  
Suite 106  
Miramar Beach, FL 32550  
File Number: 24-0072CO

File #: 3683253 04/22/2024 09:18 AM  
Fees: \$18.50 DeedDocTax: \$5,600.00

**DC ASecrist**  
**JD Peacock II Clerk of Circuit Court Okaloosa County, FL**

## Warranty Deed

Made this April 19, 2024 A.D. By **Michael Lamar Gilmore, Trustee of The Wilda M. Gilmore Trust, dated 6/12/2007**, whose address is: **565 Pocahontas Drive, Fort Walton Beach, FL 32547**, hereinafter called the grantor, to **Richard J. Lauterbach and Linda Diane Lauterbach, husband and wife**, whose address is: **485 Captains Circle, Destin, FL 32541**, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

**Witnesseth**, that the grantor, for and in consideration of the sum of Ten Dollars, (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in **Okaloosa County, Florida**, viz:

Lot 1, Block E, INDIAN BAYOU UNIT ONE, according to the Plat of such subdivision recorded in Plat Book 5, Pages 114-117, of the Public Records of Okaloosa County, Florida.

**Being** and intended to be the same premises conveyed to the Grantor herein by deed recorded 07/06/2007, in Official Records Book 2794, Page 3964, Public Records of Okaloosa County, Florida.

Parcel ID Number: **00-2S-22-1280-000E-0010**

**Said** property is NOT the homestead property of the Grantor as defined by the Constitution of the State of Florida.

**Together** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except for all covenants, conditions, restrictions, reservations, limitations and easements of record, and to all applicable zoning ordinances and/or restrictions and prohibitions imposed by governmental authorities, if any and taxes accruing subsequent to December 31, 2023.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Signature *Bennett Christopher Wray III*  
Witness Printed Name BENNETT CHRISTOPHER WRAY III  
Witness Address 42 Business Centre Dr., Unit 106  
Miami Beach, FL 33550

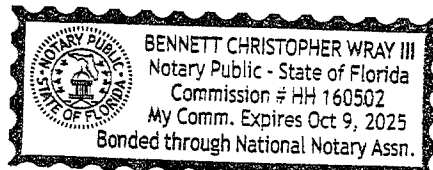
*Michael Lamar Gilmore*  
Michael Lamar Gilmore, Trustee of The Wilda M. Gilmore Trust, dated 6/12/2007

Witness Signature *Peggy S. Owens*  
Witness Printed Name Peggy S. Owens  
Witness Address 42 Business Centre Dr., Unit 106  
Miami Beach, FL 33550

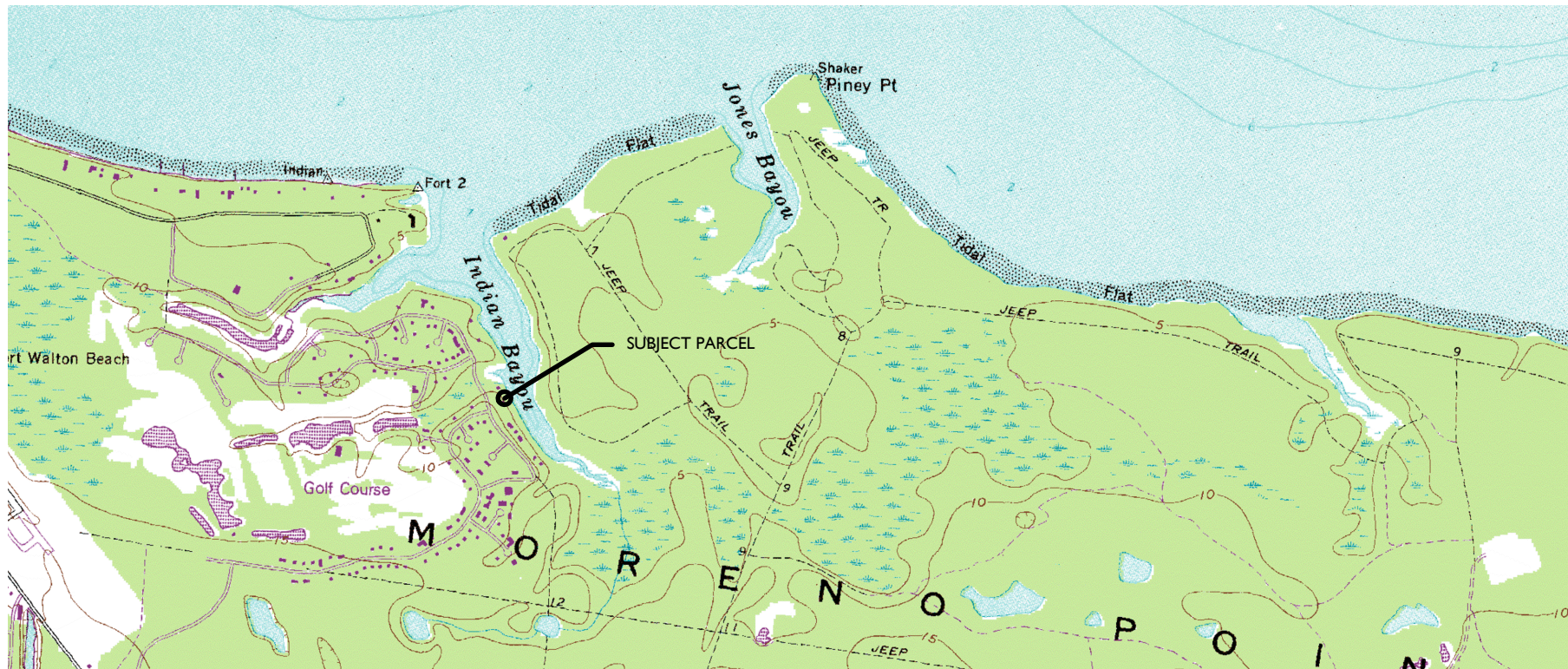
STATE OF FLORIDA  
COUNTY OF WALTON

The foregoing instrument was acknowledged before me by means of (X) physical presence or ( ) online notarization this 17th day of April, 2024, by Michael Lamar Gilmore, Trustee of The Wilda M. Gilmore Trust, dated 6/12/2007.

*Bennett Christopher Wray III*  
Signature of Notary Public BENNETT CHRISTOPHER WRAY III  
Print, Type/Stamp Name of Notary



Personally Known: \_\_\_\_\_ OR Produced Identification: ✓  
Type of Identification \_\_\_\_\_  
Produced: DL  
My commission expires: \_\_\_\_\_ (notary stamp or seal)



PROPERTY INFO

PID: 00-2S-22-1280-000E-0010  
 SITUS: 84 INDIAN BAYOU DR  
 DESTIN, FL 32541  
 LAT: 30.4000616  
 LONG: -86.4494137

DRAWING INDEX

1- SITE LOCATION & SHEET INDEX  
 2-PLAN VIEW DEPICTED ONTO AERIAL  
 3-PLAN VIEW  
 4-PROFILE TYP.

RECORD OWNER

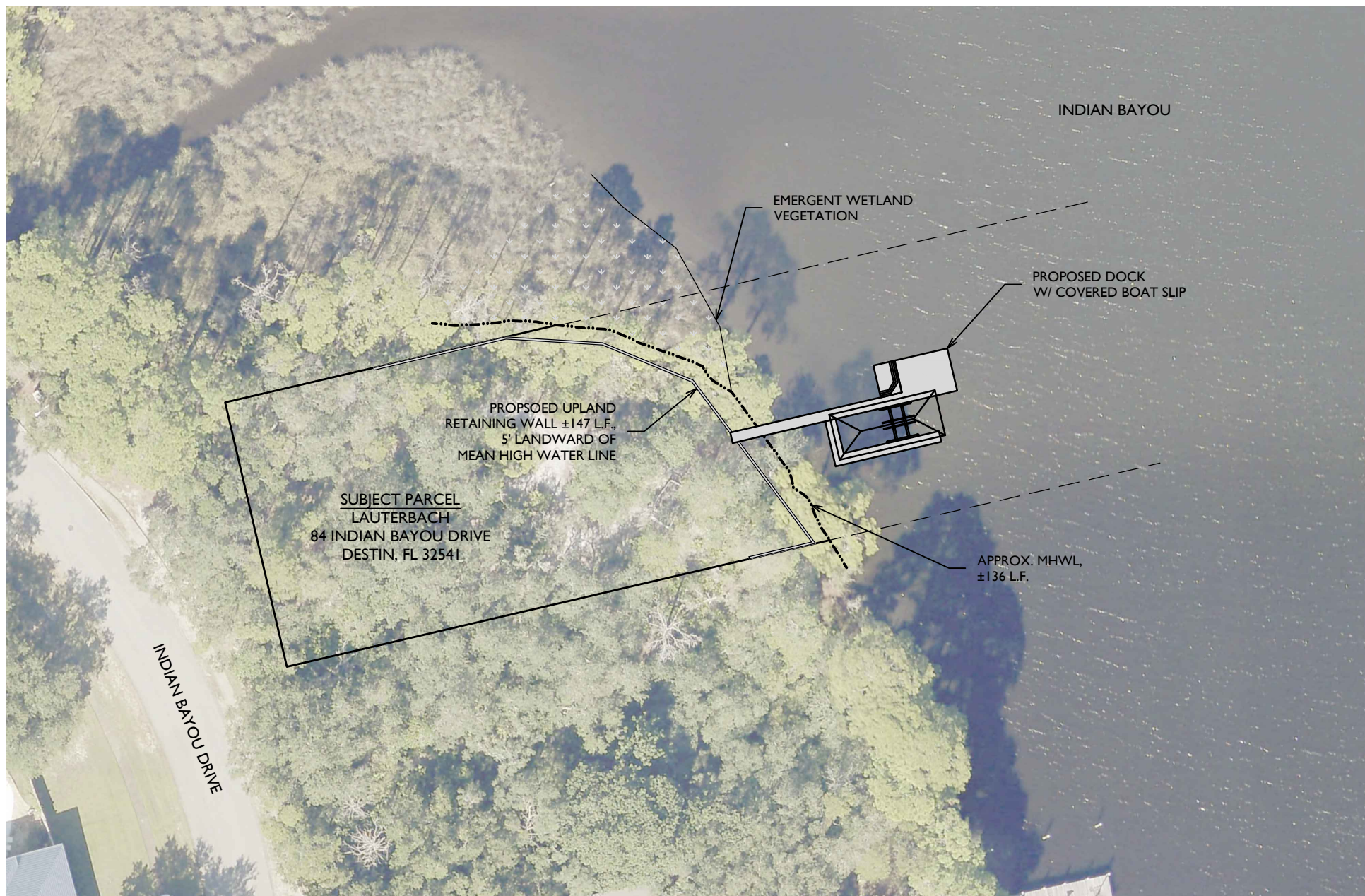
LAUTERBACH RICHARD & LINDA  
 485 CAPTAINS CIRCLE  
 DESTIN FL 32541

84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK  
 SITE LOCATION & DRAWING INDEX  
 JOB NO.: 2024.028  
 DRAWN BY: JAT      DRAWING DATE: 08.08.2024  
 SHEET: 1 OF 4

**OAKHURST  
 CONSULTING**

JASON@OAKHURSTCONSULT.COM





84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW DEPICTED ONTO AERIAL

JOB NO.: 2024.028

DRAWN BY: JAT

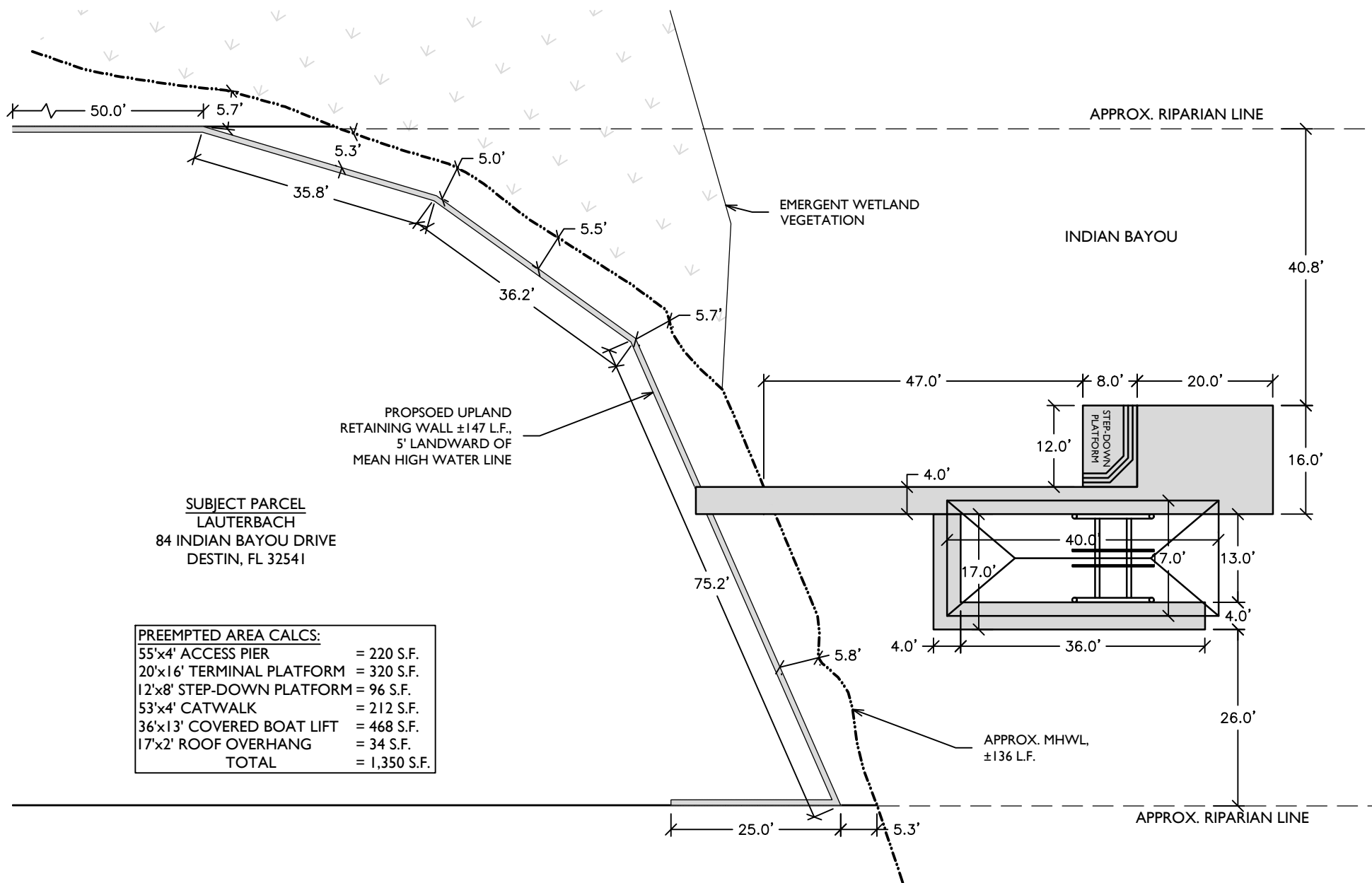
DRAWING DATE: 08.08.2024

SHEET: 2 OF 4

OAKHURST  
CONSULTING

JASON@OAKHURSTCONSULT.COM





84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW

JOB NO.: 2024.028

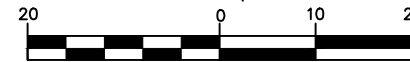
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DRAWING DATE: 08.08.2024

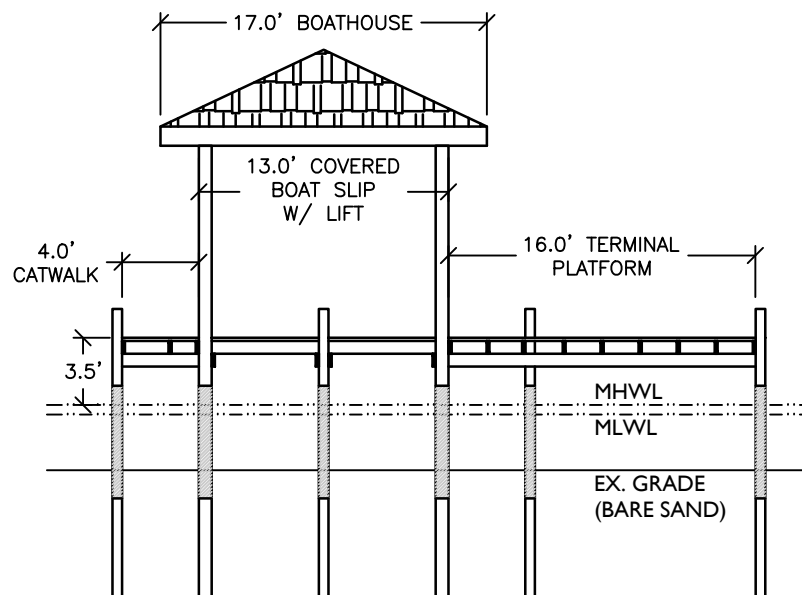
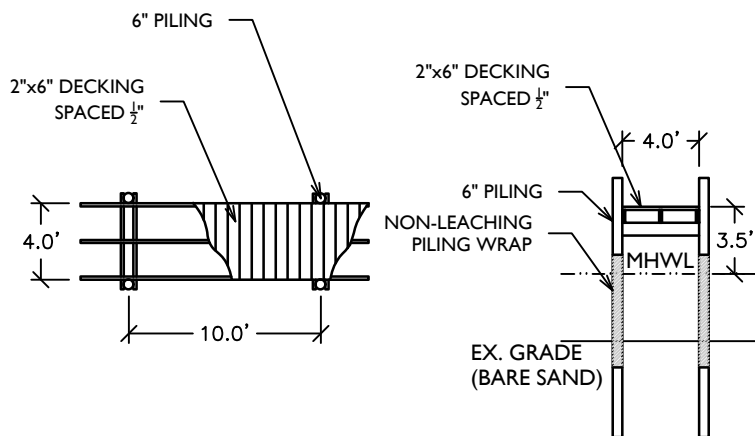
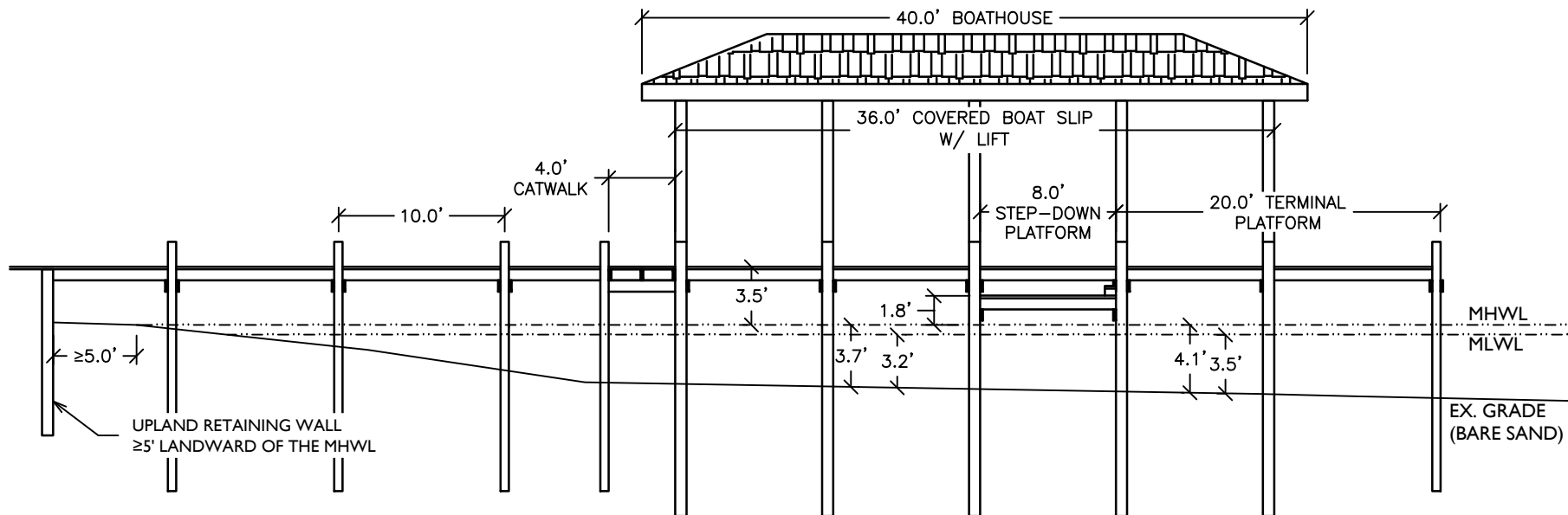
SHEET: 3 OF 4

OAKHURST  
CONSULTING

JASON@OAKHURSTCONSULT.COM



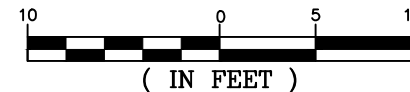
( IN FEET )



84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK  
 PROFILE TYP.  
 JOB NO.: 2024.028  
 DRAWN BY: JAT  
 SHEET: 4 OF 4

**OAKHURST  
 CONSULTING**

JASON@OAKHURSTCONSULT.COM





DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, JACKSONVILLE DISTRICT  
PENSACOLA REGULATORY FIELD OFFICE  
41 NORTH JEFFERSON STREET, SUITE 301  
PENSACOLA, FLORIDA 32502

October 30, 2024

Regulatory Division  
North Permits Branch  
Pensacola Section  
SAJ-2024-04074 (RGP-MZH)

Richard Lauterbach  
485 Captains Circle  
Destin, FL 32541

Dear Mr. Lauterbach:

The U.S. Army Corps of Engineers (Corps) has completed the review of your application for a Department of the Army permit, which the Corps received on September 3, 2024. Your application was assigned file number SAJ-2024-04074. A review of the information and drawings provided indicates that the proposed work would result in construction of a single family dock. The dock will consist of a 4-foot by 55-foot measured from the MHWL, a 16-foot by 20-foot terminal platform, an 8-foot by 12-foot lowered platform, a 4-foot by 53-foot L shaped catwalk around a 13-foot by 36-foot boat slip with a boatlift. A 40-foot by 17-foot roof will be constructed over the boat slip. The structure located waterward of the MHWL will measure 1350 square feet. The activities subject to this permit are authorized pursuant to authorities under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 403). The project is located in Indian Bayou, at 84 Indian Bayou Drive, in Section 00, Township 2S, Range 22W, Destin, Okaloosa County, Florida.

This letter verifies your project, as described above and depicted on the enclosed drawings, is authorized by Regional General Permit (RGP) SAJ-20 and any subsequent modifications, if applicable. **This RGP authorization is valid until March 28, 2028.** If you commence or are under contract to commence this activity before the date that SAJ-20 expires or is revoked, you will have 12 months from the date of the expiration or revocation of SAJ-20 to complete the activity under the present terms and conditions of SAJ-20.

Please access the Corps' Jacksonville District Regulatory Division Source Book web page to view the special and general conditions for SAJ-20, which apply specifically to this authorization. The Internet URL address is: <https://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/>. Please be aware this Internet address is case sensitive and you will need to enter it exactly as it appears above. Once there, select "General Permits." Then you will need to select the specific SAJ permit noted above.

You must comply with all of the general and special conditions of the RGP, as well as any project-specific conditions included in this letter.

**General Conditions:**

1. The time limit for completing the work authorized ends on **March 28, 2028.**
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort of if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit you must obtain the signature of the new owner on the attached transfer form (Attachment 1) and forward a copy to this office to validate the transfer of this authorization.
5. You must allow a representative from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

**Project Specific Special Conditions:**

The following project specific special conditions are included with this verification:

1. **Reporting Address:** The Permittee shall submit all reports, notifications, documentation, and correspondence required by the general and special conditions of this permit to either (not both) of the following addresses:
  - a. For electronic mail (preferred): SAJ-RD-Enforcement@usace.army.mil (not to exceed 15 MB).
  - b. For standard mail: U.S. Army Corps of Engineers, Regulatory Division, Enforcement Section, P.O. Box 4970, Jacksonville, FL 32232-0019.

- c. The Permittee shall reference this permit number, SAJ-2024-04074 (RGP-MZH), on all submittals.
- 2. Permit Conditions Prevail:** If information in the permit attachments conflict with the special conditions of this permit, the requirements of the permit special conditions shall prevail.
- 3. Commencement Notification:** Within 10 days from the date of initiating the work authorized by this permit, the Permittee shall submit a completed "Commencement Notification" form (Attachment 2).
- 4. Posting of Permit:** The Permittee shall have available and maintain for review a copy of this permit and approved plans at the construction site.
- 5. Self-Certification:** Within 60 days of completion of the work authorized by this permit, the Permittee shall complete the attached "Self-Certification Statement of Compliance" form (Attachment 3) and submit it to the Corps. In the event that the completed work deviates in any manner from the authorized work, the Permittee shall describe the deviations between the work authorized by this permit and the work as constructed on the "Self-Certification Statement of Compliance" form. The description of any deviations on the "Self-Certification Statement of Compliance" form does not constitute approval of any deviations by the Corps.
- 6. Cultural Resources/Historic Properties:**
  - a. No structure or work shall adversely affect, impact, or disturb properties listed in the National Register of Historic Places (NRHP), or those eligible for inclusion in the NRHP.
  - b. If, during permitted activities, items that may have historic or archaeological origin are observed the Permittee shall immediately cease all activities adjacent to the discovery that may result in the destruction of these resources and shall prevent his/her employees from further removing, or otherwise damaging, such resources. The applicant shall notify both the Florida Department of State, Division of Historical Resources, Compliance Review Section at (850)-245-6333 and the Corps, of the observations within the same business day (8 hours). Examples of submerged historical, archaeological or cultural resources include shipwrecks, shipwreck debris fields (such as steam engine parts, or wood planks and beams), anchors, ballast rock, concreted iron objects, concentrations of coal, prehistoric watercraft (such as log "dugouts"), and other evidence of human activity. The materials may be deeply buried in sediment, resting in shallow sediments or above them, or protruding into water. The Corps shall coordinate with the Florida State

- Historic Preservation Officer (SHPO) to assess the significance of the discovery and devise appropriate actions. Project activities shall not resume without verbal and/or written authorization from the Corps.
- c. Additional cultural resources assessments may be required of the permit area in the case of unanticipated discoveries as referenced in accordance with the above Special Condition and, if deemed necessary by the SHPO or Corps, in accordance with 36 CFR 800 or 33 CFR 325, Appendix C (5). Based on the circumstances of the discovery, equity to all parties, and considerations of the public interest, the Corps may modify, suspend, or revoke the permit in accordance with 33 CFR Part 325.7. Such activity shall not resume on non-federal lands without written authorization from the SHPO for finds under his or her jurisdiction, and from the Corps.
  - d. In the unlikely event that unmarked human remains are identified on non-federal lands; they will be treated in accordance with Section 872.05 Florida Statutes. All work and ground disturbing activities within a 100-meter diameter of the unmarked human remains shall immediately cease and the Permittee shall immediately notify the medical examiner, Corps, and State Archaeologist within the same business day (8-hours). The Corps shall then notify the appropriate SHPO. Based on the circumstances of the discovery, equity to all parties, and considerations of the public interest, the Corps may modify, suspend, or revoke the permit in accordance with 33 CFR Part 325.7. Such activity shall not resume without written authorization from the SHPO and from the Corps.
- 7. Assurance of Navigation and Maintenance:** The Permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structures or work herein authorized, or if in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the Permittee will be required, upon due notice from the U.S. Army Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.
- 8. Jacksonville District Programmatic Biological Opinion (JAXBO):** Structures and activities authorized under this permit will be constructed and operated in accordance with all applicable PDCs contained in the JAXBO, based on the permitted activity. Johnson's seagrass and its critical habitat were delisted from the Endangered Species Act on May 16, 2022. Therefore, JAXBO PDCs required to minimize adverse effects to Johnson's seagrass and its critical habitat are no

longer applicable to any project. Failure to comply with applicable PDCs will constitute noncompliance with this permit. In addition, failure to comply with the applicable PDCs, where a take of listed species occurs, would constitute an unauthorized take. The NMFS is the appropriate authority to determine compliance with the Endangered Species Act. The most current version of JAXBO can be accessed at the Jacksonville District Regulatory Division website in the Endangered Species section of the Sourcebook located at: <http://www.saj.usace.army.mil/Missions/Regulatory/SourceBook.aspx> JAXBO may be subject to revision at any time. The most recent version of the JAXBO must be utilized during the design and construction of the permitted work.

**9. Manatee Conditions:** The Permittee shall comply with the “Standard Manatee Conditions for In-Water Work – 2011” (Attachment 4). The most recent version of the Manatee Conditions must be utilized.

**10. Turbidity Barriers:** Prior to the initiation of any of the work authorized by this permit, the Permittee shall install floating turbidity barriers with weighted skirts that extend within 1 foot of the bottom around all work areas that are in, or adjacent to, surface waters. The turbidity barriers shall remain in place and be maintained daily until the authorized work has been completed and turbidity within the construction area has returned to ambient levels. Turbidity barriers shall be removed upon stabilization of the work area.

This letter of authorization does not include conditions that would prevent the ‘take’ of a state-listed fish or wildlife species. These species are protected under sec. 379.411, Florida Statutes, and listed under Rule 68A-27, Florida Administrative Code. With regard to fish and wildlife species designated as species of special concern or threatened by the State of Florida, you are responsible for coordinating directly with the Florida Fish and Wildlife Conservation Commission (FWC). You can visit the FWC license and permitting webpage (<http://www.myfwc.com/license/wildlife/>) for more information, including a list of those fish and wildlife species designated as species of special concern or threatened. The Florida Natural Areas Inventory (<http://www.fnai.org/>) also maintains updated lists, by county, of documented occurrences of those species.

This letter of authorization does not give absolute Federal authority to perform the work as specified on your application. The proposed work may be subject to local building restrictions mandated by the National Flood Insurance Program. You should contact your local office that issues building permits to determine if your site is located in a flood-prone area, and if you must comply with the local building requirements mandated by the National Flood Insurance Program.

This letter of authorization does not preclude the necessity to obtain any other Federal, State, or local permits, which may be required.

Thank you for your cooperation with our permit program. The Corps' Jacksonville District Regulatory Division is committed to improving service to our customers. We strive to perform our duty in a friendly and timely manner while working to preserve our environment. We invite you to complete our automated Customer Service Survey at <https://regulatory.ops.usace.army.mil/customer-service-survey/>. Please be aware this Internet address is case sensitive and you will need to enter it exactly as it appears above. Your input is appreciated – favorable or otherwise.

Should you have any questions related to this RGP verification or have issues accessing the documents referenced in this letter, please contact Mia Hopkins at the Pensacola Permits Section at the address listed in the letterhead, by telephone at 850-439-3474 extension 5, or by email at [Maria.D.Zarbo@usace.army.mil](mailto:Maria.D.Zarbo@usace.army.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "Mia Hopkins", written in a cursive style.

Mia Hopkins  
Project Manager

Enclosures

Cc:  
Agent

**DEPARTMENT OF THE ARMY PERMIT TRANSFER REQUEST**

**DA PERMIT NUMBER: SAJ-2024-04074 (RGP-MZH)**

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. Although the construction period for works authorized by Department of the Army permits is finite, the permit itself, with its limitations, does not expire.

To validate the transfer of this permit and the associated responsibilities associated with compliance with its terms and conditions, have the transferee sign and date below and mail to the U.S. Army Corps of Engineers, Enforcement Section, Post Office Box 4970, Jacksonville, FL 32232-0019 or submit via electronic mail to: [SAJ-RD-Enforcement@usace.army.mil](mailto:SAJ-RD-Enforcement@usace.army.mil) (not to exceed 15 MB).

\_\_\_\_\_  
(TRANSFEREE-SIGNATURE)

\_\_\_\_\_  
(SUBDIVISION)

\_\_\_\_\_  
(DATE)

\_\_\_\_\_  
(LOT)

\_\_\_\_\_  
(BLOCK)

\_\_\_\_\_  
(NAME-PRINTED)

\_\_\_\_\_  
(STREET ADDRESS)

\_\_\_\_\_  
(MAILING ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP CODE)

**COMMENCEMENT NOTIFICATION**

*Within ten (10) days of initiating the authorized work, submit this form to via electronic mail to [saj-rd-enforcement@usace.army.mil](mailto:saj-rd-enforcement@usace.army.mil) (preferred, not to exceed 15 MB) **or** by standard mail to U.S. Army Corps of Engineers, Enforcement Section, P.O. Box 4970, Jacksonville, FL 32232-0019.*

**1. Department of the Army Permit Number:** SAJ-2024-04074 (RGP-MZH)

**2. Permittee Information:**

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

**3. Construction Start Date:** \_\_\_\_\_

**4. Contact to Schedule Inspection:**

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

\_\_\_\_\_  
Signature of Permittee

\_\_\_\_\_  
Printed Name of Permittee

\_\_\_\_\_  
Date

**SELF-CERTIFICATION STATEMENT OF COMPLIANCE**

*Within sixty (60) days of completion of the authorized work, submit this form via electronic mail to [saj-rd-enforcement@usace.army.mil](mailto:saj-rd-enforcement@usace.army.mil) (preferred) or by standard mail to U.S. Army Corps of Engineers, Enforcement Section, P.O. Box 4970, Jacksonville, FL 32232-0019.*

- 1. **Department of the Army Permit Number:** SAJ-2024-04074 (RGP-MZH)
  
- 2. **Permittee Information:** Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_
  
- 3. **Date Authorized Work Started:** \_\_\_\_\_ **Completed:** \_\_\_\_\_
  
- 4. **Contact to Schedule Inspection:** Name: \_\_\_\_\_  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_

5. **Description of Authorized Work (e.g. bank stabilization, fill placed within wetlands, docks, dredging, etc.):** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. **Acreage or Square Feet of Impacts to Waters of the United States:** \_\_\_\_\_

7. **Describe Mitigation completed (if applicable):** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. **Describe any Deviations from Permit (attach drawing(s) depicting the deviations):**  
\_\_\_\_\_  
\_\_\_\_\_

\*\*\*\*\*

I certify that all work, and mitigation (if applicable) was done in accordance with the limitations and conditions as described in the permit. Any deviations as described above are depicted on the attached drawing(s).

\_\_\_\_\_  
Signature of Permittee

\_\_\_\_\_  
Printed Name of Permittee

\_\_\_\_\_  
Date

## STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or Vero Beach (1-772-562-3909) for south Florida, and to FWC at [ImperiledSpecies@myFWC.com](mailto:ImperiledSpecies@myFWC.com)
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8 ½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [MyFWC.com/manatee](http://MyFWC.com/manatee). Questions concerning these signs can be sent to the email address listed above.

# CAUTION: MANATEE HABITAT

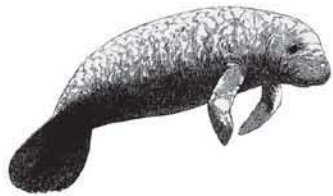
All project vessels

**IDLE SPEED / NO WAKE**

When a manatee is within 50 feet of work  
all in-water activities must

**SHUT DOWN**

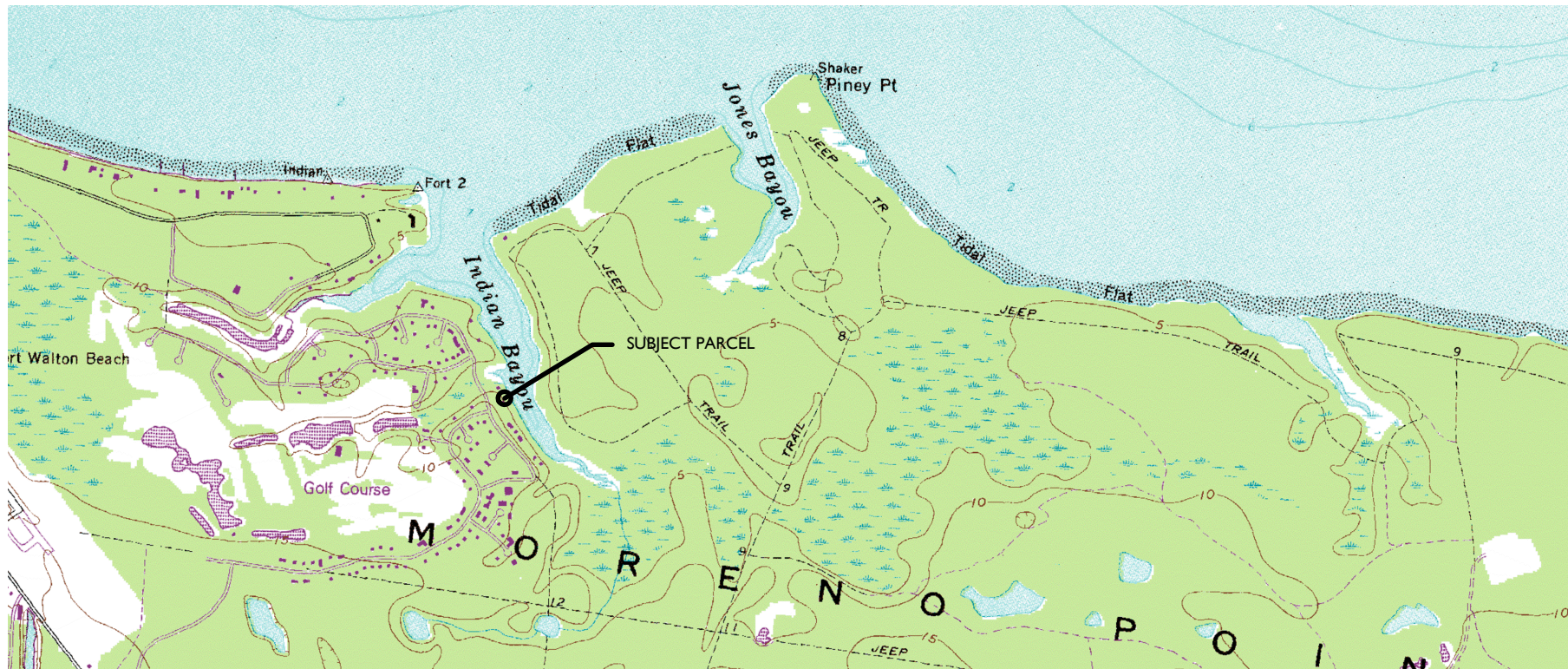
Report any collision with or injury to a manatee:



**Wildlife Alert:**

**1-888-404-FWCC(3922)**

cell \*FWC or #FWC



PROPERTY INFO

PID: 00-2S-22-1280-000E-0010  
 SITUS: 84 INDIAN BAYOU DR  
 DESTIN, FL 32541  
 LAT: 30.4000616  
 LONG: -86.4494137

DRAWING INDEX

1- SITE LOCATION & SHEET INDEX  
 2-PLAN VIEW DEPICTED ONTO AERIAL  
 3-PLAN VIEW  
 4-PROFILE TYP.

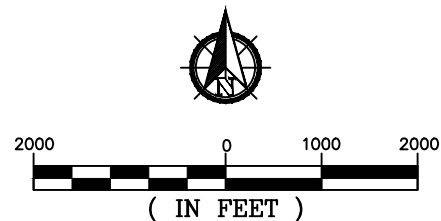
RECORD OWNER

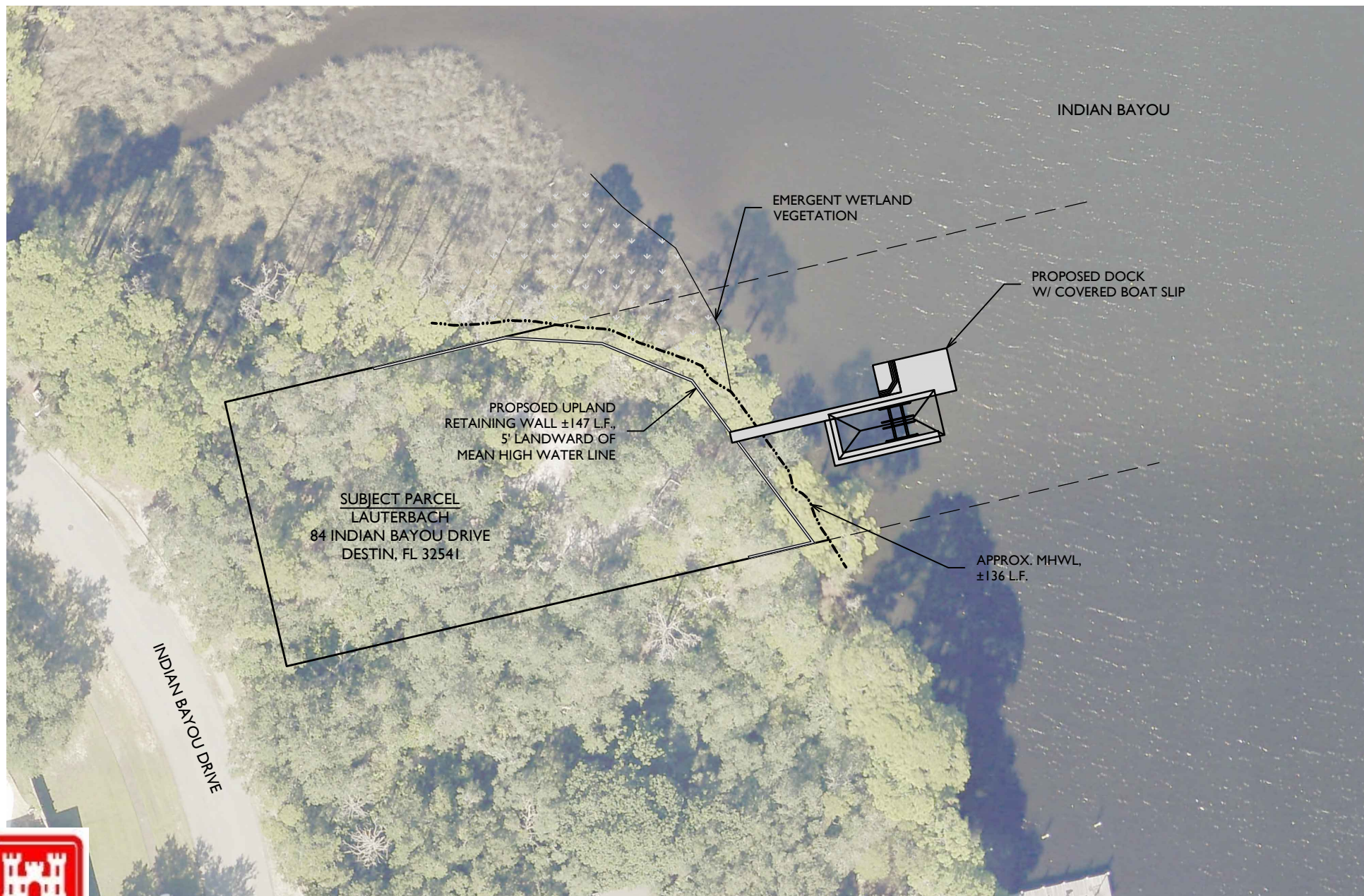
LAUTERBACH RICHARD & LINDA  
 485 CAPTAINS CIRCLE  
 DESTIN FL 32541



84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK  
 SITE LOCATION & DRAWING INDEX  
 JOB NO.: 2024.028  
 DRAWN BY: JAT  
 SHEET: 1 OF 4

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84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW DEPICTED ONTO AERIAL

JOB NO.: 2024.028

DRAWN BY: JAT

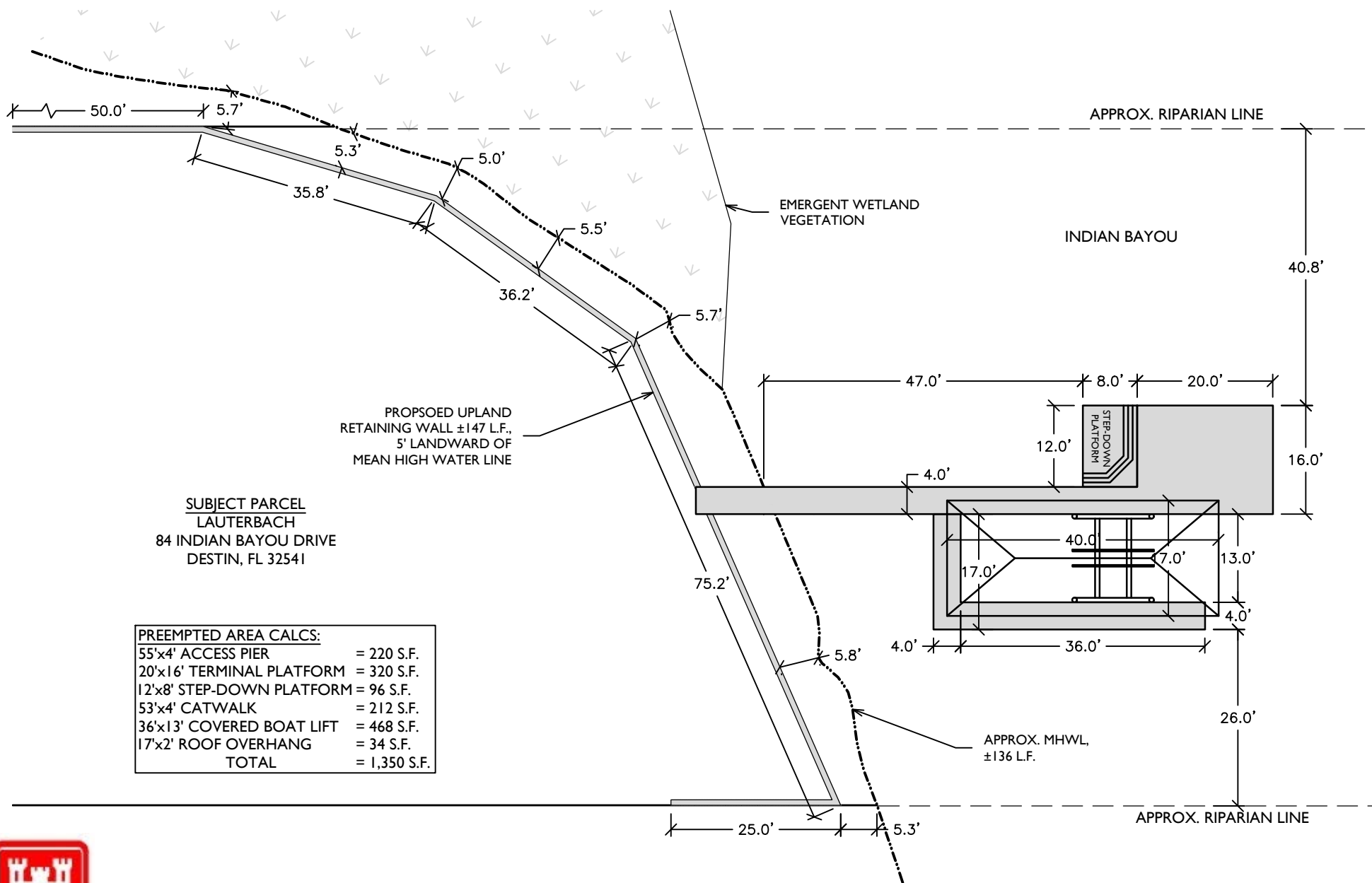
DRAWING DATE: 08.08.2024

SHEET: 2 OF 4

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PREEMPTED AREA CALCS:	
55'x4' ACCESS PIER	= 220 S.F.
20'x16' TERMINAL PLATFORM	= 320 S.F.
12'x8' STEP-DOWN PLATFORM	= 96 S.F.
53'x4' CATWALK	= 212 S.F.
36'x13' COVERED BOAT LIFT	= 468 S.F.
17'x2' ROOF OVERHANG	= 34 S.F.
<b>TOTAL</b>	<b>= 1,350 S.F.</b>



84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PLAN VIEW

JOB NO.: 2024.028

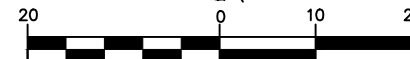
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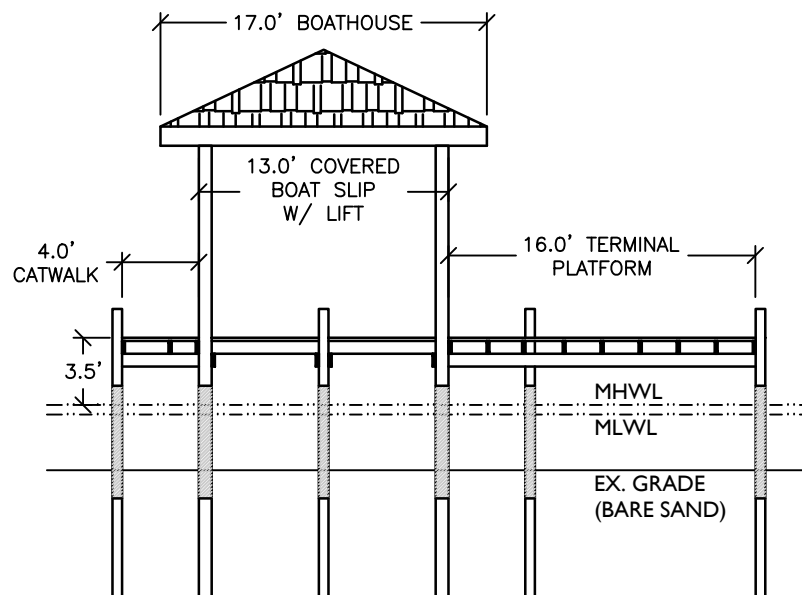
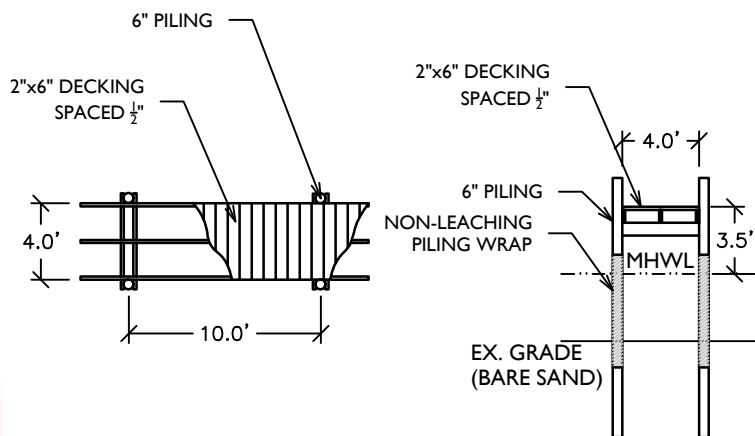
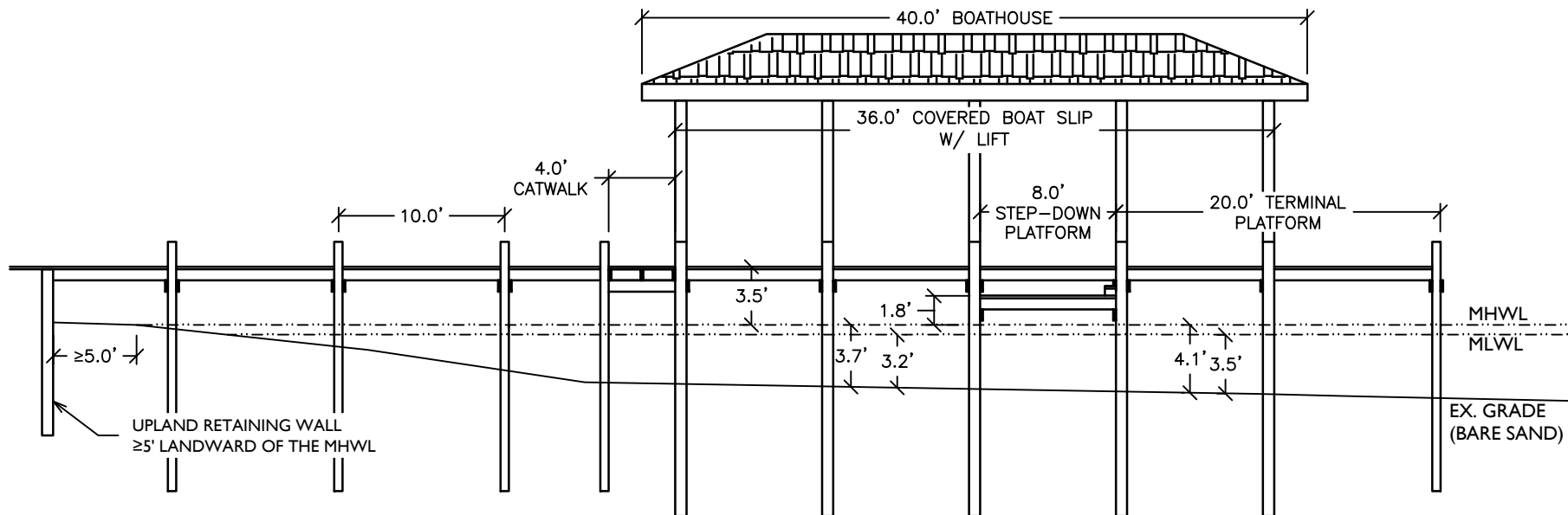
SHEET: 3 OF 4

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( IN FEET )



84 INDIAN BAYOU DRIVE, LAUTERBACH DOCK

PROFILE TYP.

JOB NO.: 2024.028

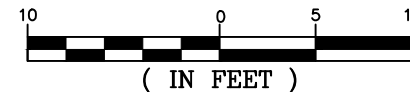
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DRAWING DATE: 08.08.2024

SHEET: 4 OF 4

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DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**US Army Corps  
of Engineers®**



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**FINAL REPORT**  
**MAY 2023**

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

**Contents**

1.0 Executive Summary .....	5
1.1 Recommendations .....	6
1.2 Data Gaps and Limitations .....	7
2.0 Introduction .....	8
2.1 Study Scope .....	8
2.2 Location .....	9
2.3 Historical Reports .....	11
3.0 Problems, Opportunities, Objectives and Constraints .....	12
3.1 Problem Statement .....	12
3.2 Opportunities .....	12
3.3 Objectives .....	12
3.4 Constraints .....	12
3.5 Strategic Objectives and Recommendations Framework .....	13
4.0 Socioeconomic Conditions .....	14
4.1 Socioeconomics .....	14
4.2 Demographics .....	14
5.0 Environmental Setting .....	15
5.1 Regional Background .....	15
5.2 East Pass .....	15
5.3 Crab Island .....	15
5.4 Water Quality .....	16
5.5 Essential Fish Habitat .....	16
5.6 Threatened and Endangered Species .....	16
5.7 Cultural Resources .....	17
5.8 Human Safety .....	17
6.0 Harbor Carrying Capacity .....	17
6.1 Study Area .....	17
6.2 Harbor Facility Inventory and Vessel Classifications .....	18
6.3 Assumptions .....	19
6.3.1 Sample Characteristics .....	19
6.3.2 Methodology Assumptions and Definitions .....	20
6.4 Capacity Count Overview .....	24

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

6.4.1 Vessel Traffic Count.....	25
6.4.2 Harbor Slip Counts.....	28
6.4.3 Parking Lot Counts.....	30
6.5 Interpolated Vessel Traffic .....	31
6.6 Parking Lot Analysis .....	33
6.7 Carrying Capacity Analysis .....	37
6.7.1 Spatial Carrying Capacity.....	39
6.7.2 Social Carrying Capacity.....	41
6.7.3 Facility Carrying Capacity.....	43
7.0 Perception Surveys .....	44
7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways .....	44
7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways.....	45
7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor.....	45
8.0 Management Measures.....	46
9.0 Recommendations .....	47
9.1 Initial Array of Recommendations .....	47
9.2 Final Array Recommendations.....	50
9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways .....	50
9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways .....	54
9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor .....	56
10.0 Conclusion .....	59
11.0 References.....	61

**Tables**

Table 1: Destin Harbor Carrying Capacity.....	5
Table 2: Data Gaps and Limitations .....	8
Table 3: Data Collection Trips .....	28
Table 4: Parking Facility Groupings.....	30
Table 5: Harbor District Total Parking Capacity .....	34

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

Table 6: Destin Harbor Carrying Capacity ..... 38  
Table 7: Facility Carrying Capacity Summary ..... 43  
Table 8: Management Measures ..... 46

**Figures**

Figure 1: USACE Planning Process ..... 9  
Figure 2: Location of Destin, FL ..... 11  
Figure 3: Destin Harbor Location ..... 11  
Figure 4: Strategic Objectives within Planning Steps ..... 14  
Figure 5: FFWC Reported Boating Accidents 2017-2022 ..... 17  
Figure 6: Map of Study Area ..... 18  
Figure 7: West side of GIS Slippage Capacity Count ..... 22  
Figure 8: East side of GIS Slippage Capacity Count ..... 22  
Figure 9: Data Collection Days (Summer 2022) ..... 25  
Figure 10: Total Vessel Traffic Observed ..... 26  
Figure 11: Total Vessel Traffic Observed on Regular Weekends ..... 27  
Figure 12: Total Vessel Traffic Observed on Weekdays ..... 28  
Figure 13: Slip Count Average Occupancy by Trip ..... 29  
Figure 14: Average Slip Occupancy by Time ..... 30  
Figure 15: Vessel Count Average Entry/Exit by Day of Week ..... 31  
Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week ..... 32  
Figure 17: Summer Interpolated Vessel Entry/Exit Totals ..... 33  
Figure 18: Joe's Bayou Overflow Lot - Total Capacity ..... 35  
Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week ..... 35  
Figure 20: Joe's Bayou and Captain Leonard's Parking Lot Occupancy Percentage by Day of the Week ..... 36  
Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week ..... 37  
Figure 22: Study Zones ..... 38  
Figure 23: Reasonable Boating Coefficient by WALROS Class ..... 39  
Figure 24: How the other boaters affect enjoyment of the Harbor ..... 41  
Figure 25: Crowding Perceptions ..... 42

**Appendices**

- Appendix 1: Economics
- Appendix 2: Field Photos
- Appendix 3: Data Collection Templates
- Appendix 4: Perception Survey Results

## 1.0 Executive Summary

Balancing between economic development, public safety and maintaining environmental health is crucial to water resource management. In response to public concerns regarding safety issues related to Destin vessel congestion, the City of Destin enacted a moratorium on livery vessel permitting and commissioned a carrying capacity study. This carrying capacity study has two purposes:

1. Determine the existing carrying capacity of Destin Harbor
2. Formulate management recommendations to support strategic objectives for Destin Harbor and surrounding waterways.

Vessel traffic patterns were assessed at the Destin Harbor entrance over the 2022 summer season. Observations of usage at key Harbor facilities and surrounding area were also conducted. Key facilities include slippage occupancy along a sample portion of the Harborwalk, vehicle parking, boat trailer parking, and boat launches.

The approach consists of three components: spatial carrying capacity, social carrying capacity, and facility carrying capacity. Table 1 below summarizes the carrying capacities for Destin Harbor and surrounding waterways.

**Table 1: Destin Harbor Carrying Capacity**

Spatial Carrying Capacity	Carrying Capacity
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity weekend use

For the spatial carrying capacity, three zones were identified as representative of Destin Harbor and its surrounding waters. Vessel densities were calculated for each zone to determine the number of usable acres of usable surface waters per vessel. The observed boating densities were then compared to optimal boating densities published in previous studies and the Water and Land Recreation Opportunities Spectrum (WALROS) method. Based on the published literature, the reasonable range of water surface acreage per vessel for an urban setting like Destin is 1-10 acres per vessel. The existing peak densities are below 1 acre of usable water surface per vessel for each zone.

- Zone A: Inside Destin Harbor: 0.54 acres of usable water surface/vessel
- Zone B: Crab Island: 0.41 acres of usable water surface/vessel
- Zone C: East Pass: 0.98 acres of usable water surface/vessel

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. The social and facility carrying capacities were analyzed both quantitatively and qualitatively.

The USACE planning process was used to formulate the recommendations. The six planning steps are summarized as follows:

1. Identify Problems and Opportunities
2. Inventory and Forecasting Conditions
3. Identify and Screen Measures
4. Formulate Initial Array of Strategies
5. Refine Initial Array and Evaluate Focused Array of Strategies
6. Strategy Comparison and Selection

In partnership with the City of Destin, three strategic objectives were identified under which recommendations were formulated.

### 1.1 Recommendations

#### Objective 1: Promote Safety and Enjoyment of Local Waterways

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs.
2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.
3. A9, A10. Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.
4. A1, A6, A7. Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.
5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

#### Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.
7. B10. Conduct a hydrographic study to optimize pump usage.

8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

**Objective 3: Promote Economic Development of Businesses Operating Along the Harbor**

10. C5. Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

11. C6. Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

**12. Multi -Objective Recommendation: Navigational Improvements Investigations under Continuing Authorities Program**

This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project.

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin.

**1.2 Data Gaps and Limitations**

While considerable effort was taken to gather sufficient data to better understand the existing conditions of Destin Harbor, data gaps remain as a constraint in the analyses presented in this report. It is beyond the scope of this study to produce in-depth analyses that evaluate the full spectrum of benefits and costs associated with each recommendation. However, this provides an opportunity for documenting specific data needs that may be necessary for further navigational study investigation. Table 2 shows the data gathered as part of this study.

**Table 2: Data Gaps and Limitations**

Data Category	Description
Vessel Fleet	Data on the number and characteristics of the existing Destin Harbor fleet such as draft, length overall (LOA) was unavailable.
Harbor Slippage layout	Data information was received after USACE collection analysis began, and data on the number and characteristics of existing slips received was either inconsistent or unavailable.
Pre-existing water quality data	Water quality data provided by the City of Destin was limited and inconsistent; and USACE efforts to further analyze existing water quality data would have been outside the scope of a PAS. The Choctawhatchee Alliance provided USACE a time series of approximately 20 years' worth of water quality data. An examination of the sample frequency and locations showed that sampling was limited to two discrete locations and occurred approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters.

## 2.0 Introduction

This carrying capacity study was conducted under the Planning Assistant to States (PAS) program as authorized under Section 22 of the Water Resources Development Act (WRDA), 1974 as amended. Section 22 authorizes USACE to partner with local and State entities to provide technical assistance supporting efforts related to the management of state water resources. The City of Destin is the sponsor for this PAS study. The Technical Assistance Project Partnership Agreement (PPA) was signed between the City of Destin and USACE Mobile District on November 17, 2021. The purpose of this technical assistance is to identify the carrying capacity of Destin Harbor and develop recommendations informing the local government relating to the continued use of Destin Harbor.

### 2.1 Study Scope

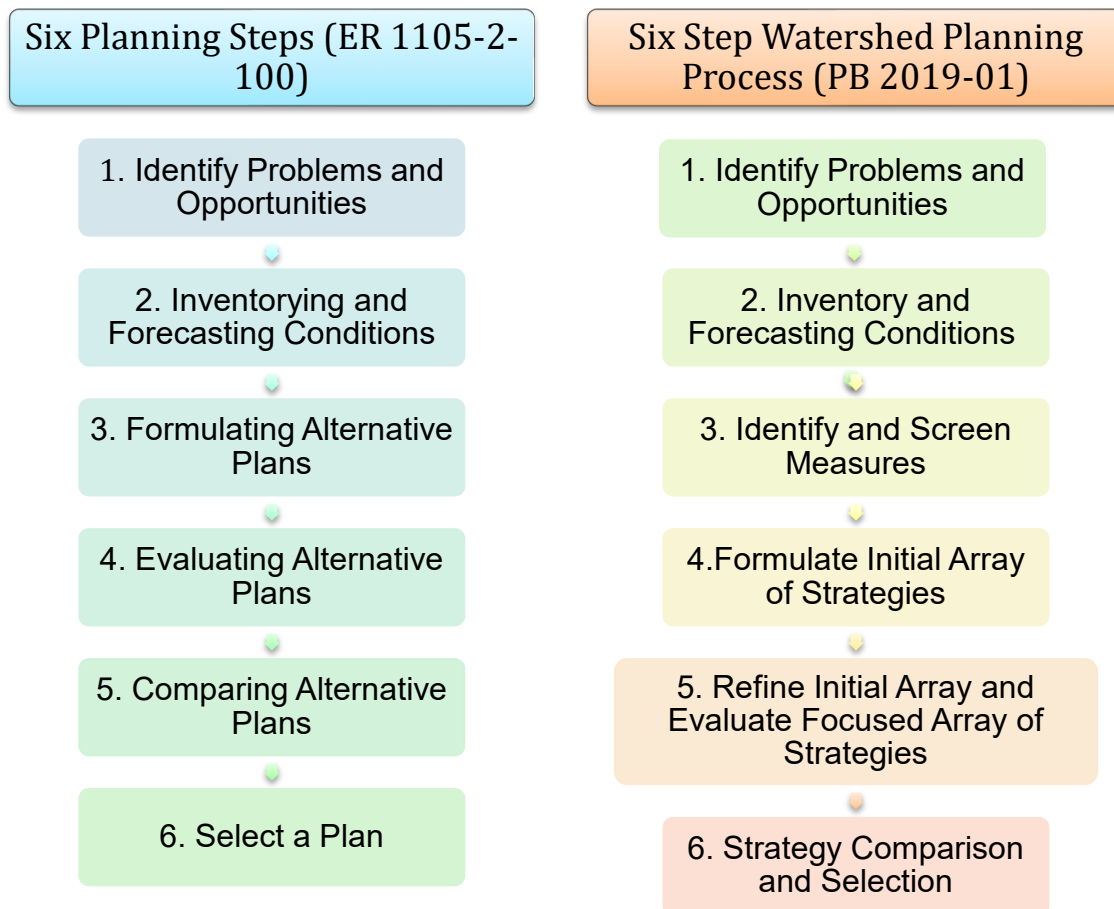
The USACE planning process is a structured approach to problem solving and provides the framework for decision making. Thus, this carrying capacity study follows the USACE six planning steps as defined in the Planning Guidance Notebook (ER 1105-2-100). Additionally, the USACE Planning Bulletin on Watershed Studies (PB 2019-01) provides some guidance to this study. Given that technical assistance is to support State preparation of comprehensive water and related resources development plans; the six step watershed planning steps in PB 2019-01 were followed for the Capacity study. The scope of this capacity study develops and evaluates recommendations that are comprehensive and strategic to support the City of Destin's water resources plans. Figure 1 is a flow chart presenting the USACE six planning steps for feasibility studies on the left and the watershed studies six planning steps on the right which are adopted

in this study. More information regarding the USACE planning process is contained in the Planning Guidance Notebook.

Three strategic objectives from the City of Destin’s management plans are considered in this capacity study:

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The management measures and subsequent recommendations formulated presented in this report are organized under the above local objectives. The City of Destin also noted that identifying the carrying capacity of the Harbor and supporting the above local objectives also supports a goal in its comprehensive strategic plan, 2020: Enhance the quality of life.



**Figure 1: USACE Planning Process**

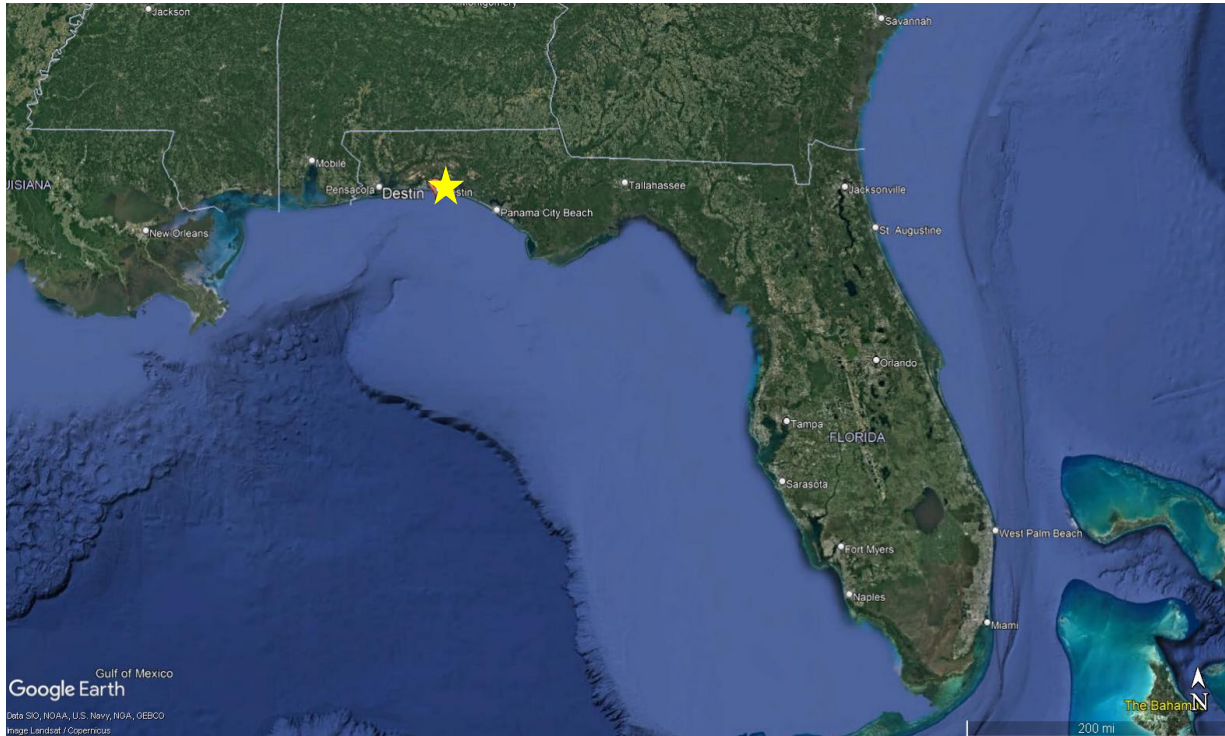
**2.2 Location**

Destin is in the Florida Panhandle, in the Okaloosa County as shown in Figure 2. Destin Harbor is located adjacent to East Pass near the entrance to Choctawhatchee Bay.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

Figure 3 shows Destin Harbor and Choctawhatchee Bay. Destin is named for Captain Leonard Destin, a fisherman that settled in the area around 1851. Destin grew over time from a fishing village to a major tourist destination with a population of approximately 13,956 (U.S. Census Bureau, 2022). Destin is known as the “World’s Luckiest Fishing Village” and was incorporated as the City of Destin in 1984 (City of Destin, 2022). Destin is in Florida Congressional District 1, represented by congressional representative Matt Gaetz.

# DESTIN HARBOR CARRYING CAPACITY STUDY FINAL REPORT



**Figure 2: Location of Destin, FL**



**Figure 3: Destin Harbor Location**

## 2.3 Historical Reports

There are limited historical reports on Destin Harbor. During the preparation of this effort, the study team reviewed the Destin Harbor Area Master Plan published in 1998.

### **3.0 Problems, Opportunities, Objectives and Constraints**

The first planning step is identifying problems, opportunities, objectives, and constraints (POOC's).

#### **3.1 Problem Statement**

Through iterations of scoping, the following problem statements were identified and developed in coordination with the City of Destin:

1. The high volume of vessel traffic leads to high number of incidences of vessel collisions and costs associated with potential damages.
2. Inefficient channel layout and inadequate navigational aids reduce vessel operators' ability to properly navigate the channel.
3. The narrow Harbor entrance becomes a bottleneck, and coupled with the high current, can become extremely dangerous for both inexperienced and experienced vessel operators.
4. Existing slip configurations at fueling stations experience congestion and lead to traffic delays.

#### **3.2 Opportunities**

Opportunities are defined as a favorable juncture of circumstances because of the study, a chance for advancement or progress towards a positive impact. For the capacity study the following opportunities were identified:

1. Update vessel traffic data of the Harbor.
2. Update imagery of the Harbor and surrounding facilities that the City of Destin may use to inform future local water resources planning.
3. Identification of existing data gaps. There is an opportunity to compile an inventory of data needs associated with local government objectives over the course of the Capacity study.

#### **3.3 Objectives**

Study objectives specific to the carrying capacity study have been identified as follows:

1. Identify the carrying capacity of the Destin Harbor.
2. Identify uses of Destin Harbor.
3. Identify existing and future conditions of Destin Harbor at a level appropriate for a PAS study.
4. Develop recommendations that address study problems and inform the City's decisions on policymaking.

#### **3.4 Constraints**

Planning constraints are significant barriers or restrictions that limit the extent of the planning process and are unique to each planning study. Based on the study scope the following constraints have been identified for the capacity study:

1. No changes may be made to the existing Federal project at Norriego Point.
2. No major impacts may be made to threatened and endangered species, general environmental resources, or cultural resources as a result of recommendations.
3. The level of detail of analyses is limited and constrained by the scope of PAS compared to a general investigations study.

### **3.5 Strategic Objectives and Recommendations Framework**

The preceding section identified the POOCs in accordance with the USACE planning process. The planning objectives laid out in the preceding POOCs subsection refer to the objectives met by the technical assistance. Three local strategic objectives related to Harbor management by the City of Destin are also incorporated into the planning steps consistent with PAS guidance for technical assistances. These objectives are recognized as shared vision for Destin Harbor, its surrounding waters, and facilities. The following objectives are local goals striven towards through programmatic approaches, over a designated time period of water resource and related land management plans.

1. Promote Safety and Enjoyment of Local Waterways
2. Promote Environmental Health of Harbor and Surrounding Waterways
3. Promote Economic Development of Businesses Operating Along the Harbor

The problems identified in Section 3.0 impede the safety, enjoyment, and the environmental health of waterways, as well as the economic development of businesses. The strategic objectives are integral to the identification of management measures through recommendation formulation (planning steps 3-6). In other words, the recommendations formulated in this study aim to support the strategic objectives. Figure 4 summarizes the integration of local strategic objectives into the planning process and recommendation development.

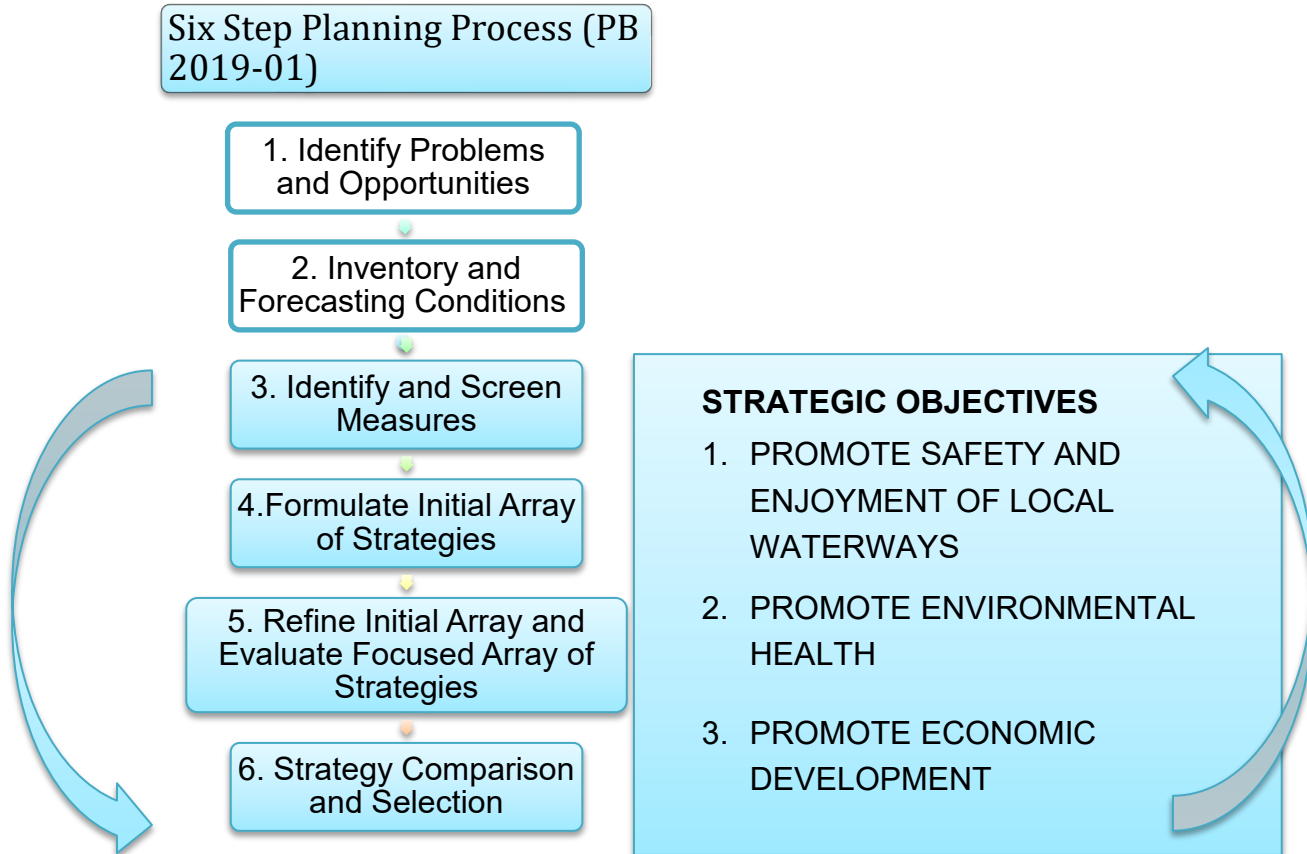


Figure 4: Strategic Objectives within Planning Steps

## 4.0 Socioeconomic Conditions

### 4.1 Socioeconomics

Tourism is a critical component for the City of Destin. The Destin area is considered one of the world's premier beach vacation destinations. Destin Harbor is the hub for almost all the commercial and recreational fishing businesses operating in the area. Choctawhatchee Bay waters may be used for boating but are generally calm and suited for paddle boarding, kayaking, and canoeing.

### 4.2 Demographics

The City of Destin has a total land area of 7.53 square miles and Destin Harbor encompasses approximately 240 acres, with an average depth of 15-20 feet (Judnich, 2021). The 2022 estimated census population of Destin is approximately 13,956 (U.S. Census Bureau, 2022). The per capita income for Destin in the past 12 months (in 2020 dollars), was \$49,999, compared to \$32,848 for the state of Florida. The median household income (in 2020 dollars) for the City of Destin was \$81,468, compared to \$57,703 for the state of Florida. About 9.6% of Destin's population was living below the poverty level in 2020.

The rate of home ownership is 64.8%. The median value of owner-occupied housing units is \$346,000 with the median monthly owner mortgage costs being \$1,917. Median gross rent is \$1,587 per month. The number of households in 2020 were 6,377 with the number of persons per household being an average of 2.25. 79.0% of those people were living in the same home the previous year. The makeup of the city in 2020 was 85.0% white, 5.1% African American and 8.8% of Hispanic or Latino origin. Other minorities residing in Destin of two or more races makeup 4.7%, and 1.8% Asian residents; collectively, about 0.2% of the population was comprised of American Indian/Alaska Native, and Native Hawaiian (U.S. Census, Destin 2020).

## **5.0 Environmental Setting**

### **5.1 Regional Background**

Destin Harbor is in the Florida Panhandle, adjacent to East Pass inlet and Choctawhatchee Bay (Bay). The bay is approximately 27 miles (mi) long, 1 to 6 mi wide, and its depth varies from 10 to 43 feet (Ruth & Handley, 2002). Freshwater input to the Bay comes primarily from the Choctawhatchee River. The bay is connected to the Gulf of Mexico by East Pass and lies within both Walton and Okaloosa Counties.

### **5.2 East Pass**

East Pass is the inlet between Moreno Point, in the City of Destin, and Okaloosa Island. It provides a tidal connection between Choctawhatchee Bay and the Gulf of Mexico. The federal navigation channel was constructed by dredging in 1969 with two jetties. It is periodically dredged to maintain its authorized dimensions. The dredge material has been placed near the jetties, on Norriego Point, and on the nearby Gulf fronting beaches. Norriego Point constitutes a portion of the inlet shoreline of East Pass.

East Pass and storm activity are the primary drivers of erosion of the inlet shoreline and gulf fronting beaches. Norriego Point has been nourished with beach compatible material and several coastal protection structures have been built to stabilize Norriego point (Florida Department of Environmental Protection, 2020).

In 2006, 50,000 cubic yards of East Pass channel maintenance dredge material was placed east of East Pass following the 2005 hurricane season. After Tropical Storm Ida impacted the area material was placed along the Gulf fronting beaches, east of East Pass, in 2010. Approximately 487,000 cy was placed in this area as a part of a beach nourishment project completed in 2013 (Florida Department of Environmental Protection, 2020).

### **5.3 Crab Island**

Crab Island is a submerged sand bar, heavily vegetated with seagrasses, located within Choctawhatchee Bay adjacent to East Pass. It is a notable attraction that draws recreational boaters from Destin Harbor and the surrounding region. Crab Island is located within the Gulf Island National Seashore, and commercial activities at the site are regulated by the National Park Service (National Park Service, 2022).

## **5.4 Water Quality**

Destin Harbor saw a decline in water quality beginning in the 1980's. The City received complaints of "foul odors" and were able to attribute this to runoff into the Harbor (City of Destin Public Works, 2022). Growth of the Harbor and increased watercraft use likely also contributed to a decline in water quality. Combustion and fuel releases associated with vessel motors have been shown to have a negative effect on water quality. Propellers have also been shown to have a negative effect on water quality as they disturb and resuspend sediment and nutrients from the seabed (Asplund, 2000).

The City installed a pump to bring in water from the gulf to the Harbor at its southeastern boundary. This pump was built in the mid 1990's and its internal components were entirely rebuilt in 2021. The pump brings approximately 50 thousand gallons per minute of seawater into the Harbor. It runs for 6 to 7 hours per day, on every outgoing tide, during tourist season (Mar 1 to Oct 31) (City of Destin Public Works, 2022).

The Choctawhatchee Basin Alliance currently collects water quality data at two locations inside Destin Harbor. This includes color, conductivity, and nutrient data (Choctawhatchee Basin Alliance, 2022). Their data is being used within an upcoming National Park Service Environmental Assessment for the Gulf Islands National Seashore (National Park Service, 2022).

## **5.5 Essential Fish Habitat**

The Bay and Harbor also provide essential fish habitat (EFH) protected under the Magnuson-Stevens Fishery Conservation and Management Act. EFH in the Gulf of Mexico includes estuarine and marine habitats such as hard bottoms, seagrasses, coral and coral reefs, marshes, algal flats, mangroves, and substrates such as mud, sand, shell and rock. The Harbor likely contains the various substrate types and seagrasses. The Harbor contains EFH for the following species: Shrimp, Red Drum, Reef Fish, and Coastal Migratory Pelagics (NMFS, 2022).

Submerged Aquatic Vegetation (SAV) is a commercially and recreationally important fish habitat. It includes seagrasses and the microalgae that attach to these grasses (NMFS, 2022). Shoal grass (*Halodule wrightii*) is the primary SAV in the bay. A recent study of SAV at Crab Island shows a slow decline in SAV over the last decade. The southeastern portion of Crab Island shows a particular pattern of SAV bed recession that coincides with increased vessel density in the area (National Park Service, 2022).

## **5.6 Threatened and Endangered Species**

The Choctawhatchee Bay and Destin Harbor is a productive estuarine ecosystem with several federally and state protected species. These may include the Choctawhatchee Beach Mouse, West Indian Manatee, Eastern Black Rail, Piping Plover, Eastern Indigo Snake, Marine Turtles, and Gulf Sturgeon (USFWS, 2022). The Bay also provides habitat for the Bottlenose Dolphin (National Park Service, 2022). Several dolphins were observed in Destin Harbor during the study.

## 5.7 Cultural Resources

There have been various reports of submerged wrecks in the bay over the last century (National Park Service, 2022). A review of the Florida Master Site File (FMSF) shows multiple surveys have been conducted in the Bay and along the Gulf fronting coastline. Several upland locations, with possible historic properties, forming the perimeter of Destin Harbor have been evaluated. The FMSF shows no cultural resource surveys were conducted in the Harbor itself.

## 5.8 Human Safety

Vessel incident data obtained from the Florida Fish and Wildlife Commission (FFWC) shows that a “hot spot” of incidents occurs at both the mouth of Destin Harbor and in the areas around Crab Island.

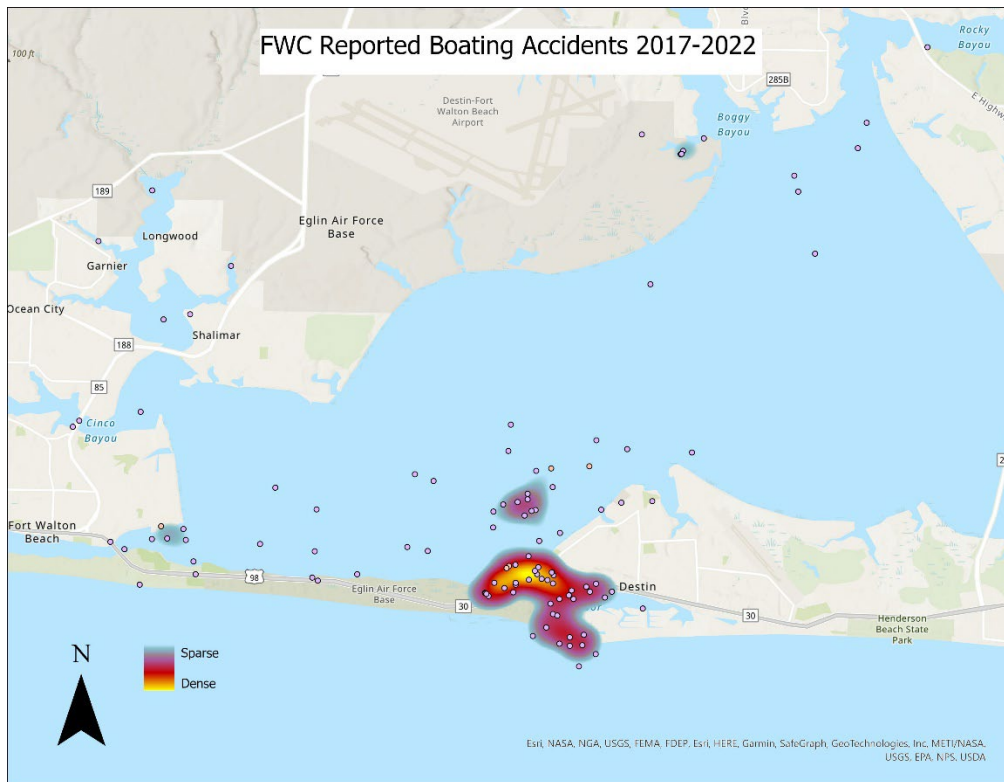


Figure 5: FFWC Reported Boating Accidents 2017-2022

## 6.0 Harbor Carrying Capacity

### 6.1 Study Area

This section describes the geographic footprint and characteristics of the study area. Destin Harbor encompasses approximately 240 acres (0.376 square miles). The average depth in the Harbor is 15-20 feet (Judnich, 2021). The length of the Harbor stretches two miles or approximately 8,700 linear feet (LF) from south of eastbound Highway 98 (also known as the East Pass Bridge), towards south-east boundary by the

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

residential area of Holiday Isle, as shown in Figure 6. The mouth of the channel is approximately 620 LF wide.



**Figure 6: Map of Study Area**

For the purposes of the carrying capacity analysis, data was collected at selected facilities, listed in 6.4.3

## 6.2 Harbor Facility Inventory and Vessel Classifications

To ensure that counters classified vessels using the same criteria the following definitions were used to classify the 8 vessel types. The vessel classifications were determined with inputs from the City of Destin.

1. **Fishing Charters.** Commonly observed fishing charters ranged from small (approximately 20 ft LOA vessels) accommodating four anglers to fishing charters with capacity for up to 65 anglers (approximately 70 ft LOA). This vessel class is defined by a captain and crew that takes guests out to fish in certain locations.
2. **Tour Charters.** Tour charters are assumed to be any vessel with a captain and crew that takes people on various tour activities. There is usually a business contact information on the vessel's port or starboard side.
3. **Livery Pontoons.** Livery vessels are vessels that are leased to others. In the context of Destin Harbor, livery vessels consist of livery pontoons or personal watercrafts that are registered with the city. Livery jet skis are not included in this category.

4. **Personal Pontoons.** To differentiate from livery pontoons, this vessel class is assumed to be personally owned and operated pontoons. Personal pontoons are not registered as livery and are not leased to others. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin.
5. **Personal Vessels.** This vessel class refers to all motor vessels observed and based on best judgement in the field to be personally operated by owner(s) recreating in Destin Harbor. This vessel class excludes chartered tours, fishing charters, and livery pontoons. Personal Vessels and Personal Pontoons were separated into two categories as requested by the City of Destin. It is important to note that all jet skis were captured in a separate vessel classification,
6. **Sailboats.** Personal sailboats that are home-docked at Holiday Isle and are separate from chartered sailboats which are captured under the Tour Charters category.
7. **Jet Skis.** For the purposes of this study, this vessel class refers to all jet ski traffic including both livery and privately-owned jet skis. Based on field observation conditions (visibility, etc.) and for this level of analysis, it was determined that it was reasonable to all jet skis are captured in the same classification.
8. **Non-Motor Vessels.** This class included kayaks, standup paddleboards, canoes, and vessels with trolling motors only.

### 6.3 Assumptions

Water and related land resources planning requires making decisions under uncertainty. USACE planning processes merges risk informed decision-making with water resource planning. PAS level studies have shorter execution timeframes and smaller scopes relative to a feasibility study. Therefore, assumptions are necessarily developed to inform analyses under uncertainties. This section describes the assumptions in the capacity study, documents the risks identified, and any corresponding risk-informed decisions made. This approach with regards to risk and uncertainties is appropriate for the level of detail of the capacity study's scope.

It is important to note that the following assumptions and decisions are in the context of data collection design and analyses in the capacity study. Any assumptions associated with recommendations will be explicitly stated.

#### 6.3.1 Sample Characteristics

- I. **Slip Facilities.** For the carrying capacity analysis of the Harbor slippage, it was determined that slip occupancy data would be collected at slip facilities located at the Harbor entrance eastward along the Harbor District up to the Destin Yacht Club, and *not* inclusive of the entire perimeter of the Harbor. This is because the targeted slips are the most utilized public slips within the Harbor. It was assumed that these slips were a sufficient sample and representation of Harbor slip capacity. Additionally, slips in other areas of the Harbor were either private or not easily accessible by land and therefore the data collection team would not have been able to record that usage accurately and consistently.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

- II. Parking Lot Facilities. The sample of parking lots was determined in collaboration with the City of Destin based on the proximity of the parking facilities that service the Harbor and/or if they provide recreational opportunities for patrons. Parking lots include 1) restaurant lots for patrons, located between the Harbor District and Highway 98, 2) public parking lots, under the assumption that people park and recreate at the Harbor and the Harbor District, 3) boat launch parking for locals to park trailers while enjoying the waterways and Harbor , and 4) Holiday Isle where it is assumed that beachgoers park and recreate near Norriego Point. The team initially conducted an inventory count of all parking lots associated with the study to gather data on maximum capacities for each lot.
- III. Vessel Traffic Counts
  - a. There were risks associated with human error during data collection, and the study team accounted for margin of errors during data analysis.
    - i. Shift Times
      - 1. The first data collection trip included two vessel counting shifts from 0800-1230 and 1230-1630. After analyzing the data, it was determined that much of the vessel traffic was being missed based on observed traffic patterns. For example, livery pontoons typically begin exiting the Harbor around 0800, and all types of vessels enter the Harbor after 1630, most likely to recreate at restaurants.
      - 2. After this risk was realized, shift times changed to 0900-1200; 1200-1500; 1500-1800 to account for morning, lunch, and dinner time traffic patterns consistently throughout the day and over the entire data collection period.
- IV. Count Location
  - a. The team began the first data collection trip by setting up at the end of Norriego Point, facing the mouth of the Harbor. It was quickly realized that parking was difficult to obtain throughout the day, hauling gear onto the beach was cumbersome and time consuming, and there was a lack of shade and facilities.
  - b. After identifying the restaurants as a more suitable count location with a better vantage point, the team began to count vessels from outside restaurant seating areas. This proved better in many ways: the team saved time, could more clearly observe jet ski movements (among other vessel movements), and could easily transition from vessel counting to facility (slip) counting.

### **6.3.2 Methodology Assumptions and Definitions**

Data collection consisted of counting vessels entering and exiting the Harbor. A data collection sample representative of peak and non-peak recreation periods was taken between the months of May to September. Vessels were recorded by hourly shift time, entrance or exit movement, and classification. The goal was to account for traffic patterns, so each vessel was counted each time it entered or exited, regardless of if it had done so previously.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

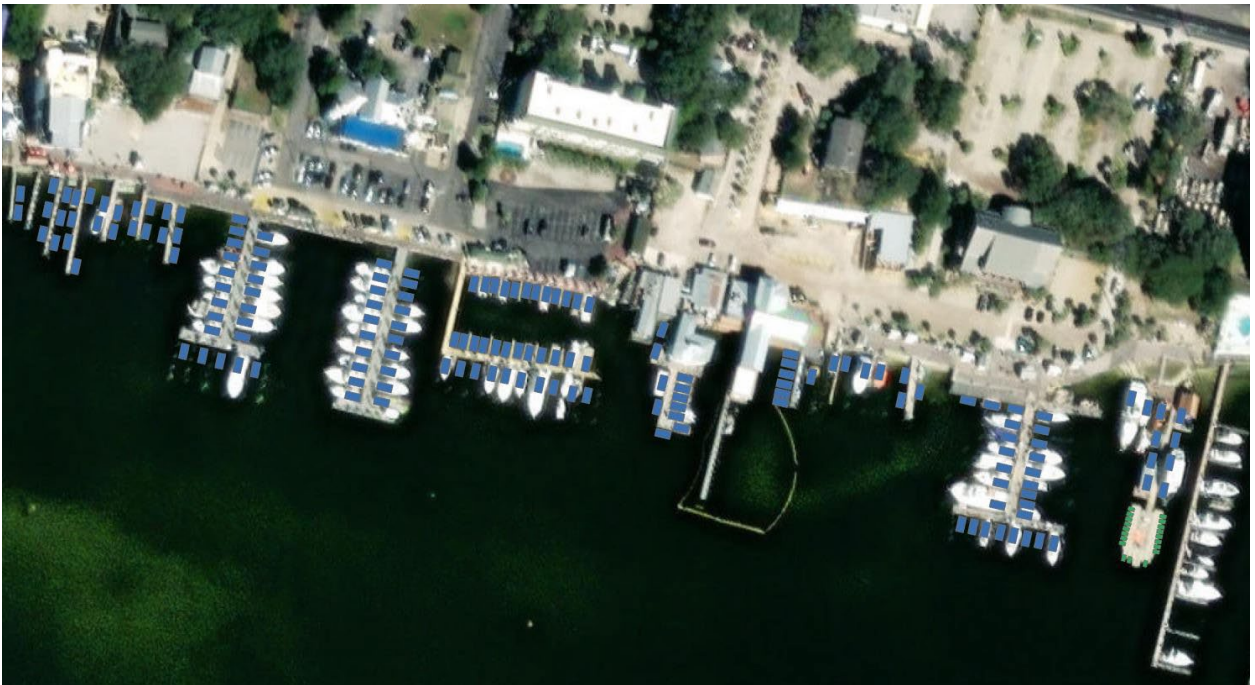
I. Slip Capacity Count

- a. Parking lots and slippage facilities were counted three times a day, during anticipated peak traffic periods in the morning, afternoon, and evening. Unlike parking lot counts, maximum capacity amounts were not initially recorded along the Harbor District at the slippage facility. This is because it was observed that slip configurations changed depending on the orientation of vessel docking. For example, vessels docked parallel to a long pier may create a different number of delineated “slips” than if vessels were docked perpendicular to the pier. This made it difficult to initially track the exact maximum capacity in the field. However, maximum capacity was captured post-data collection using GIS technology and the dimensions of an average vessel (20 ft) to configure slip usage in an efficient and realistic way that was reflective of observations during data collection. See Figure 7 and Figure 8 below for more information.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 7: West side of GIS Slippage Capacity Count**



**Figure 8: East side of GIS Slippage Capacity Count**

- b. It was assumed that the most efficient way to count vessel slips was by counting the occupied slips. This is the opposite method that was used for parking lot counts. This decision was made in tandem with the lack of maximum capacity data in the beginning of data collection. Counting occupied spots proved to be more useful when maximum capacity was later found to provide a baseline of slip usage and capacity. In this context, a regular, occupied slip is defined below.
- c. Define:

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

1. A regular, occupied slip is defined as a slip containing one to two vessels, where both vessels could exit the slip with ease (i.e., neither vessel is blocked in). This also includes locations that are not easily defined by pilings, such as long docks with areas to tie up a vessel parallel to the dock.
2. During data collection, the team needed a clear and consistent definition of jet ski slips due to rotating team members and the nature of the study. Therefore, the team defined jet ski slips based on their physical structure and purpose: mobile, floating docks primarily used for jet ski storage.
3. Overcapacity slips are defined as a slip that contains more than two vessels. This is applicable to regular slips that are clearly delineated by pilings. The definition was developed by gauging the size of the average vessel entering and utilizing Harbor slips. It was decided that two vessels could comfortably fit in one slip and still easily exit the slip. Other areas that were consistently overcapacity include long docks with more than two vessels, with the first parallel parked alongside the dock, and the rest parked and tied to it. There were “hotspots” where overcapacity slips were recorded consistently including near Margaritaville.
4. Private slips were discovered east of AJs beyond a gate labeled *Galati's Yacht Sales*. These vessels are gated off from the public. To record counts for private slips, the team estimated based on the maximum capacity and the number of vessels that could be seen from beyond the gate.

#### V. Parking Capacity Counts

Data collection consisted of counting parking space capacities at select public parking lot locations servicing the Harbor facilities. This included public areas as well as boat trailer parking. A select number of public parking facilities were counted three times a day during anticipated peak traffic of morning, afternoon, and evening.

1. Shift Times. During the first data collection trip, parking spots were counted twice a day at 8:30AM and 2:30PM. These count times coincided with the vessel count shift times, allowing each team to complete a vessel count shift and facilities count shift in the allotted time. However, after observing traffic patterns throughout the day, it was determined that three shift counts would be necessary to accurately record and reflect the use of the Harbor's parking lots. Parking counts shifted from two a day to three a day, at 10AM, 12PM, and 6PM to account for morning, midday, and afternoon traffic, including mealtimes.
2. Parking Count Methodology. After discussing data collection methods with the City of Destin, the data collection team took staggered parking samples at different locations each day, rotating through each of the 14 locations during

each trip. Staggered sampling allowed the team to obtain a solid foundation of data that could be extrapolated to fill in the days that were not explicitly counted.

- a. Vacant handicapped parking spots are counted as vacant as they can be occupied
- b. Parking spots were recorded as occupied if there was reserved parking spot signage, cones, tape, or other indicators.
- c. Joe's Bayou overflow lot is added to Joe's Bayou total capacity
- d. Parking formula =  $(m-v+o)/m$  where:
  - i. M=maximum capacity
  - ii. V = vacancy
  - iii. O = overflow

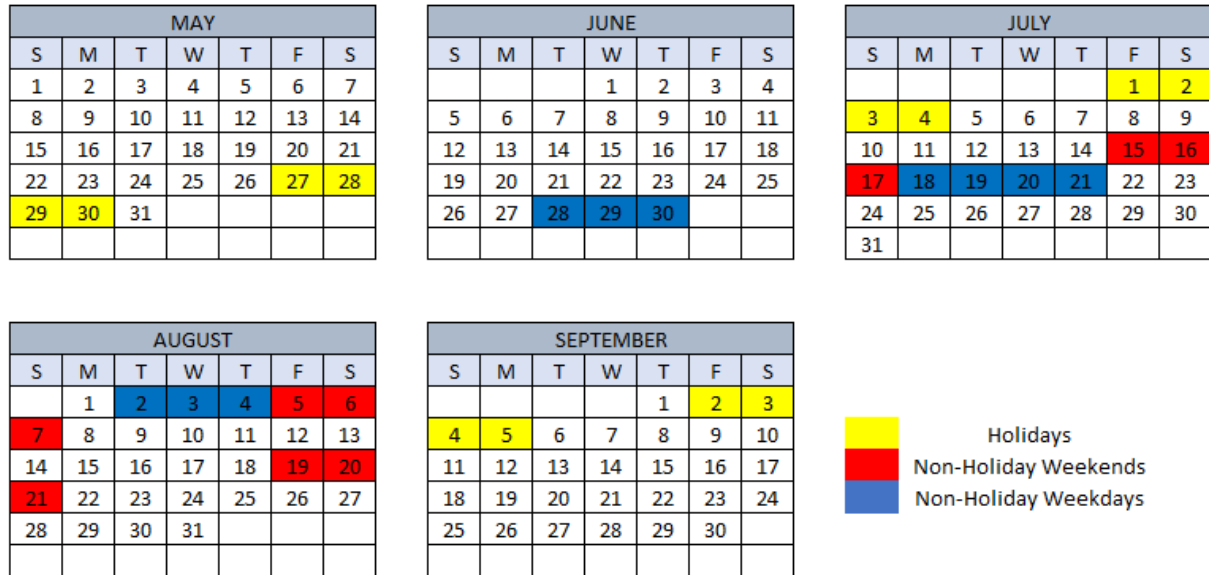
#### **6.4 Capacity Count Overview**

The capacity study for Destin Harbor establishes a basis for vessel traffic, Harbor facility occupancy, and parking lot occupancy. This provides numerical data on Harbor usage throughout the summer. Capacity study data for vessel traffic, Harbor facility counts, and parking lot occupancy was collected during the summer of 2022 on the following dates:

- May 27th-May 30th (Memorial Day weekend)
- June 28th- July 4th (Independence Day weekend)
- July 15th – July 21st
- August 2nd – August 7th
- August 19th-August 21st
- September 2nd - September 5th (Labor Day Weekend)

The capacity study provides each weekend's totals and compares data in relevant groups, such as with holiday to holiday or summer week to summer week. Using the data comparisons, the entire summer was interpolated for each data set collected to represent the anticipated counts each day of the entire summer. Figure 9 below presents the dates for capacity data collections during the summer.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

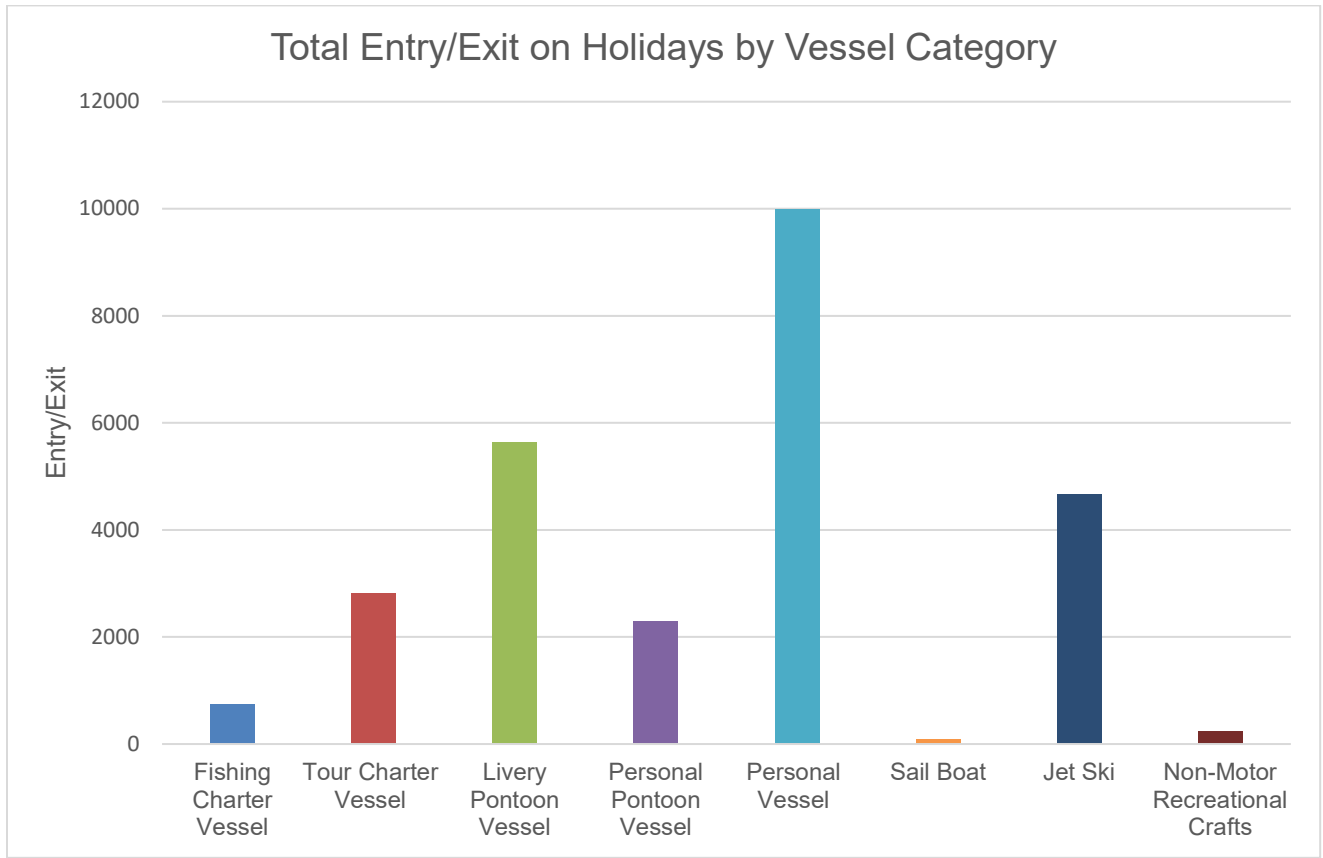


**Figure 9: Data Collection Days (Summer 2022)**

### 6.4.1 Vessel Traffic Count

Counting of vessels exiting and entering Destin Harbor occurred daily and consecutively from 9AM to 6PM (except for Memorial Day weekend, which was from 8:30AM to 4:30PM). Groups of 2 counters began at 9AM and rotated every 3 hours. Vessel counts were split in half with one person responsible for 4 sets of vessel classifications and the other person responsible for the other set of 4 vessel classifications to ensure all vessels entering and exiting the Harbor were accounted for. The vessel count data has been separated into 3 distinct categories for comparison purposes: Holiday weekends, weekends, and weekdays. The total number of days observed for vessel traffic collection was 31, where there were 12 holidays, 9 non-holiday regular weekends, and 10 weekdays. The following graphs present total number of exits and entries by each vessel class.

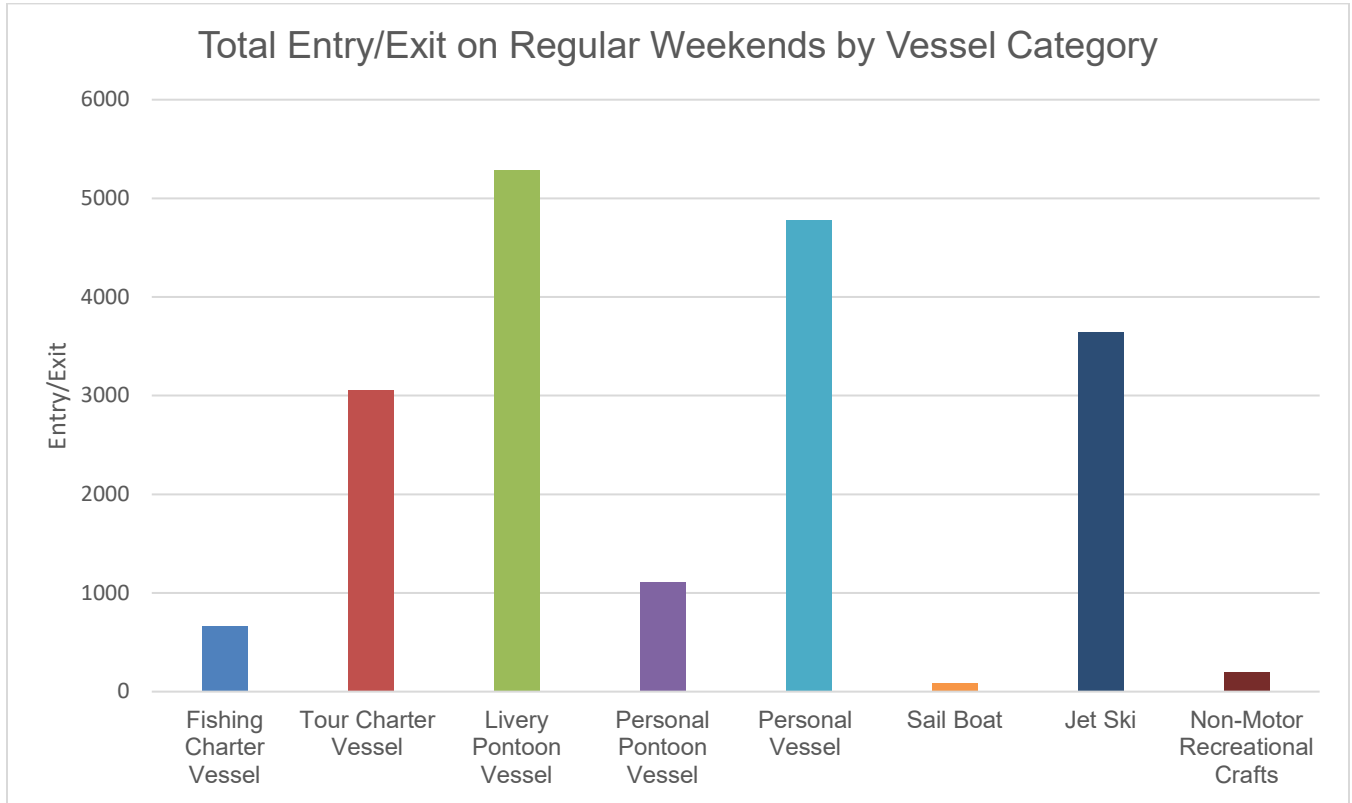
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FINAL REPORT



**Figure 10: Total Vessel Traffic Observed**

During holiday weekends, personal vessels recorded the most total entries/exits in the Harbor with about 10,000 trips through the Harbor mouth as shown in the above figure. Livery pontoons had the second most entries/exits with a little below 6,000 total trips. Jet skis were third, with just over 4,000 exits, while the rest of the vessel categories had less than 3,000 per category.

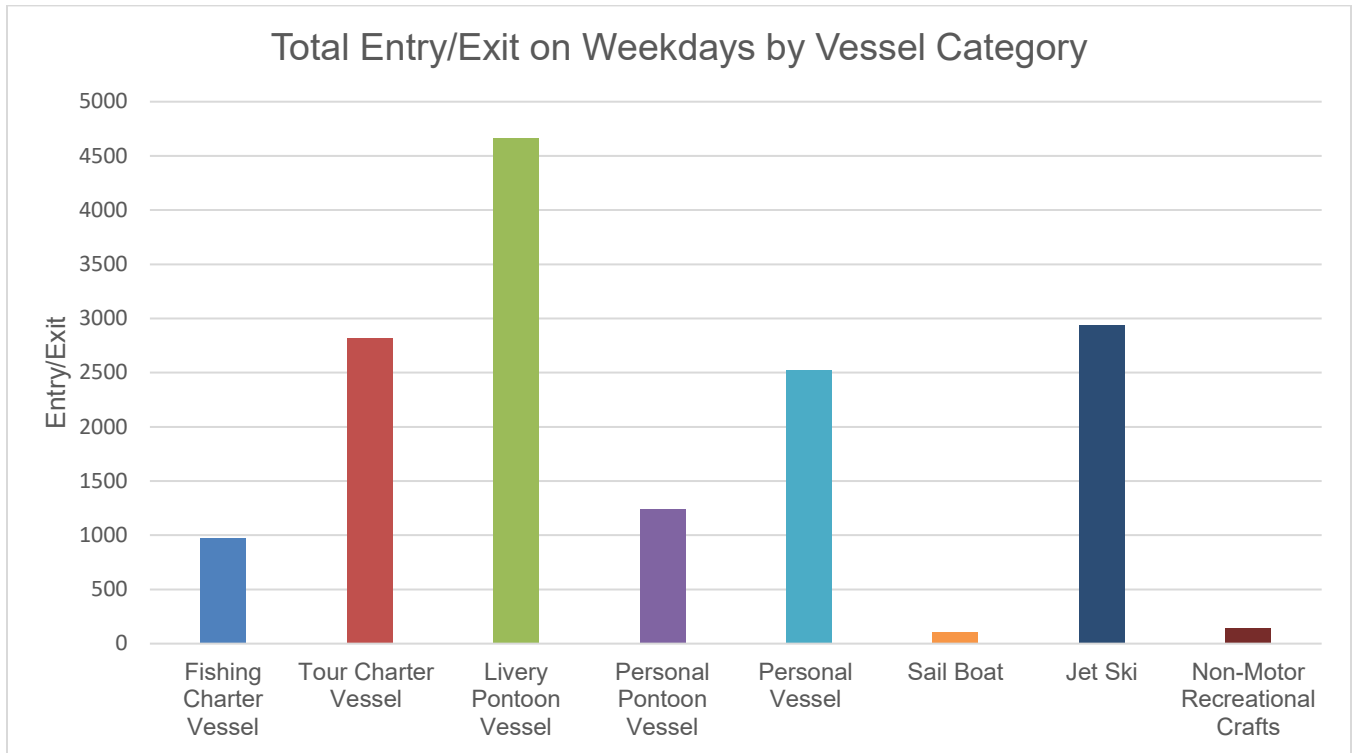
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FINAL REPORT



**Figure 11: Total Vessel Traffic Observed on Regular Weekends**

Vessel traffic at Destin Harbor was observed for a total of nine regular weekend days. Livery pontoons were the most recorded with over 5,000 trips to access the Harbor, followed closely by personal vessels and jet skis as presented in the above figure. As expected, regular weekends did not produce as much total vessel traffic compared to holiday weekends. Personal vessels led total entries/exits (9,990) in the holiday weekend recording but fell to second during the regular weekend recording (4,780).

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 12: Total Vessel Traffic Observed on Weekdays**

On regular weekdays, Harbor access by livery pontoons were the most recorded with a little over 4,600 trips, followed by jet-skis (2,938) and tour charters (2,817). Personal vessels once again fell from 2<sup>nd</sup> place in total entries/exits recorded on regular weekends to 4<sup>th</sup> in total entries/exits recorded on regular weekdays. It was assumed that less people take their personal vessels out during weekdays because those people have work commitments compared to a regular weekend/holiday weekend when people typically have less commitments.

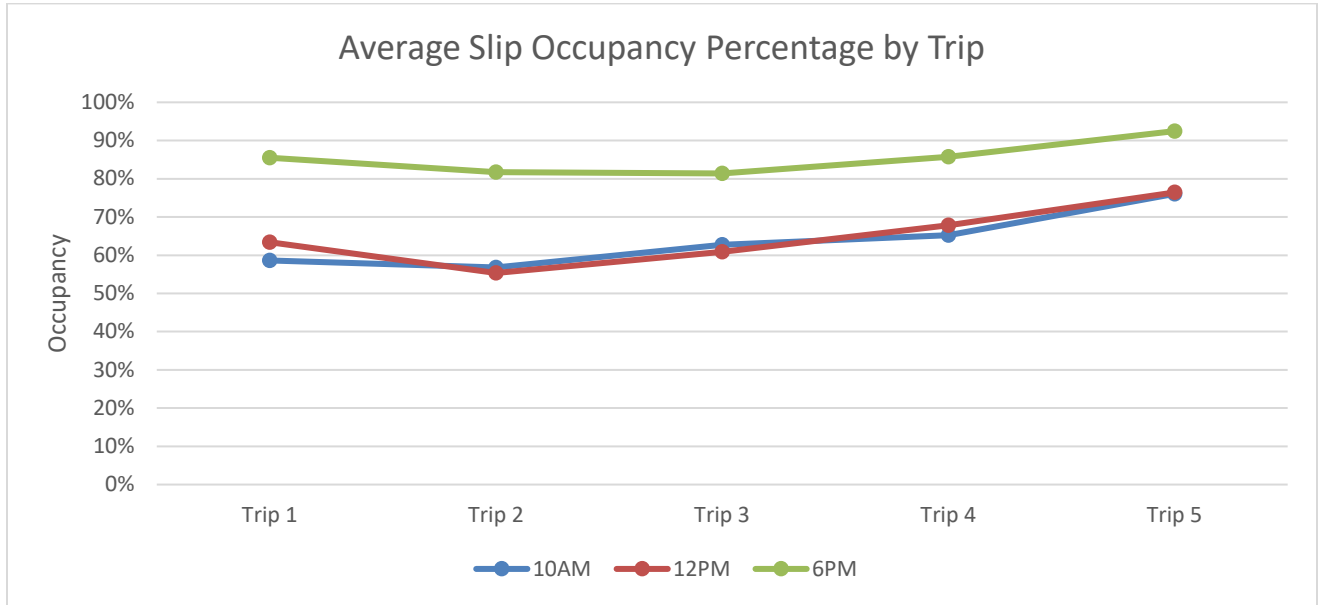
### 6.4.2 Harbor Slip Counts

Counting of occupied vessel slips occurred 3 times per day at 10AM, 12PM, and 6PM (except for Memorial Day weekend, when they occurred twice a day at 8:30AM & 2:30PM). In reference to the following figures, the trips and their corresponding dates are listed below.

**Table 3: Data Collection Trips**

Trip 1	June 28th-July 4th
Trip 2	July 15th-July 21st
Trip 3	August 2nd-August 7th
Trip 4	August 19th-August 21st
Trip 5	September 2nd-September 5th

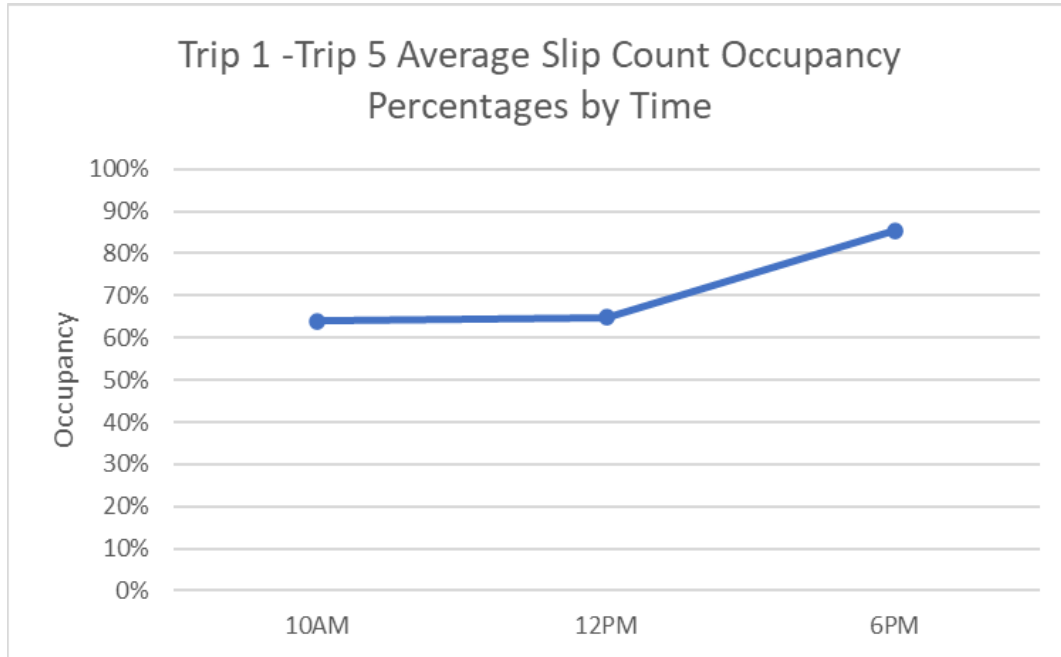
DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 13: Slip Count Average Occupancy by Trip**

Figure 13 shows the slip count totals at each time that data was recorded for each trip. There were only slight variances between 10AM counts and 12PM, but slips were consistently occupied during the 6PM count. This is likely because vessels that operate during the day have returned or are returning to a slip by 6PM. This is especially true for livery businesses, some fishing charters, and certain tour charters operating in Destin Harbor because they begin to close for the day at 6PM.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 14: Average Slip Occupancy by Time**

Figure 14 shows the average slip count occupancy between Trip 1 and Trip 5 at their respective time of recording. It reiterates Figure 13 in that the most slip usage occurred at 6PM. The daily trip slip counts are found in Appendix 1: Economics.

### 6.4.3 Parking Lot Counts

Parking counts occurred 3 times per day at 10AM, 12PM, and 6PM (with the exception being Memorial Day weekend, which were counted at 8:30AM & 2:30PM). Parking counts were separated into 2 groups: the Harbor District (12), and Other (2), which includes parking lots at two locations with boat launches and kayak launch facilities only.

**Table 4: Parking Facility Groupings**

Parking Facility Groupings	Lots
Harbor District (12 Parking Lots)	Coyote Ugly (east of Margaritaville), Margaritaville (west of Stahlman), and AJ's Private Parking, Marler Public Parking Lot, and Holiday Isle, Fatboy's Private Parking, Galati's, Happy's/Destin Yacht Club, Tailfin's, Dewey Destin's, Brotula's and Boathouse Oyster Bar
Other (2 Parking Lots)	Captain Leonard's Park, Joe's Bayou*

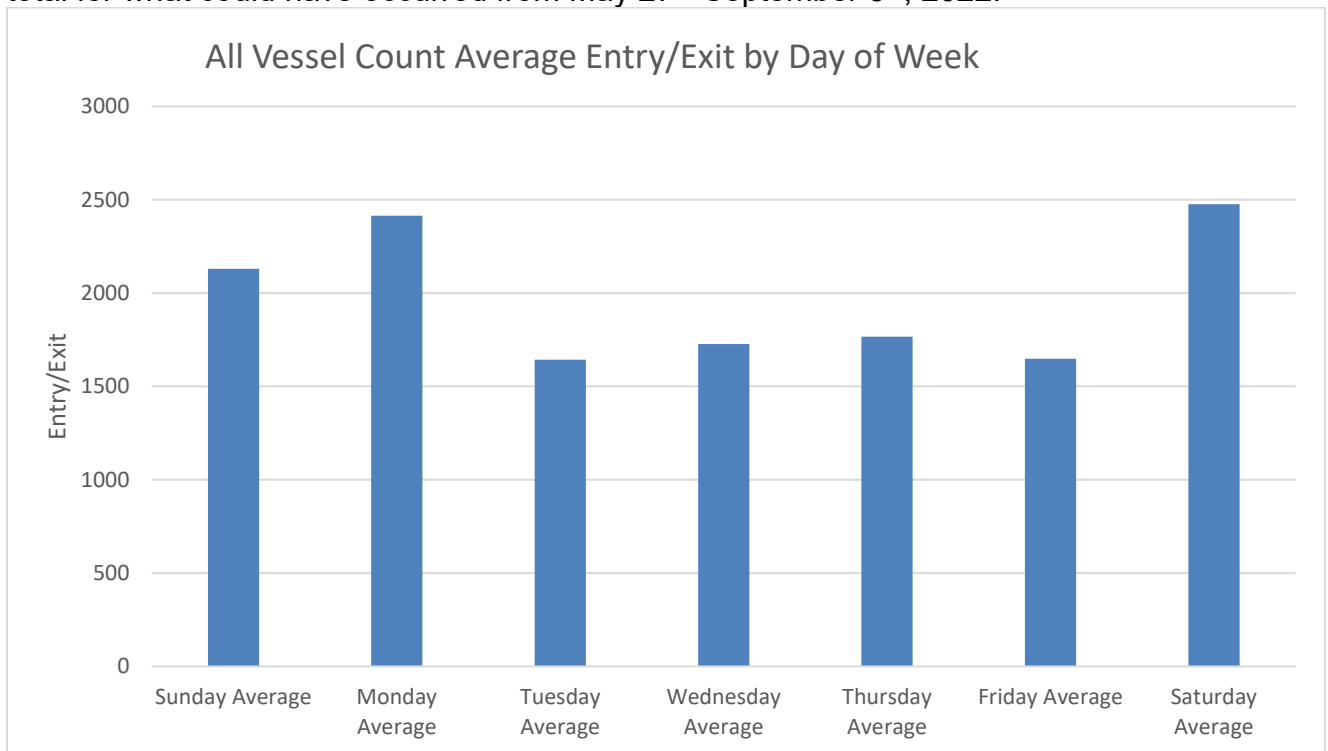
\*Joe's Bayou also has a separate section created titled "Overflow," because unmarked overflow gravel parking was used at a parking lot adjacent to the regular lot. In some instances, trailers would occupy the overflow parking lot spots in favor of

maneuverability instead of open spots in the main parking lot. Joe’s Bayou and Captain Leonard’s parking occupancy was captured each day, while the other parking lots were observed approximately every three days.

Unlike the daily consistency in Vessel Traffic Count and Harbor Slippage Facility counts, there were too many parking lots to collect data on them all each day. Therefore, the team rotated through the list of parking lots each day. For example, on Monday, 6 parking lots would be observed 3 times in one day, at 10AM, 12PM, and 6PM. On Tuesday, the team would collect a total of 3 samples at 10AM, 12PM, and 6PM respectively, on the next 6 parking lots. To account for the gaps in data collected on individual lots, a regression model was developed to provide a snapshot of what could have occurred throughout the summer. The interpolated graphs and data will be shown in Section 6.5.

### 6.5 Interpolated Vessel Traffic

Vessel traffic data was consistent and plentiful, therefore that data was used to provide summer vessel count daily averages to show a snapshot of a typical week. This was used to interpolate each day throughout the summer that was not observed to provide a total for what could have occurred from May 27<sup>th</sup>-September 5<sup>th</sup>, 2022.

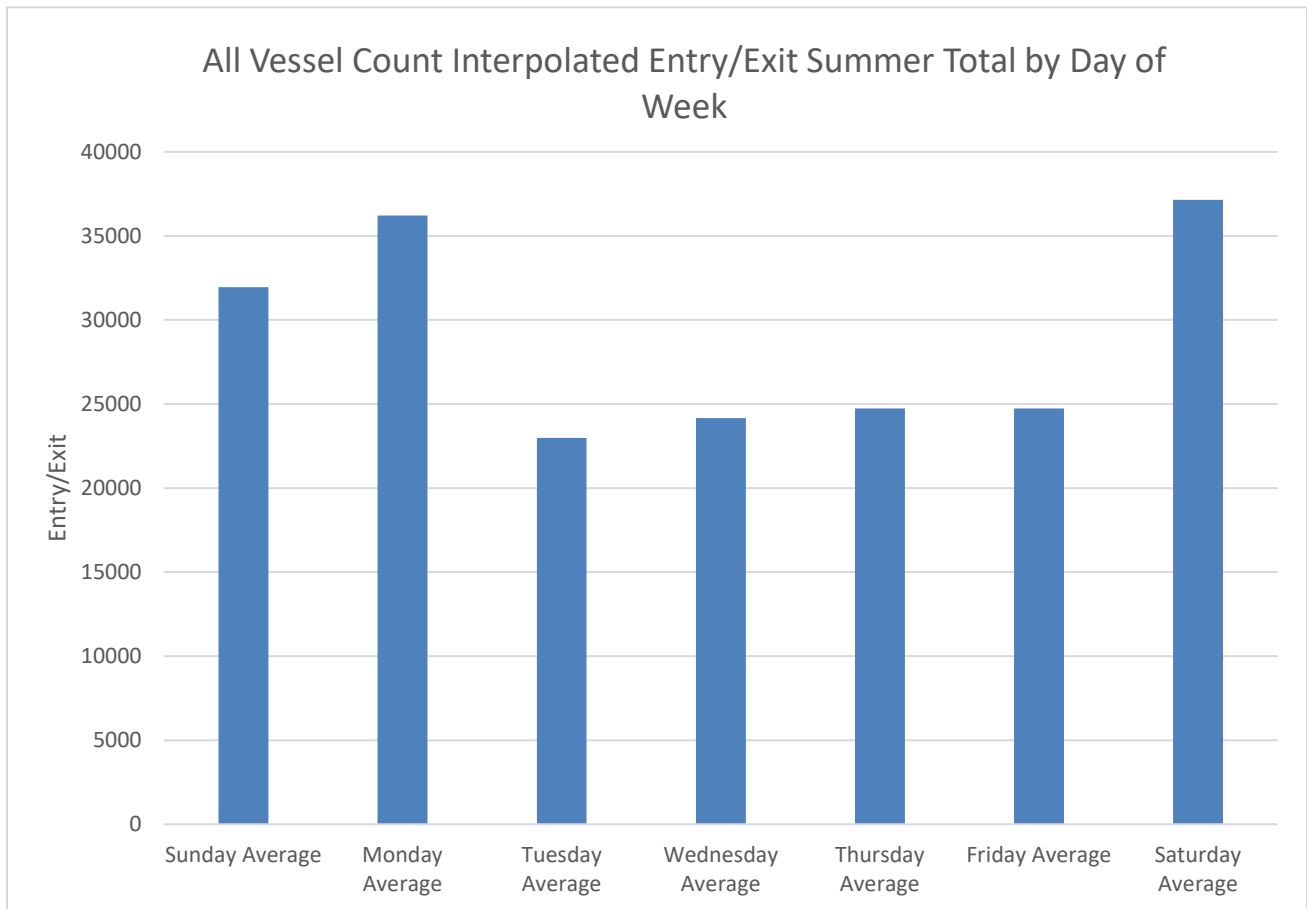


**Figure 15: Vessel Count Average Entry/Exit by Day of Week**

Figure 15 shows the average vessel entry/exits that occurred on each day of the week. The graph indicated that the highest daily average throughout the summer happened on Saturdays with a little under 2500 vessels per Saturday, and with Monday and Sunday

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

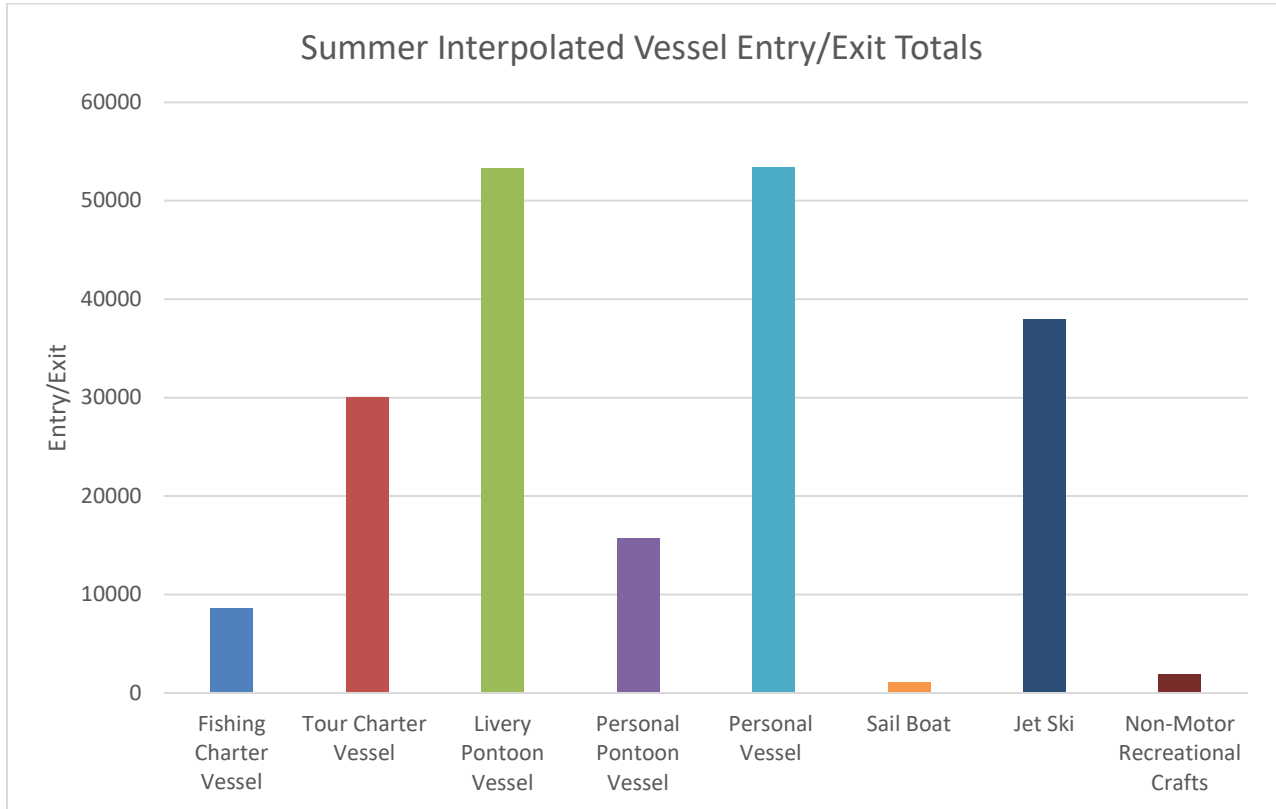
being the only other vessel count totals above 2000. The reason for Monday being higher than Sunday is because each recorded holiday (Memorial Day, July 4<sup>th</sup>, and Labor Day) fell on a Monday. Holiday Mondays had a much higher vessel count average than typical days.



**Figure 16: Vessel Count Interpolated Entry/Exit Summer Total by Day of Week**

Figure 16 shows the daily vessel count interpolated entry/exit summer totals by day of the week. This includes every vessel classification combined into a daily total. That daily total was then interpolated throughout the summer ranging from May 27<sup>th</sup>-September 5<sup>th</sup> to show what could have occurred if every single interpolated day totals were combined. The Saturday average is still the highest total of entry/exits throughout the summer followed by Monday and Sunday.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 17: Summer Interpolated Vessel Entry/Exit Totals**

While Figure 16 shows the total interpolated vessel entry/exits, Figure 17 is broken down by vessel classification. Personal vessels (53,410) and livery pontoons (53,295) by far account for the most entry/exits in Destin Harbor, while Jet skis (37,957) are a distant third and tour charter vessels (30,014) being fourth. The rest of the classifications were all below 20,000 projected summer entry/exits.

### 6.6 Parking Lot Analysis

Parking lots were not counted every day; therefore, interpolation of the observed parking data offers a prediction of parking data for the entire summer. This is useful for understanding the typical existing parking conditions during the peak season. The interpolation is only meant to be representative for the Summer of 2022. It cannot forecast future conditions or conditions outside of the peak season.

Linear regression was used to predict the parking inventory for lots that were not counted every day. This regression model is listed below.

$$Inventory_{ijkm} = \beta_0 + \beta_1 Lot_i + \beta_2 Time_j + \beta_3 Trip_k + \beta_4 Holiday_m + \beta_5 Lot_i \times Time_j + \epsilon_{ijkm}$$

Here,  $i$  refers to the parking lot,  $j$  refers to the time of day (10AM, 12PM, 6PM),  $k$  refers to the data collection trip, and  $m$  refers to whether the observation day occurs on a

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

holiday weekend, non-holiday weekend, or non-holiday weekday. Based on this,  $\beta_1$  are fixed effects for each parking lot,  $\beta_2$  are fixed effects for the time of day,  $\beta_3$  are fixed effects for each trip,  $\beta_4$  are fixed effects for whether it is a holiday, non-holiday weekend, or non-holiday weekday, and  $\beta_5$  are interaction fixed effects between each parking lot and the time of day.  $\epsilon_{ijklm}$  is the error term, which accounts for uncertainty in the model. This was used to predict the inventory for observations that were not directly observed.

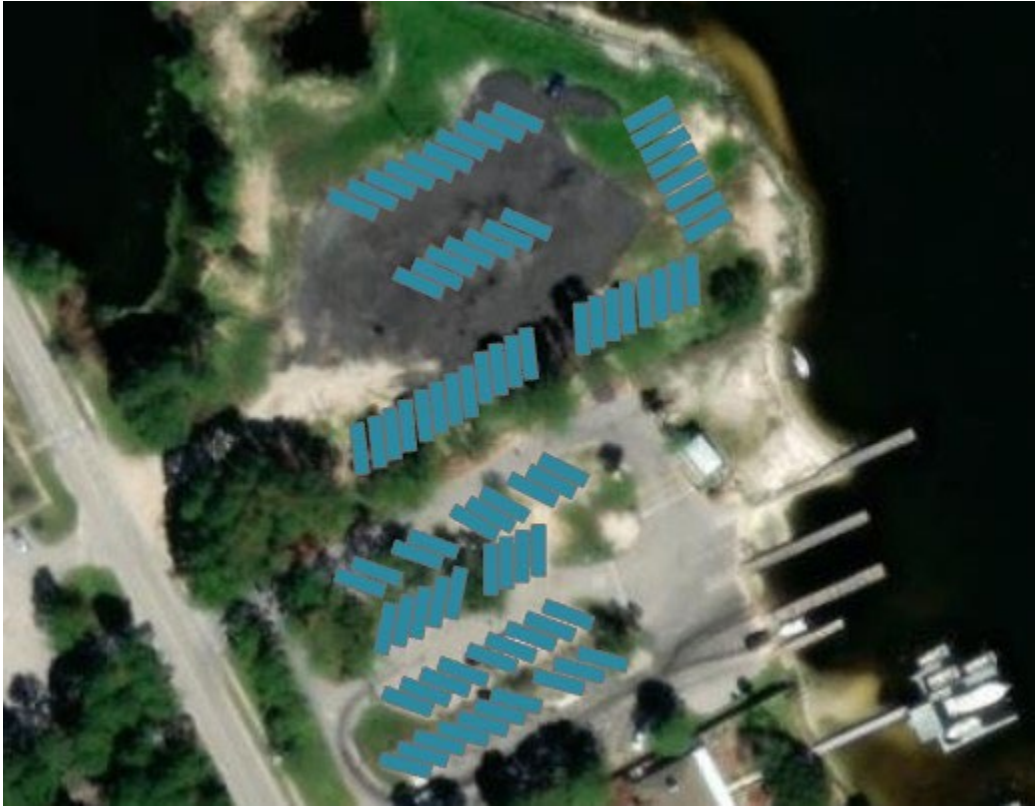
Parking lot capacities were counted on the initial Destin reconnaissance visit to determine the maximum amount of parking spaces that were available at each parking lot. The Harbor District restaurant’s total parking capacity is as follows:

**Table 5: Harbor District Total Parking Capacity**

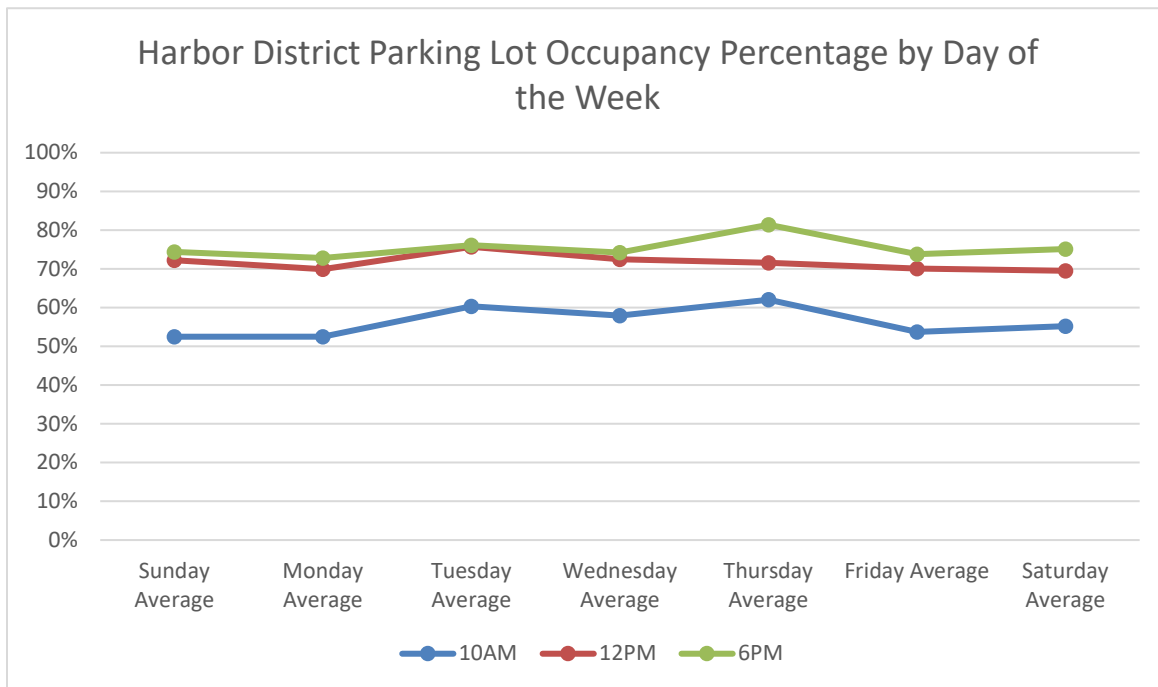
Restaurant Parking Lot	Total Parking Spaces
Coyote Ugly	276
Margaritaville	129
AJ’s	108
Fatboy’s	26
Galati’s Yacht Sales	75
Happy’s/Destin Yacht Club	54
Tailfin’s	77
Dewey Destin’s	72
Brotula’s	245
Boathouse Oyster Bar	110
Marler Public Parking	146
Holiday Isle	65

Joe’s Bayou and Captain Leonard’s Parking Lots are not located in the Harbor District, but Joe’s Bayou has boat launches and Captain Leonard’s has a kayak launch. Joe’s Bayou has 83 total parking spaces with the overflow lot included and Captain Leonard’s has 33 parking spaces. Because the Joe’s Bayou overflow lot has unmarked parking spaces, GIS technology was used to estimate the total number of parking spaces based on the average length of a truck and boat trailer of 20 feet (refer to Figure 18). Holiday Isle is also included in the total occupancy percentages with 65 parking spaces. These parking lot totals were then used to determine the below parking lot capacity graphs as percentages of parking spaces occupied by vehicles. More detail on the interpolation can be found in Appendix 1: Economics.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



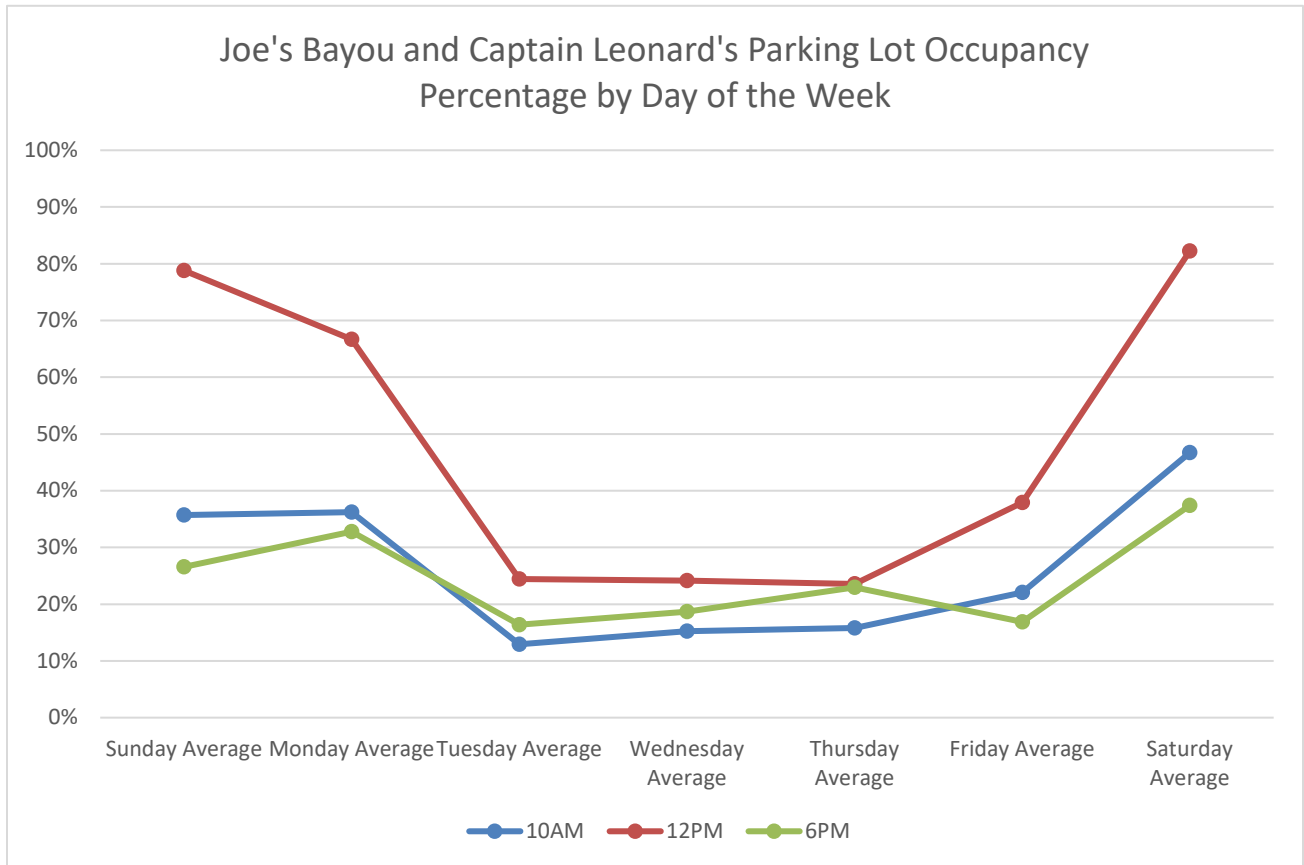
**Figure 18: Joe's Bayou Overflow Lot - Total Capacity**



**Figure 19: Harbor District Parking Lot Occupancy Percentage by Day of the Week**

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

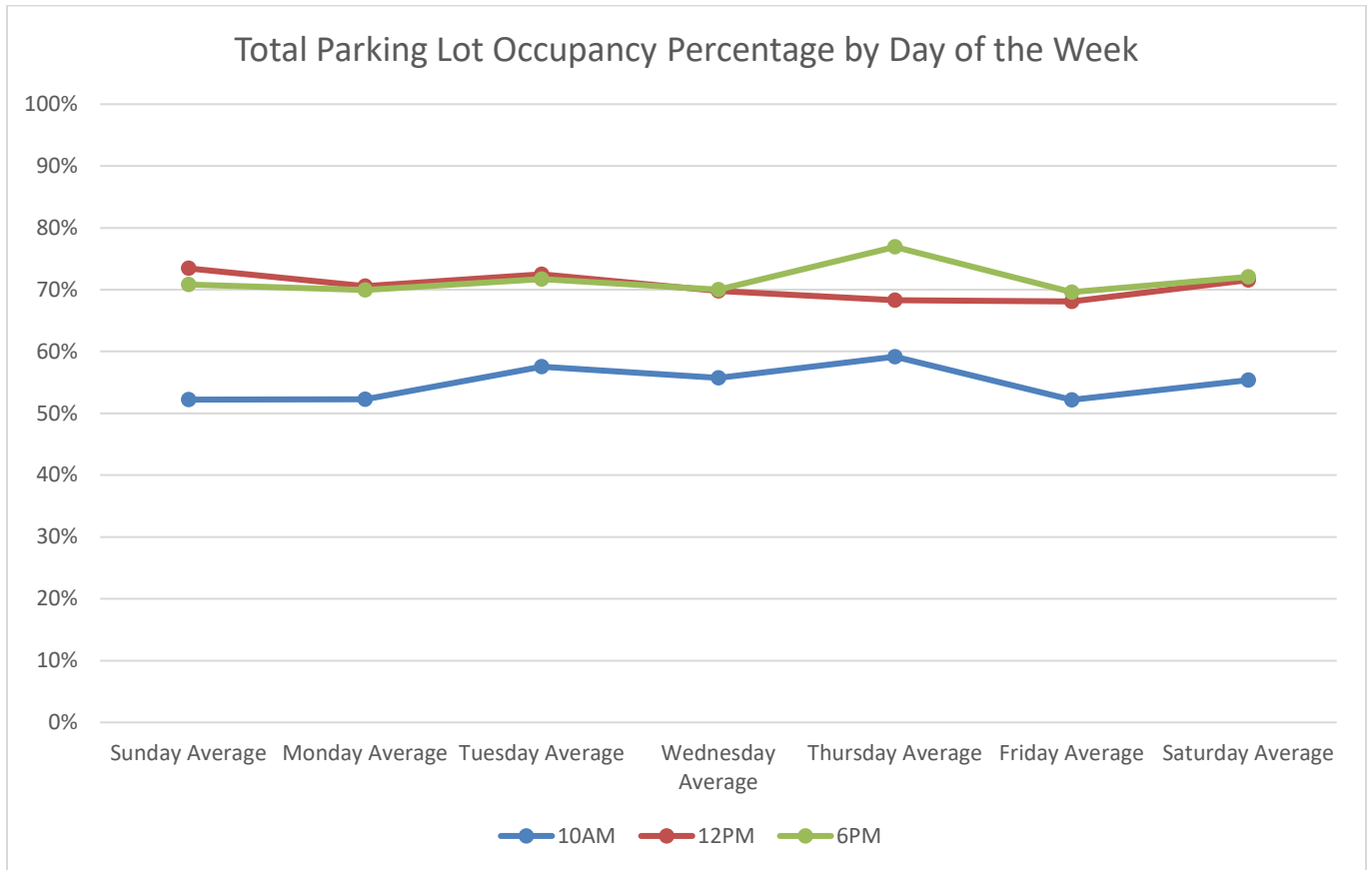
Figure 19 provides a weekly snapshot of Harbor District parking lot occupancy by percentage. 10AM had the lowest percentage occupancy consistently for each day of the week with the reasoning being that most people are showing up closer to 12PM which is also shown with the 20% increase in occupancy. 6PM is also slightly higher than 12PM but is similar in the above 70% occupancy. There were only 3 observations for Mondays – Thursdays so that data doesn't have as much variance as the weekend. Data was collected during the more frequent weekend trips, showing the consistent theme that 10AM occupancy is consistently less than 12PM and 6PM.



**Figure 20: Joe’s Bayou and Captain Leonard’s Parking Lot Occupancy Percentage by Day of the Week**

Figure 20 provides a snapshot of what a typical week would look like for Joe’s Bayou and Captain Leonard’s parking lot occupancy by percentage. Joe’s Bayou and Captain Leonard’s parking percentages have more variance than the boardwalk because they are used for parking, trailer parking, boat launching for Joe’s Bayou, and a kayak launch for Captain Leonard’s. 12PM has the highest parking occupancy especially on weekends because of more vessel usage/launches occurring on weekends. 10AM, 12PM, and 6PM show a significant drop in parking lot usage because of much less vessel usage occurring during the week because of work obligations. There is more unique data for Joe’s Bayou and Captain Leonard’s because they were counted each day compared to a rotation of Harborwalk parking.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 21: Total Parking Lot Occupancy Percentage by Day of the Week**

Figure 21 provides a weekly snapshot of what a typical week would look like for the total parking lot occupancy by percentage. There is a much larger concentration of parking and usage of parking occurring in the Harbor District parking compared to the Joe’s Bayou and Captain Leonard’s parking. The total parking lot percentages show the same overarching data theme that the 10AM consistently had the least amount of parking occupancy.

All data collected and analyzed over the summer of 2022 was then incorporated into the methodology used to calculate Destin Harbor’s Carrying Capacity.

### 6.7 Carrying Capacity Analysis

There are four types of commonly used carrying capacity indicators used to assess the recreational carrying capacity of a Harbor or lake: ecological, facility, spatial, and social. Determining the carrying capacity can be identified using any combination of these four indicators. The approach taken in this study consists of three components: spatial carrying capacity, social carrying capacity and facility carrying capacity. Table 5 below summarizes the carrying capacity analysis. For the purposes of this analysis, study zones are identified as shown in Figure 22.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

**Table 6: Destin Harbor Carrying Capacity**

Physical Carrying Capacity	Carrying Capacity Analysis
Zone A: Inside Destin Harbor	Capacity Exceeded
Zone B: Crab Island	Capacity Exceeded
Zone C: East Pass	Capacity Exceeded
Social Carrying Capacity	Full Capacity
Facility Carrying Capacity	Full Capacity
Harbor Slips: Harbor District	Ave. 60-90% Capacity
Parking Lots: Harbor District	Ave. 80% Capacity
Boat Trailer Parking, Boat/Kayak Launch: Joes Bayou, Capt. Leonard	Ave. 80% Capacity on weekend use



**Figure 22: Study Zones**

Source: City of Destin, Planning Division

**Water and Land Recreation Opportunity Spectrum (WALROS)**

The Water and Land Recreation Opportunity Spectrum (WALROS) methodology was developed by the Bureau of Reclamation to determine appropriate ranges of recreational carrying capacities or densities for boating (vessel activity) in an area (2011). WALROS uses physical, social, and managerial attributes that define a harbor or lake setting to systematically establish six classifications of recreation opportunities.

A harbor or lake can be classified as urban, suburban, rural developed, rural natural, semi-primitive, or primitive recreation opportunities. The WALROS developed a set of boating capacity coefficients based on collaborative expert opinion, published articles and sound professional judgement. In depth descriptions of the WALROS methodology and classifications may be found in the WALROS Handbook.

Based on the WALROS classifications, Destin Harbor is best identified as urban. The WALROS handbook (2011) describes the urban setting classification as being in “extensively developed and populated cities and metropolitan spaces where virtually the entire landscape contains manmade structures.” The water resources tend to be channelized or altered with extensive recreation use that involves much diversity, socialization, and concentration (p. 9, Haas, et al, 2011). The following Figure 23 presents a range of reasonable vessel capacity coefficients by WALROS class. The vessel capacity coefficient is defined as the number of water surface acres adequate for each recreational vessel in a WALROS class. For the urban classification the acres per vessel range from 1 on the low end to 10 at the high end. The current vessel densities at Destin Harbor indicate that the spatial carrying capacity of the Harbor is exceeded.

WALROS class	Range of boating coefficients (acres per boat)	
	Low end	High end
Urban	1	10
Suburban	10	20
Rural developed	20	50
Rural natural	50	110 (¼ sq mi)
Semiprimitive	110	480 (¾ sq mi)
Primitive	480	3,200 (5 sq mi)

**Figure 23: Reasonable Boating Coefficient by WALROS Class**

### 6.7.1 Spatial Carrying Capacity

Spatial carrying capacity is the number of vessels that safely operate and recreate in a specific water surface area at a given time. Factors such as usable acres, vessel activity, and peak use density are used to quantify spatial carrying capacity. In this context, peak 3 hour shift was used to measure peak usage by hour for the purpose of the WALROS method. The study area is divided into three zones to distinguish spatial carrying capacity at each: Inside the harbor, Crab Island and East Pass.

#### **Zone A: Inside the Harbor**

For the purposes of the spatial carrying capacity, it is assumed that the Harbor consists of 240.6 acres of usable water surface for vessel activity including docking at Harbor slips. The observed vessel density for Destin Harbor is calculated by dividing usable

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

water surface acres by the maximum number of vessels for observed peak use by hour to identify the peak density. The vessel density was also calculated for the low density using the total number of observed vessels at the lowest use by hour:

Observed peak density:  $240.6 \text{ acres} \div 444 \text{ vessels} = 0.54 \text{ usable acres per vessel}$

Observed low density:  $240.6 \text{ acres} \div 27 \text{ vessels} = 8.91 \text{ usable acres per vessel}$

The current vessel density range for Zone A: Destin Harbor is estimated to be 0.54 – 8.91 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Destin Harbor during peak shift times.

### **Zone B: Crab Island**

It is worth reiterating that the vessel traffic count was conducted only at the vantage point of the Harbor entrance. However, Crab Island is a common destination for boaters in Destin. Crab Island is commonly the destination for tour charters, pontoons, personal vessels, and jet skis. In the absence of vessel traffic counting directly at Crab Island, it is reasonable to assume that during peak shift, 90% (390 vessels) of the previously mentioned vessel classes counted at the Harbor entrance were bound for Crab Island. The number of vessels during the lowest-density shift is assumed to be 90% (14 vessels) of the total number of tour charters, pontoons, personal vessels, and jet skis.

Observed Peak Density:  $160 \text{ acres} \div 390 \text{ vessels} = 0.41 \text{ usable acres per vessel}$

Observed Low Density:  $160 \text{ acres} \div 14 \text{ vessels} = 11.85 \text{ usable acres per vessel}$

The current vessel density range for Zone B: Crab Island is estimated to be 0.41 – 11.85 usable acres per vessel. This range suggests that during the summer season, there is less than 1 acre of usable water surface for each vessel in Crab Island during peak shift times.

### **Zone C: East Pass**

East Pass is the inlet between Moreno Point in the City of Destin, and Okaloosa Island. As the tidal connection between Choctawhatchee Bay and the Gulf of Mexico, vessels traverse the East Pass to access the Gulf of Mexico. For the peak shift all fishing charters are assumed to frequent this zone in addition to 50% of tour charters, pontoons, jet skis and personal vessels (230 vessels). For the lowest-density shift, all fishing charters as well as 50% of tour charters, pontoons, jet skis, and personal vessels (20 vessels) traverse through East Pass:

Observed Peak Density:  $227.2 \text{ acres} \div 230 \text{ vessels} = 0.98 \text{ usable acres per vessel}$

Observed Low Density:  $227.2 \text{ acres} \div 20 \text{ vessels} = 11.65 \text{ usable acres per vessel}$

The current vessel density range for Zone C: East Pass is estimated to be 0.98 – 11.65 usable acres per vessel. This range suggests that during the summer season, there is

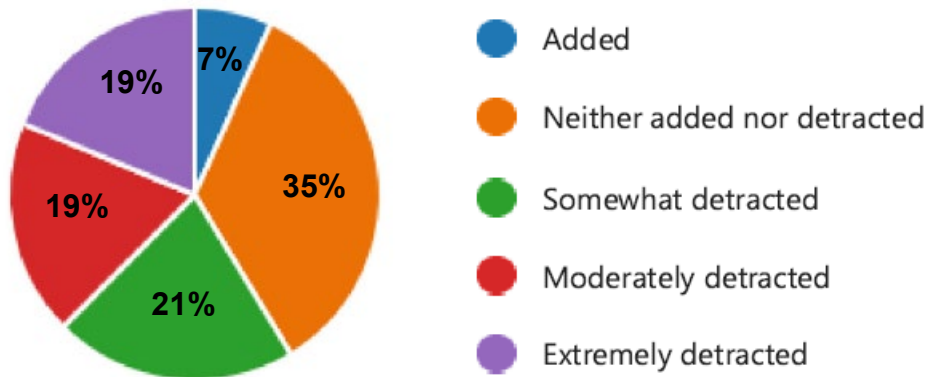
less than 1 acre of usable water surface for each vessel in East Pass during peak shift times.

### 6.7.2 Social Carrying Capacity

Social carrying capacity considers the users' perceptions of crowding and safety. Under this indicator, capacity is reached when conflict arises or when the user is deterred from participating in activities in the Harbor or surrounding waters. The social carrying capacity of Destin Harbor was assessed by administering a survey to a sample of boaters who use the Harbor and its surrounding waters. The purpose of the survey was to gather information on user experiences at Destin Harbor.

#### Enjoyment and Crowding

When asked how the number of other boaters affected enjoyment in the harbor, 59% of respondents indicated that the number of boaters "somewhat detracted, moderately detracted or extremely detracted" from their experience. Less than 10% of respondents indicated that the number of other boaters added to their experience, while 35% noted that other vessel activities present neither added nor detracted to their experience. Figure 24 below presents how crowding affected enjoyment.

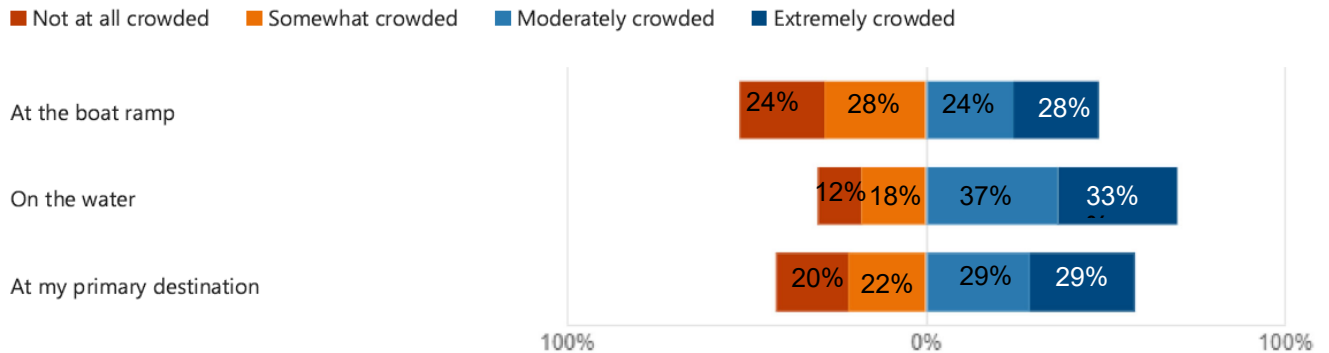


**Figure 24: How the other boaters affect enjoyment of the Harbor**

Survey questions also gauged user perceptions on crowding at three broad locations: at the boat ramp, out on the water or at the primary destination.

At the boat ramp facilities, 48% of respondents perceived that they were moderately to extremely crowded. An additional 28% indicated they were somewhat crowded while approximately 24% do not feel crowded at all. A combined 70% of respondents perceived that they were either "extremely crowded" or "moderately crowded" by the number of vessels on the water in the Harbor on any given day over the summer of 2022. When asked about crowding at their primary destinations, 58% of the Harbor users indicated either extremely crowded or moderately crowded.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT



**Figure 25: Crowding Perceptions**

**Avoidance and Safety**

When asked whether there were locations in Destin Harbor or surrounding waterways avoided due to the presence of other vessels and watercrafts, more than half of the respondents (56%) indicated “no” while 44% responded “yes.” Respondents who responded in the affirmative identified Crab Island, areas in the Harbor congested by livery vessels, and the Harbor entrance as locations avoided due to the presence of other vessels. Respondents also frequently stated that they would avoid Destin Harbor on the weekends and holidays due to high vessel traffic.

Although more than half of the respondents stated that they do not avoid a location due to other vessels, when asked about safety, 53% indicated that there are locations they feel unsafe due to the presence of other vessels and watercrafts. Respondents commonly cited the Harbor entrance, Crab Island, East Pass entrance and passage under the bridge as unsafe locations.

**Boating Under the Influence (BUI) and Inexperienced Boaters**

Survey respondents described that in addition to congestion, they avoid certain locations or feel unsafe because of the prevalence of boaters operating vessels and watercrafts under the influence (BUI). This perceived concern is supported by the Okaloosa County Sheriff’s Office Marine Unit (OSCO) who reported the highest number of BUI arrests for all of Florida in 2020 (Rains, 2022). Some respondents highlighted inexperienced boaters who recreate on livery jet skis and pontoons impose similar effect of unsafe conditions at the congested areas in Destin Harbor and surrounding waters. Feedback obtained during focus groups also echoed BUI incidences as one of the deterrent factors for some Harbor users.

The social carrying capacity of Destin Harbor appears to be at full capacity. The perception survey results indicate that Harbor users avoid surrounding waters and sometimes the Harbor completely when they anticipate crowding at Destin. Moreover, conflicts associated with the high number of BUIs, and inexperienced boaters suggest that the social carrying capacity is at full capacity.

### 6.7.3 Facility Carrying Capacity

Facility carrying capacity is the ability of the facilities to accommodate the number of users. Facilities include parking lots, boat trailer parking, marina slips and boat launches. For this indicator, estimates of facility capacities were calculated based on available facilities during peak use periods.

The mix of services and recreation opportunities at Destin Harbor and its surrounding waterways mean that user demands on the facilities are also mixed and nuanced. Harbor slips serve not only tour charters, livery pontoons, fishing charters but also personal vessels or watercrafts who seek to dine at the restaurants along the harbor. There are less than 10 public transient slips for day use offered by the City of Destin at the Harbor District near 210 Harbor Blvd. These transient slips are included in the total inventory of Harbor slips counted. The layout of the Harbor slips varies in size and occupied by various sizes of vessels. In the cases of livery pontoons and small fishing charters, more than one vessel often docked in a single slip. To obtain a consistent estimate of the inventory of Harbor slips, a GIS-based count of the Harbor slips was conducted. The Harbor slip count assumed that each slip would be occupied by a vessel with 20 ft LOA. This approach uniformized the Harbor slip inventory while also accounting for observed conditions of two small vessels with (average 20 ft LOA) docking in a single slip.

The demand for vehicle parking lots servicing the Harbor is also mixed. Dining, tour charters, shopping and event attendees are among the users of parking lot stalls during peak seasons. Several businesses along Harbor walk. The sample of parking lot stalls counted during the summer peak season summed up to over 1,380.

Joe's Bayou facility consists of three boat launches and ample boat trailer parking. It is one of the main access points to Destin Harbor and surrounding waterways. It was determined that Joe's Bayou to have a total of 83 parking stalls. This includes the gravel lot next to the boat launch. Table 6 below shows the facility carrying capacity recorded on average for the data collection period.

**Table 7: Facility Carrying Capacity Summary**

<b>Facility</b>	<b>Inventory</b>	<b>Capacity</b>
Harbor Slips	335	Ave. 60-90% Capacity
Parking Lot Stalls	1383	Ave. 80% Capacity
Boat Trailer Parking at JB	83	Ave. 75% Capacity on Weekends

Based on the data collected over the summer season, the facilities at and around Destin Harbor are on average between 60-90% capacity. While this suggests that the carrying capacities have not been reached for the facilities some important factors are to be highlighted:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the facility carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

## **7.0 Perception Surveys**

The perception surveys were developed to assess the quality of recreation and perception of resources at Destin Harbor. The survey was two-fold: 45 surveys were administered on the Destin Harborwalk in December 2022, and 1,200 surveys were mailed out in February 2023 and 184 were returned to USACE by March 2023 with results. A total of 229 responses were manually input into Microsoft Forms and automatically analyzed by the software. A high-level overview of the survey results, as well as a detailed list of responses, can be found in Appendix 4: Perception Survey Results. Clear trends resulted from the data and are as follows:

### **7.1 Results Regarding Objective 1) Safety and Enjoyment of Local Waterways**

- 30% of respondents reside or own property in the 32541-zip code.
- 57% of respondents indicated using a pontoon boat during their last visit to Destin Harbor, making the pontoon boat the most popular vessel classification used in Destin Harbor according to survey results. Fishing/Bass vessels were used by 51% of respondents during their last visit. 35% of respondents indicated using a “V” Hull boat during their last visit, making it the third most used vessel type in the Harbor during respondents’ last visit. It is important to note that respondents could choose as many vessel classifications as they used during their last trip. Please see Appendix 4: Perception Survey Results for more in-depth information.
- Only 11% of respondents indicated that Crab Island was their favorite place to recreate around the Harbor. Coupled with incident data provided by the Florida Fish and Wildlife Commission (see Figure 5), it’s reasonable to assume that Crab Island is dangerously overcrowded, and that the Harbor takes the brunt of that crowd at certain times as indicated by Vessel Traffic Count data and Slip

Usage. Other favorite areas included the Harborwalk, either for restaurants or entertainment, and Norriego Point.

- Crab Island is consistently ranked as a location that is deliberately avoided because of other boats/watercrafts and safety concerns. 52% of respondents indicated Crab Island as the area they avoid. Additionally, 45% of respondents said that they felt unsafe because of other vessels and watercrafts in and around Crab Island.
- A combined 38% of respondents revealed that the number of other boaters “moderately” or “extremely” detracted from their enjoyment of the Harbor in the summer of 2022. Only 7% of respondents indicated that the number of other boaters added to their enjoyment of the Harbor.
- When asked what changes have been observed in the Harbor in the last three years, respondents continue to point out overcrowding; in fact, 69.9% of respondents felt “moderately crowded” or “extremely crowded” by the number of vessels on the water. Other negative changes that have been observed include lower water quality, littering, decrease in restaurant quality, increase in livery vessels, and boating incidents. Positive changes that have been observed include Harbor improvements (healthy dunes, dredging, widening of Harbor mouth), additional fuel stations, safety patrol, and water pump improvements.

## **7.2 Results Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways**

- Another trending negative change is poor water quality in the Harbor, and when asked directly about water quality perception, 45% of respondents say the water quality is either “excellent” or “good.” Additionally, 79% of respondents say it is either “extremely important” or “very important” to consider costs and benefits when addressing environmental impacts related to water quality.
- When asked about impacts to resources on the Harbor, 65% of respondents indicated that littering is “extremely” concerning, followed by water pollution at 44%.
- Respondents were also prompted to list potential effects of recreational activities they observed they may cause harm to the environment. The top activities that were gleaned from this list include 1) environmental degradation in the form of vessel pollution, noise pollution, littering and destroying grass beds or other marine resources, and 2) overcrowding and inexperienced boaters, where livery jet skis and pontoons were specifically called out.

## **7.3 Results Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor**

- Information revealing the quality, use, and potential use of boat ramps was also collected from the survey results, in which 63% of respondents indicated that they would consider using a public boat ramp to access Destin Harbor.
- Additionally, 84% of respondents indicated their satisfaction with the mix of uses and services in and around the Harborwalk area.

## 8.0 Management Measures

A management measure is a feature or activity that can be implemented at a specific geographic site to address one or more planning objective. As such, measures are not confined to only those that can be constructed. Measures can include outreach, proposed regulatory actions, or a programmatic approach to existing requirements. The shaded boxes below correspond with the three study goals identified by the City of Destin and the PDT at the beginning of the study. They include A) the promotion of safety and enjoyment of local waterways within the study area (shown in blue), B) the protection of environmental health of the Harbor and surrounding waterways (shown in green), and C) the promotion of economic development of business operations on or along the Harbor (shown in gray).

Screening is an iterative process of eliminating measures that will no longer be considered based on planning criteria. The screening process is also crucial to customize the management measure to better meet the City of Destin’s immediate needs. Criteria were derived for the specific study based on the objectives, constraints, problems, and opportunities of the study area. The criteria used for the initial evaluation included screening management measures against how well they addressed the problem statements. Management measures were further screened on an appraisal of how well they met planning objectives and avoided planning constraints. The initial measure screening efforts focused on the ability of the measures to meet planning objectives through solving identified problems. Those measures which would not contribute to meeting planning objectives were eliminated, shown below with a text strikethrough. Table 8 lists the initial management measures that were developed prior to the full cycle of screening iterations. During these iterations, measures were not only screened but were revised and refined to a level of detail based on sharing more targeted information.

**Table 8: Management Measures**

Code	
A	<b>SAFETY AND ENJOYMENT OF LOCAL WATERWAYS</b>
A1	Better defined/additional channel markers
A2	<del>General navigability and safety improvements</del>
A3	Promote water taxi/tour vessels as alternatives to livery vessels
A4	<del>Parking Garage, private public partnership, parking enforcement</del>
A5	<del>Patrol of personal watercrafts (PWC) AKA jet skis</del>
A6	Creation of Destin-specific safety video to cover boating/traffic safety and boating under the influence
A7	Avoid BUIs on vessels and jet skis with more law enforcement presence
A8	<del>Additional signage reminding patrons not to drink/boat</del>
A9	Revisit regulations on issuing permits

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

A10	Regulate livery vessel traffic operations
A11	Boater's safety courses (not video)
<b>B</b>	<b>ENVIRONMENTAL HEALTH OF HARBOR AND SURROUNDING WATERWAYS</b>
B1	Pump out stations, private pump out laws, move pumps, install new pumps
B2	<del>Water treatment for parking lot/roadway run-off, FDOT filtration updates, utility updates</del>
B3	<del>Repair, rehabilitate, replace pumping system, install pipe between Harbor and gulf</del>
B4	<del>Contain oil spillages</del>
B5	<del>Proper enforcement of fueling operation</del>
B6	Hydrographic Study (supplemental intervention)
B7	Comprehensive water quality study (B1 & B6)
B8	Coast Guard/Nonprofits conducting vessel inspection training
<b>C</b>	<b>ECONOMIC DEVELOPMENT OF BUSINESSES OPERATING ALONG THE HARBOR</b>
C1	Move the navigation channel to allow dock extensions
C2	<del>Extend docks to expand more slips- allow property owner the ability to expand slips</del>
C3	Reconfigure public slips
C4	<del>Add additional transient slips in convenient location</del>
	<i>The following measures were developed during iterative discussions with the City of Destin during recommendation planning process.</i>
C5	Optimize slip configuration in the Harbor based on user demand and to improve slip usage efficiency
C6	Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

## 9.0 Recommendations

Developing recommendations correspond with the last four watershed planning steps that are applied in this study. These steps are 3) Identify and Screen Measures, 4) Formulate Initial Array of Strategies, 5) Refine Initial Array and Evaluate Focused Array of Strategies and 6) Comparison and Selection of Strategies.

Recommendations are made up of a set of one or more management measures functioning together to address one or more planning objectives. The PDT identified a comprehensive list of potential measures and assessed each to determine its effectiveness.

### 9.1 Initial Array of Recommendations

After management measures were screened, recommendations were developed using the remaining measures by determining if they could address specific problems in the study area. The initial array of recommendations can be found below.

A1. Better defined/additional channel markers

**Justification.** Better defined/additional channel markers could be a standalone measure and still address problem statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1 with all. Better defined/additional channel markers in combination with any other viable measure

**Justification.** Better defined/additional channel markers could be combined with any viable measure to strengthen and support effectiveness to address problem statements 2, 3, and 4, including main issues of high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A1, A6. Better defined/additional channel markers and a Destin safety video on boating safety and responsible boating

**Justification.** Better defined/additional channel markers could be a standalone measure and still address issues and concerns. A safety video emphasizing boating safety and responsibility could allow viewers the knowledge to use those additional channel markers. These measures in combination could effectively address problem statements 2, 3, and 4, including main issues regarding high vessel traffic, safety concerns, and the inability to navigate the channel effectively.

A3, A10. Promote water taxis and tours as an alternative to livery vessels while regulating livery vessel traffic operations

**Justification.** Promoting shuttles to Crab Island may lead to fewer livery vessels congesting the Harbor entrance and fewer instances of boating under the influence, addressing problem statement 1, 2, and 4. Regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences, which could address problem statement 3. These measures in combination have the potential to address all problem statements.

A9, A10. Revisit regulations on issuing permits while regulating livery vessel traffic operations

**Justification.** Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. At the same time, regulating livery vessel traffic operations could ensure that each vessel is abiding by Harbor rules to minimize traffic incidences. This recommendation could address problem statements 1, 3, and 4.

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

A6, A7. Destin safety video on boating safety and responsible boating while avoiding BUIs on vessels and jet skis with more law enforcement presence

**Justification.** A safety video emphasizing boating safety and responsibility will teach boaters what to do and what to avoid on the water in certain scenarios. An increased law enforcement presence will also encourage boaters to abide by Harbor rules. This recommendation could address problem statements 2 and 3.

A6, B8. Destin safety video on boating safety and responsible boating while the Coastguard and/or Nonprofit groups conduct vessel inspection training

**Justification.** A Destin safety video emphasizing boating safety and responsibility in combination with vessel inspection training administered by the Coastguard and local Nonprofits, which could cover how to inspect vessels for leaking fuel and ensuring that equipment isn't faulty, could address problem statements 2 and 3.

A9, C3. Revisit regulations on issuing permits in combination with reconfiguring public slips

**Justification.** Revisiting regulations on issuing permits could identify if the City was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

A9, C3, C4. Revisit regulations on issuing permits in combination with reconfiguring public slips and adding transient slips where it is convenient

**Justification.** Revisiting regulations on issuing permits could identify if the City of Destin was overissuing them to vessel operators. This could be an effective way to monitor the number of certain vessel classifications in the Harbor, especially livery and charter businesses that still have unused permits. Reconfiguring public slips could increase the efficiency the way slips are utilized. In relation to reconfiguring slips, adding transient slips in convenient locations could also improve efficiency dependent on slip usage. In combination, these measures could bring attention to the issue of slip scarcity vs. the rate at which livery permits are issued, and could address problem statements 1, 2, and 4.

B7. Conduct a comprehensive water quality study

**Justification.** A comprehensive water quality study could include a comprehensive hydrographic study that can be incorporated with how the pump operates. The study could look at water quality, the effects the pump may have on water quality,

and how to optimize the pump usage by understanding how water circulates throughout the Harbor. Based on the results of a comprehensive water quality study, water quality could be improved in the Harbor, which could address one of the main goals of the study which is the protection of environmental health of the Harbor and surrounding waterways.

The initial array of recommendations was evaluated based on technical knowledge and team expertise. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.
- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

## **9.2 Final Array Recommendations**

The final array of recommendations is explained in-depth below: The initial array of recommendations was evaluated based on technical knowledge and team expertise. These recommendations were weighted against the evaluation of screening criteria, which included:

- if the recommendation addressed the problem statements.
- if the recommendation stays within the constraints.
- if the recommendation satisfies the P&G criteria.
- if the recommendation had a higher rough order of magnitude (ROM) cost when compared relatively to other recommendations.
- if the recommendation had higher negative environmental effects when compared relatively to other recommendations.

The final array of recommendations is explained in-depth below:

### **9.2.1 Recommendations Regarding Objective 1) Safety and Enjoyment of Local Waterways**

1. A1. Install better defined channel markers equipped with “NO MOORAGE” signs

**Background.** Summer field observation indicated a clear hotspot of vessel traffic congestion located at the Harbor entrance. The constant congestion included all types of vessels with various dimension and draft requirements. This led to issues such as jet ski overtopping, where a large vessel not abiding by the "No Wake" signage creates a large wake and causes a launching jet ski to lose balance. There was also observed confusion, lack of knowledge, and/or disregard for right-of-way rules. Jet skis launching at the Harbor entrance exacerbate the congestion, prohibiting other vessel operators'

access to the Harbor. In addition to field observations, 44% of survey respondents indicated that they deliberately avoid certain locations in the Destin Harbor or surrounding waterways because of other vessels or watercrafts. Crab Island was one of the most avoided areas according to 52% of survey results. Additionally, 45% of respondents indicated that they felt unsafe due to other vessels and watercrafts in certain locations in the Destin Harbor and surrounding waterways. The areas with the highest negative responses were the entrance, or mouth, of the Harbor and Crab Island. Further supportive evidence was gathered during focus group discussions in Destin, where safety was highlighted repeatedly as the main concern in and around the entrance of the Harbor due to overcrowding and a lack of understanding how to navigate the channel.

**Description:** Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. Lanes could be clearly labeled to improve understanding. Channel markers could be divided out under the bridge for a non-motorized channel starting on the far right because this area has the shallowest draft, small vessel lane to the left, and a channel marker to indicate deepest draft for largest vessels entering under the center of the bridge. Signs may delineate usage based on vessel dimensions, but ultimately, without constant law enforcement presence, it must be a vessel operator's call to follow signage. Channel markers may also be placed around the mouth of the Harbor near Norriego Point in obvious, visible locations to guide marine traffic and alleviate congestion/avoid collisions. Markers may be placed on Norriego Point to guide vessels entering and exiting East Pass, to position vessels to enter/exit the Harbor, and to traverse under the bridge. These markers could be standard US Coastguard red or green signs. All channel markers may include "NO MOORAGE" signage. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

2. A10, A3. Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.

**Background.** According to observations from the field, livery vessels were consistently the most counted vessels moving through the Harbor for every weekend other than holidays. Livery pontoons comprised 26.4% of vessel congestion overall once data was interpolated. Livery pontoon vessels accounted for the most entry/exit totals on non-holiday weekdays and non-holiday weekends which amounted to 61% of the total days in the field. Focus group participants stated that there are livery pontoon vendors who originate from other parts of the County that access the harbor further, adding to the livery pontoon traffic. Without proper regulation and monitoring of livery vessel traffic it is likely that livery pontoons from other locations would continue to contribute to traffic congestion. Some respondents also shared that a clear negative

DESTIN HARBOR CARRYING CAPACITY STUDY  
FINAL REPORT

change in the Destin Harbor in the last 3 years is due to an increase in overall livery vessel presence; a combined 69.9% of respondents indicated that they felt either “extremely crowded” or “moderately crowded” by the number of vessels in the Harbor on any given day over the summer of 2022. In addition to the safety concerns associated with the sheer number of livery pontoons in the Harbor, vessel operators may not have adequate boating experience, as recognized during field observation, in survey results, and as a key theme from focus group discussions. Destin Harbor also lacks a Harbor Master to enforce State and local regulations regarding the Harbor and watercrafts that traverse it. The absence of a Harbor Master or consistent reinforcement to oversee Destin Harbor exacerbates the pre-existing concerns.

**Description.** Recommend promoting water taxis to shuttle folks out to primary destinations around the Harbor to decrease the number of livery pontoons causing congestion. The regulation of livery vessel traffic operations should include ensuring each vessel is properly registered to enforce responsible usage and safety on the water. To do so, it is suggested to develop a centralized database and a database management plan to track the number of permits registered and improve data gaps in the total number of permits available. Once baseline data is collected and analyzed, the City of Destin could collaborate with law enforcement to regulate liver vessel traffic operations. Concurrently, the City of Destin could identify appropriate, pre-existing Action plans and documents to incorporate language regarding visitor shuttling to disseminate information to the public. Using the City’s existing Action Plans to promote shuttle services could lead to anticipated benefits such as less livery traffic in the Harbor, which could alleviate congestion and encourage the use of more experienced vessel operators such as U.S. Coast Guard certified operators. Shuttling may indirectly alleviate the burden on the recreator as well. Recommendation supports the City of Destin’s Objective 1) Safety and Enjoyment of Local Waterways.

**3. A9, A10.** Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

**Background.** After informal discussion with Harborwalk visitors, recreators, and business owners, it was suggested that livery permit over issuance may be present in Destin Harbor. Observations from the field revealed a considerable number of livery vessels moving through the Harbor, supported by the fact that livery vessels made most of the total vessel traffic from the entire summer. In addition to revisiting regulation policy, a discussion with law enforcement unveiled a potential opportunity to regulate traffic operations to ensure livery vessels are properly registered.

**Description.** Recommend revisiting regulations on issuing permits to identify if and where permits may be overissued, especially for businesses that still have unused permits. This may lead to capping the number of permits available. The regulation of livery vessel traffic operations could ensure that each vessel is properly registered. Please see Recommendation #2 for more information on regulating livery vessel traffic

operations. Anticipated benefits include avoiding overissuing permits with the larger goal of alleviating unnecessary congestion in the Harbor. Additional benefits may also be realized by improving overall Harbor management. Recommendation addresses the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

4. A1, A6, A7. Install better defined channel markers equipped with "NO MOORAGE" signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

**Background.** See Recommendation A1 for more background information on the suggestion of better-defined channel markers. Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. The video content is up to date, although the method of delivery and implementation needs improvement, both by individual livery businesses and collectively in Destin, to ensure understanding of safety and livery vessel usage in and around the Harbor. Focus group discussions also noted that the City of Destin's Community Redevelopment Agency has inquired about safety classes although nothing has come to fruition. When asked how the most previous trip compared to other boating experiences in the Harbor, a combined 37.8% of survey respondents indicated that boating safety had gotten "worse" or "much worse." A meeting with law enforcement conducted in the summer indicated that there is a lack of resources and manpower to properly enforce boating laws.

**Description.** Recommend that channel markers be placed on the side of the East Pass bridge to guide marine traffic. See Recommendation A1 for a more detailed description. The creation of a Destin safety video could cover basic boating safety, how to interpret channel markers and marine signage, the importance of sober boating, and the consequences of boating under the influence. The purpose of an implementation strategy is to ensure that viewers find meaningful value in the video before getting in the water. Increased law enforcement presence could include more agents monitoring the waterways, especially in congested areas and during busy times. Anticipated benefits may include traffic congestion alleviation, reduced number of collisions at the Harbor entrance, and an increased understanding of navigational aids to improve safety. Recommendation supports the City of Destin's Objective 1) Safety and Enjoyment of Local Waterways.

5. A6, B8. Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

**Background.** Summer data observation and discussion with livery business employees show that there is an existing Destin-specific safety video shown before recreators can use livery vessels. See Recommendation #4 for more information on creating a Destin safety video. The need for the Coast Guard (CG) Auxiliary/Nonprofits

to conduct vessel inspection training stems from field observation and survey results that show 64.9% of respondents are extremely concerned with the impact that littering has on the Destin Harbor and surrounding waterways. When asked about potential negative actions observed in the Harbor, many respondents pointed to littering and pollution as the most observed harmful actions.

**Description.** See Recommendation #4 for a detailed description of a Destin safety video. Vessel inspection training could be led by a volunteer-based task force to educate people on the environmental considerations associated with boating, anything from littering to handling oil spills to checking for invasive species on a vessel. In addition to a video addressing safety, the combined efforts of the Coast Guard Auxiliary/Nonprofits may work to improve marine education and responsible boating. Expected benefits of this recommendation may ensure vessel operators know the basic rules of the water and encourage sobriety and safety when operating a vessel. Additionally, centralizing the current video delivery process may improve safety. For example, using a pop-up tent on the Harborwalk to show the video in a dim and quiet space to then be used as a ticket to rent a livery vessel may be a viable option. Expected benefits of vessel inspection trainings by the CG Auxiliary and/or Nonprofits may encourage outreach and education to recreators on the Harbor, with a targeted environmental component. This recommendation addresses the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 2) Environmental Health of the Harbor and Surrounding Waterways by uniting livery businesses for a quicker implementation than what may come from direct policy to improve safety or water quality data collection to encourage environmental awareness.

### **9.2.2 Recommendations Regarding Objective 2) Environmental Health of the Harbor and Supporting Waterways**

6. B9. Incorporate a more robust water quality monitoring system in the Harbor.

**Background.** Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. Water quality monitoring is currently performed by a local non-profit organization, the Choctawhatchee Basin Alliance. The Alliance provided USACE a time series of approximately 20 years' worth of water quality data during data collection. An examination of the sample frequency and locations showed that the data appeared to be collected in accordance with available EPA public guidance for volunteer estuary monitoring programs (EPA and Ocean Conservancy, 2006). This sampling was limited to two discrete locations in the harbor. Sampling was limited to approximately once a month. These limitations result in water quality data that are not representative of the Harbor waters. A review of this data did identify discrete periods of suboptimal water quality at the sampled locations and times.

**Description.** A comprehensive water quality monitoring system could provide a more robust, long term sampling framework plan for water quality data. Pinellas County

is a coastal Florida county that has implemented a similar program (Janicki Environmental, Inc, 2003). This system could be staffed by trained City personnel. The increased resources afforded by the City of Destin could allow for randomized sampling locations and times. This randomized sampling is required to accurately characterize the sampled population, the Harbor waters (Helsel, 2020). It could also allow for sampling discrete events such as flowing outfalls or post-storm sampling. The combination of robust and flexible sampling could provide greater resolution to aid in the identification of discharges' shoreline locations (Overton, 1990). Recommendation supports the City of Destin's Objective 2) Environmental Health of the Harbor and Supporting Waterways.

**7. B10. Conduct a hydrographic study to optimize pump usage.**

**Background.** Survey results indicate that 21% of respondents' perception of water quality in the Destin Harbor is poor or very poor. There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. The pump's actions are likely to affect the circulation of Harbor waters that could otherwise likely be primarily tidally driven. Current operation of the pump is based on meeting qualitative water quality targets.

**Description.** A hydrographic study, or flushing study, could model the circulation of seawater in the Harbor basin. This study could include periods of time where the pump was not engaged, as well as periods where the pump was operational. This could provide an understanding of the effects of the pump on the Harbor waters' circulation. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

**8. B11. Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.**

**Background.** There is currently an operational pump that allows for the exchange of water between the Gulf and Harbor. Current operation of the pump is based on meeting qualitative water quality targets. The pump's actions are likely to affect the water quality of Harbor waters.

**Description.** Conduct a water quality study to obtain baseline, with and without the pump water quality data. This data could provide an understanding of the effects of the pump on the quality of the Harbor waters. This information could allow pump operators to more efficiently and effectively utilize the pump to improve water quality in the Harbor. Recommendation supports the City of Destin's Objective 3) Environmental Health of the Harbor and Supporting Waterways.

**9. B7. Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.**

**Background.** Water quality data provided by the City of Destin proved insufficient to make operation decisions (see Recommendation #6 for more detailed background information). Focus group discussions offered anecdotal evidence that water quality has decreased in the Harbor around Norriego Point, noting that some people litter in the area and use the bathroom in the water or dunes. According to the focus group discussions, the water quality within the Harbor is beautiful when the pump is running and less so when it is not being run.

**Description.** Recommend a comprehensive water quality study to be conducted based on field observation, focus group themes, and data from the field. This recommendation is a combination of the previous three (Recommendation #6, #7, and #8). The purpose of providing both is so that the City of Destin can decide what is feasibly now, and implement individual, actionable recommendations where appropriate. This type of plan formulation is standard and is in place so that the City of Destin can take appropriate action ranging from small scale to robust recommendations. A CWQS could be comprised of many measures. A hydrographic flow study could be incorporated into how the pump operates to understand how water moves through the Harbor. The hydrographic study could look specifically at WQ, how the pump affects it, and eventually see how to optimize pump usage by understanding how water circulates. Repairs, rehabilitation, and replacement of pump system could also be combined into a comprehensive water quality study that measures the current effectiveness of the pump. This could provide a baseline upon which to build any recommendation regarding changes to the current pump system or its operation. Expected benefits could include consistent, regularly updated, and comprehensive dataset to allow operational decision making and improved water quality. Indirect benefits could be realized through higher quality recreation and therefore economic development under the assumption that better water quality may have a positive correlation with more tourism. This recommendation addresses the City of Destin's Objectives 2) Environmental Health of the Harbor and Surrounding Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

### **9.2.3 Recommendations Regarding Objective 3) Economic Development of Businesses Operating Along the Harbor**

**10. C5.** Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

**Background.** Inconsistent slip usage was observed during summer data collection (refer to Appendix 2: Field Photos and Section 6.0 Harbor Carrying Capacity), and summer data collection shows that livery pontoons and private vessels cause the most traffic in Destin Harbor. Currently, there are mixed-use slippage areas in Destin Harbor which cause traffic due to different vessel sizes with various drafts traversing the Harbor at once. However, redesignating individual slips is a property owner-driven process and is currently not possible under the City of Destin's authority. Traffic congestion leads to high slip usage in the Harbor; in fact, 21.4% of respondents

indicated that pontoon vessels were the most used vessel type during their most recent visit. Many pontoon vessels were observed with up to four vessels in one slip that had been designed for a single, large vessel. Also, observed vessels parked in transient (noted by signage) slips and stayed for >6 hours, which is against City protocol. Observations and focus group discussions indicate a lack of enforcement measures that could be used as an opportunity to improve current slip usage. This observed slip misuse causes for more vessels in the Destin Harbor than expected.

**Description.** Efficient slip reconfiguration would not only minimize the amount of congestion that vessel operators experience in the Harbor, but reconfiguration also has the potential to allow more vessels to dock and enjoy the Harborwalk. There are two ways to reconfigure existing slips: by 1) length overall (LOA) or by 2) vessel activity. General recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

- 1) **Length Overall (LOA).** As stated, a safety concern that was continuously observed in and around the Harbor was the interaction between vessels of all sizes, lengths, wakes, etc. traversing the Harbor. Reconfiguring existing slips by LOA would categorize similar-sized vessels together. Although data was not collected on vessel LOA over the summer because it was outside the scope of a carrying capacity PAS, comparisons can be drawn from other Harbors that have successfully used vessel LOA as a basis for slip configuration.
- 2) **Vessel Activity.** Reconfiguring slips based on vessel activity is an alternative option. Rearranging slips in this way would optimize efficiency by placing certain vessel types (i.e., livery, personal, jet skis) in their respective sections. Designating certain slippage areas by usage may minimize the opportunity for collision and therefore lead to a safer Harbor. Better slip usage and zoning could also benefit enforcement officers. For example, an officer could be assigned to monitor a certain usage area, or an officer could be assigned to monitor public/private slip area. Currently, mixed-use slips increase time by having enforcement (if enforcement is occurring) determine what vessel could be in what area and how long they have been in that area. It cannot be ignored that by grouping vessels by activity, unnecessary tension between competing businesses in the Harborwalk area may develop (i.e. all livery vessel business would be grouped together).

**11. C6. Implement Comprehensive Parking Strategies** to reassess existing parking lot usage to optimize current available parking.

**Background.** Field observation and overwhelming public feedback from focus groups emphasized that targeted public and private parking lots were consistently overcapacity. Parking was consistently above 70% occupancy during 12PM and 6PM throughout the summer (see Section 6.6 for more detailed information). Major parking

issues occur when cars parking in private area stay over the allotted time because there isn't a clear time limit nor law enforcement on parking. Also, some private entities only allow customer parking, which creates inefficient use of parking. Additionally, traffic congestion detracts from recreational experience and becomes a safety issue. The Destin Harbor Master Plan Sasaki Report (1998) provided multiple recommendations including, "creat[ing] a TranDestin Authority to operate a transit system, develop[ing] an on-demand, computer commuter system, require[ing] future garages to be in mixed use structures, centrally locate new garages to allow for pedestrian access and expand the on-street parking" (Sasaki, 1998). The purpose of this recommendation is to glean implementable strategies from this report in combination with suggestions developed based on field observation, data collection, and stakeholder feedback.

**Description.** A Comprehensive Parking Strategy could include a list of sub-recommendations specific to Destin parking. Strategy development could analyze current issues of inconsistent parking management between public and private lots and address the Harbor 's current and future parking needs. Comprehensive parking strategies could lay out options that may address the issues observed from summer data collection. Options may include using trolleys to shuttle people to the Harbor District, designate parking lots for certain usages and certain times, and/or pay-to-park mechanisms. Efficient parking is integral to maintaining a usable Harbor. These strategies could be used to inform decision making on future parking lot ownership and maintenance. If all private entities were on one accord with paid parking, efficiency could be increased. With this implementation there would need to be mall-style parking with enforcement monitoring private entities' parking area. Transit system could allow for parking to be nearby, reducing traffic on US-98. Garages, computer commuter system, and central locations of those garages all provide further relief to the current parking problem. Expected benefits of the comprehensive parking strategies may include offering the City of Destin targeted and specific options to minimize overcapacity parking and improve parking efficiency. Strategies are also intended to be used to inform decision making on future parking lot ownership and maintenance. Recommendation supports the City of Destin's Objectives 1) Safety and Enjoyment of Local Waterways and 3) Economic Development of Businesses Operating Along the Harbor.

## **12. Multi-Objective Recommendation: Navigational Improvements Investigation Under Continuing Authorities Program**

**Description:** This recommendation cuts across all three strategic objectives of public safety, environmental health and economic development of the study area. Throughout this technical assistance study, measures of navigational improvements were raised during public meetings and throughout the planning process. It was communicated that further investigation is required for alterations to the existing navigation channel. Under the Continuing Authorities Program (CAP) USACE is authorized to plan, design, and construct small scale projects under existing project authority from Congress. Local governments and agencies seeking assistance may request USACE to investigate potential water resources issues that may fit a particular authority. A CAP project is

conducted in two phases: a feasibility phase and a design and implementation phase. These two phases are cost-shared between the federal government and the City of Destin. The maximum federal limit is \$10 million per project

The Section 107 Small Navigation Improvements of the Rivers and Harbors Act of 1960, as amended, is the authority that allows USACE to plan, design and construct small projects for commercial navigation purposes such as channels, breakwaters, and jetties to ensure safe and efficient use of the nation's navigable waterways. Pursuing the CAP Section 107 is recommended to the City of Destin

## **10.0 Conclusion**

This carrying capacity study identifies the carrying capacity of Destin Harbor, outlines the existing and future use of Destin Harbor, and develops recommendations to support local government decision making towards its strategic objectives.

The carrying capacity analysis findings suggest that Destin Harbor and surrounding waterways have either reached or exceeded the carrying capacities under spatial, social, and facilities perspectives. Furthermore, the findings highlighted factors that were not clearly captured in the data collection but have impacts on the quality and efficiencies of recreation activities in and around Destin Harbor:

1. Harbor slip occupancy does not consider maneuverability difficulties accessing the slips as a result of crowding by mixed-sized vessel traffic congestion along the Harbor channel or in the marinas themselves.
2. Several restaurants and tour businesses collectively staff their parking lots to regulate and deter non-patron parking. This practice contributes to the parking lot carrying capacity maintaining an average 80% capacity. An argument can be made that while vehicle parking carrying capacity is not reached, there may be Harbor users in vehicles that are displaced or may be deterred from the harbor.
3. Vehicle parking lots in some areas experience maneuverability challenges related to the lay out of the parking lot and terrain.

The above factors impact the quality and efficiencies of the existing facilities. It can be concluded that the carrying capacity is reached and expected to exceed capacities if usage conditions remain the same in the future.

The second charge of this study was the development of recommendations. This effort followed a rigorous, comprehensive approach under the six planning steps. One of the 12 recommendations is for the City of Destin to seek out the Continuing Authorities Program (CAP) Section 107 to investigate the feasibility of navigational improvements at Destin Harbor.

## **Final Recommendations**

Objective 1: Promote Safety and Enjoyment of Local Waterways

1. **A1.** Install better defined channel markers equipped with “NO MOORAGE” signs.

2. **A10, A3.** Regulate livery vessel traffic operations to ensure each livery vessel is properly registered. Concurrently identify pre-existing, appropriate City Action Plans to leverage and promote the shuttling of visitors to primary destinations around the Harbor via water taxis and/or tour vessels as an alternative to livery vessels.

3. **A9, A10.** Revisit regulations on issuing vessel permits to minimize over issuance, in combination with regulating livery vessel traffic operations to ensure each livery vessel is properly registered.

4. **A1, A6, A7.** Install better defined channel markers equipped with “NO MOORAGE” signs, in combination with the creation of a Destin safety video to cover boating, traffic safety, and boating under the influence, in combination with an increase in law enforcement presence to avoid BUIs on vessels and jet skis.

5. **A6, B8.** Create a Destin safety video and implementation strategy to cover boating, traffic safety, and boating under the influence, in combination with the Coast Guard Auxiliary/Nonprofits conducting vessel inspection trainings.

Objective 2: Promote Environmental Health of Harbor and Surrounding Waterways

6. **B9.** Incorporate a more robust water quality monitoring system in the Harbor.

7. **B10.** Conduct a hydrographic study to optimize pump usage.

8. **B11.** Study the current effectiveness of the pump system to gather baseline data that could then inform decisions regarding changes to the pump system and its operations.

9. **B7.** Conduct a comprehensive water quality study (CWQS), including a hydrographic flow study on the pump, to provide baseline data and optimize pump usage.

Objective 3: Promote Economic Development of Businesses Operating Along the Harbor

10. **C5.** Optimize slip configurations in the Harbor based on user demand and improving slip usage efficiency.

11. **C6.** Implement Comprehensive Parking Strategies to reassess existing parking lot usage to optimize current available parking.

12. Multi-objective: Navigational Improvements Investigation Under Continuing Authorities Program

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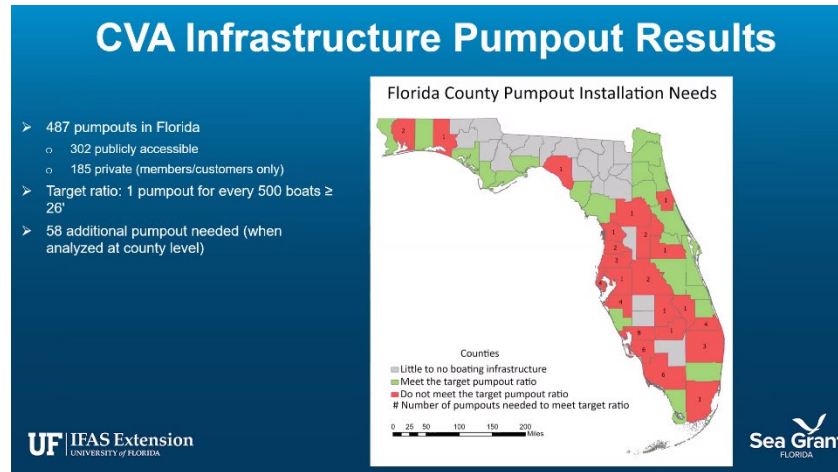
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DESTIN HARBOR CARRYING CAPACITY STUDY  
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1. [Clean Vessel Act Needs Assessment](#). This basically looks to see where in the state where more pumpouts are needed and the boating community's knowledge, attitudes, and behaviors regarding sewage waste management.
2. Attached in a document about the influence on **Wastewater Treatment Plan Operations**. One solution that works with treatment plans that are hesitant to allow highly concentrated boat waste into their facility is that has been adopted to help alleviate this issue is to hold the boat waste in a holding tank and allow the treatment plant operator to control the input (timing and quantity). The ability to control the input allows the treatment plant operator to ensure the boat waste does not overwhelm and adversely affect their system.
3. Attached is a list of **Pump Out stations that are listed in Okaloosa County**.
4. **Clean Vessel Act**
  - a. Grant Program - <https://floridadep.gov/rcp/cva>
  - b. Grant Application - <https://floridadep.gov/sites/default/files/CVA%20Grant%20Application%20Instructions101524.pdf>
  - c. Grant Program funds 75% of the costs
    - i. Construction, renovation, operation and maintenance of waste reception facilities
    - ii. Educational programs
    - iii. Reimbursement based
      1. Must have a signed contract before work can begin
      2. Must be open to the public
      3. Must be listed on the Pumpout Nav App
      4. Can not charge more than \$5 per pumpout
  - d. CVA infrastructure Pumpout Methodology
    - i. 1 pumpout per 500 boats that are less than 26ft
    - ii. # of boats is highly variable. Look at infrastructure (with direct access to the water) instead.

1. Included all slips (on the water with or without a lift), moorings, and dry storage spots with on-site access to a launch ramp or lift
2. Two size categories: less than or equal to 26ft, and greater than 26ft



3.

- iii. Clean marina offers discount on State Land Lease.

6. **Sea Grant Newsletter sign up -**

<https://lp.constantcontactpages.com/sl/xdelxlp/SewageSolutionsNewsletter>

a. Contacts

- i. Victoria Gambalee – Clean Vessel Act Education Coordinator

1. 352-562-1134

- ii. [v.gambale@ufl.edu](mailto:v.gambale@ufl.edu)

- iii. Thomas Cottle – Grant Management with Pump Outs. He can answer any questions.

- iv. Eric Best – Northwest Clean Boating Coordinator. He is new and can help us with the CVA application. He's also a former USCG member).

- v. [Eric.best@ulf.edu](mailto:Eric.best@ulf.edu)

7. **Previous meeting with City and Pumpout USA** about possible pumpout boats.

- a. Date: 7/11/2024

- b. Attended: Louis Zunguze, Donny Brown with Pumpout USA ([pousa@pumpoutusa.com](mailto:pousa@pumpoutusa.com)), Craig Barker with Pumpout USA([craig.barker@pumpoutusa.com](mailto:craig.barker@pumpoutusa.com)), John Stephens
- c. We were going to have a follow up meeting, but Louis got ill.
- d. I believe Louis was going to see how Harborwalk & Tailfins approached DWU on the pumpouts into their system, as DWU does not want to have pump waste going into their system



# ***Influence on Wastewater Treatment Plant Operations***

**August 2023**

**Presenter: Heidi L. Gough, PhD, PE**

**co-authors: Jennifer Kershe, PE and C. Andrew James, PhD**

Washington Sea Grant / Washington State Parks  
– Clean Vessel Act Program



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# Project Motivation



**KEEP OUR  
WATER CLEAN-  
USE PUMPOUTS**

# What is Recreational Boat Waste?

- > Black water – Water from toilets
- > Recreational boat waste – Black water stored in recreational vessel holding tanks



# Sample Locations



# San Juan County – study focus area



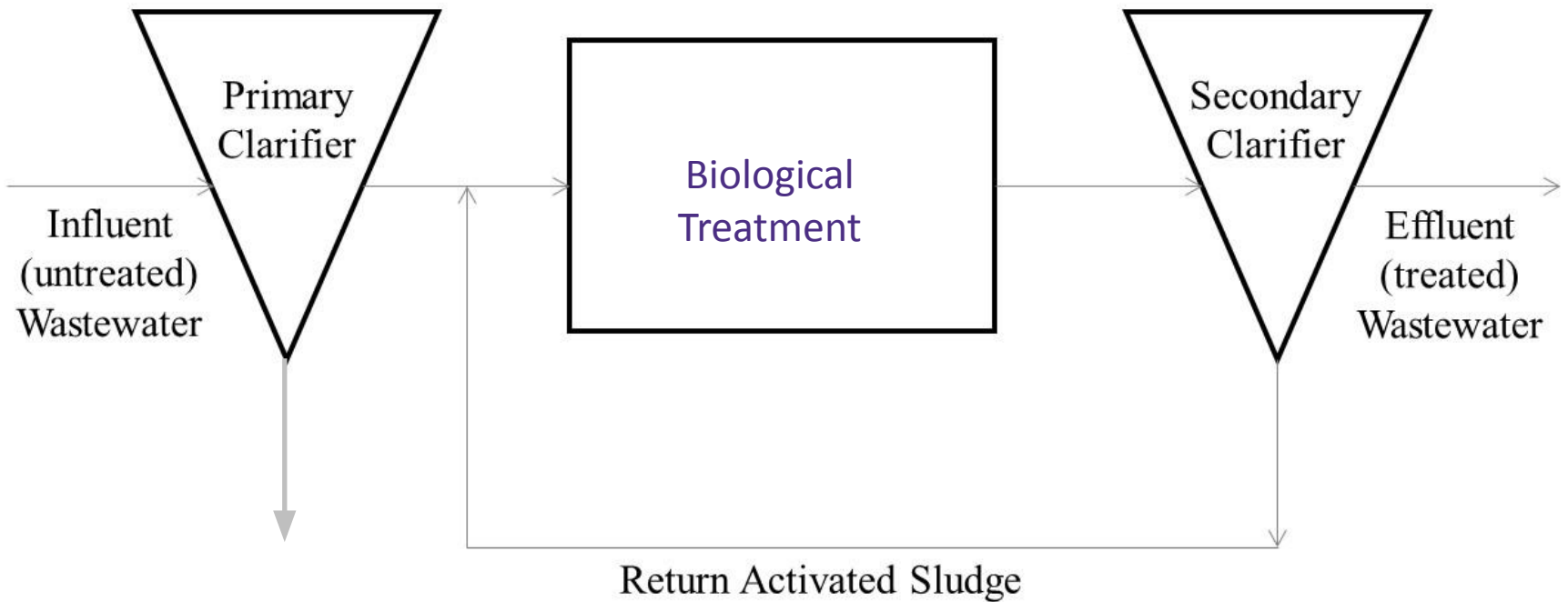
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# Wastewater Treatment Process



# Engaging Wastewater Treatment Facilities



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# Wastewater Treatment Concerns:

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Interviews with Treatment Plant Operators and Review of Past Research Identified the following potential impacts of Treating Boat Waste at Small Wastewater Treatment Facilities.

- Boat Tank Additives and Deodorants
  - Chemicals disturb biological activity
  - Chemicals cause foaming issues during aeration
  - Disrupts Settling
- Seawater Used for Flushing
  - Saltwater is toxic and inhibits flocculation (settling)
- High Strength Waste
  - Increased oxygen demand due to high strength waste

# Experimental Approach

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**Goal: Generate data that can inform the concerns raised by treatment plant operators.**

- > Compare Characteristics of Boatwaste to Untreated Wastewater
- > Test Influence of Differing Amount of Boatwaste on Wastewater Treatment
  - Specific Oxygen Uptake Rate (SOUR)
  - Foaming
  - Settling
- > Test separately the influence of:
  - Boat Waste Additives
  - Seawater
- > Compare chemical composition of common boat waste additives to raw boat waste

# Comparing Boat Waste to Untreated Wastewater

Sample Location	Replicates	Sample Parameters				
		pH	Salinity (ppt)	Ammonia (mg/L NH <sub>4</sub> -N)	COD (mg/L)	Phosphate (mg/L)
<b><i>Boat Waste</i></b>						
Portage Bay	5	8.04 ± 0.22	6.52 ± 0.31	1252 ± 247	7167 ± 471	186 ± 9
Friday Harbor	2	8.45 ± 0.19	8.47 ± 1.74	666 ± 435	4790 ± 988	
<i>Comparison to Wastewater Influent (α=0.05)</i>		<i>p = 0.002</i>	<i>p = 0.0001</i>	<i>p = 0.0005</i>		
<b><i>Activated Sludge</i></b>						
South Plant	3	7.25 ± 0.17	0.41 ± 0.06	31.0 ± 14.8	3373 ± 234	66 ± 25
West Point	1	6.84	0.52	30.6	2527	
Friday Harbor	3	7.40 ± 0.06	0.53 ± 0.07	21.3 ± 1.5	1999 ± 1016	
Eastsound	3	7.27 ± 0.30	0.46 ± 0.08	20.4 ± 16.8	2804 ± 503	
<b><i>Seawater</i></b>						
Golden Gardens	1		22.87			
Friday Harbor	2		23.35 ± 0.54			
<b><i>Untreated Wastewater</i></b>						
Friday Harbor (2017)		7.49 ± 0.06	0.283 ± 0.095	16.97 ± 4.07		
Typical Wastewater		7.0 - 8.0	0.34 - 0.60	8 - 25	250 - 800	4 - 12

# Comparing Solids in Boat Waste to Untreated Wastewater

Sample location	Replicates	Sample Parameters			
		TSS (mg/L)	VSS (mg/L)	TS (mg/L)	TVS (mg/L)
<b><i>Boat Waste</i></b>					
Portage Bay	5	1374 ± 714	1087 ± 597	3947 ± 1081	1694 ± 750
Friday Harbor	2	1219 ± 591	698 ± 242	7118 ± 1313	1905 ± 115
<i>Comparison to Wastewater Influent</i> ( $\alpha=0.05$ )		$p = 0.014$			
<b><i>Activated Sludge</i></b>					
South Plant	3	2172 ± 209	1812 ± 221	2434 ± 217	1929 ± 217
West Point	1	1520	1370	1940	1420
Friday Harbor	3	1567 ± 611	1351 ± 499	1817 ± 532	1310 ± 573
Eastsound	3	2755 ± 237	2293 ± 171	3113 ± 371	2473 ± 224
<b><i>Seawater</i></b>					
Golden Gardens	1	23.8	2.6	21043	4643
Friday Harbor	2	44.8 ± 7.4	8.9 ± 3.7	26020 ± 7010	4113 ± 553
<b><i>Untreated Wastewater</i></b>					
Friday Harbor (2017)		162 ± 27			
Typical Untreated Wastewater		120 - 400	95 - 315	390 - 1230	110 - 340

# Chemical Oxygen Demand (COD) Degradation

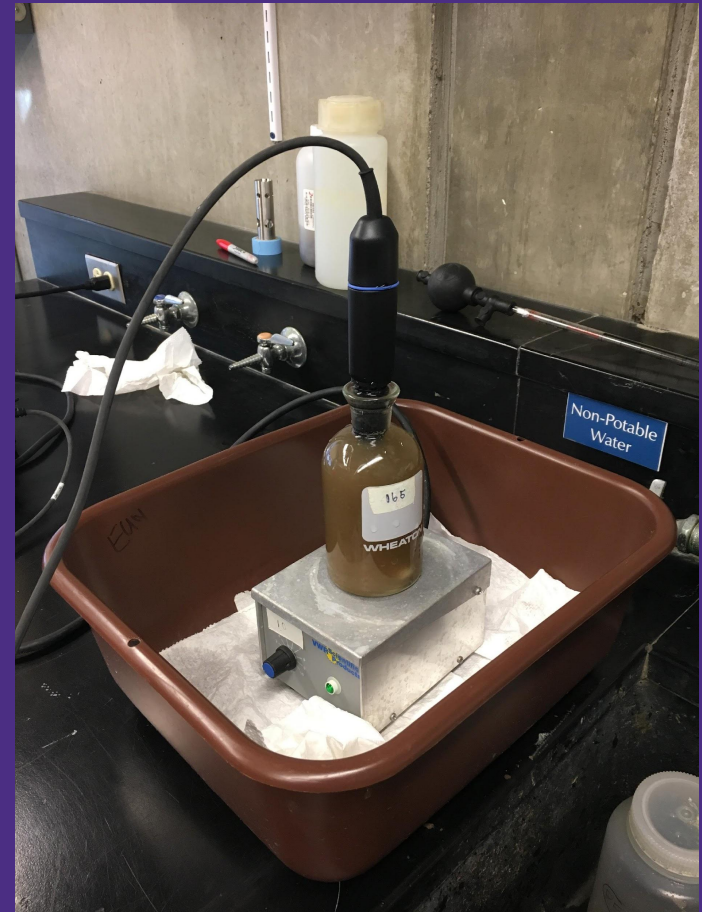
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- > Measures the impact of boat waste on soluble COD (organic matter) degradation over 90 minutes
- > A measure of activated sludge efficiency

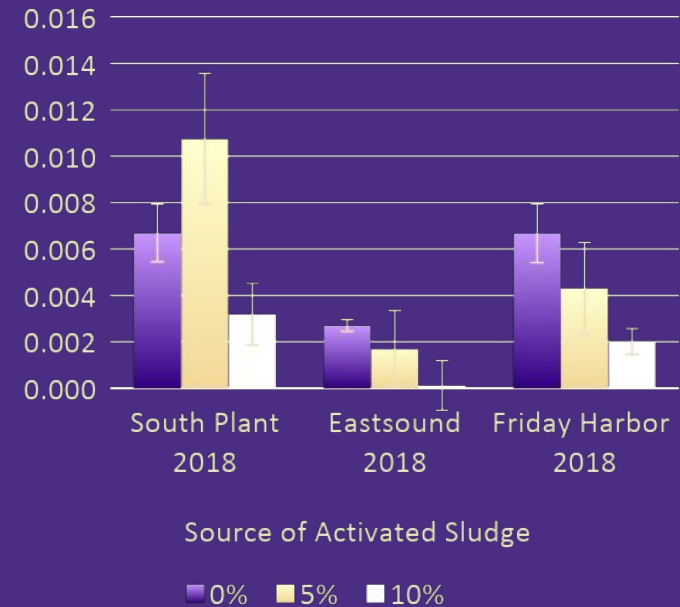
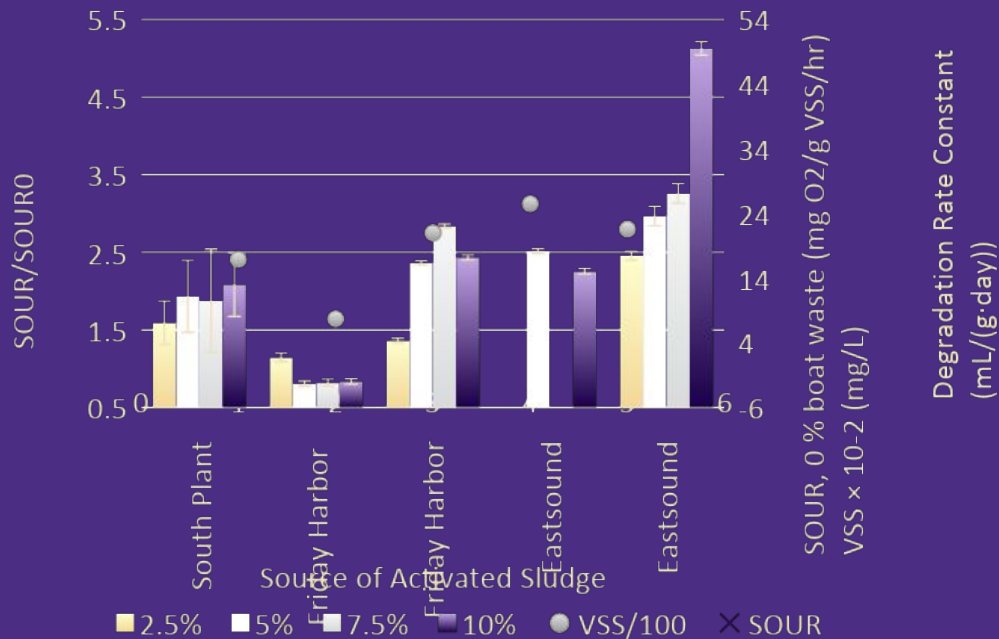


# Specific Oxygen Uptake Rate (SOUR)

- > SOUR is the ability of the sample to take up supplied oxygen (a measure of biological activity)
- > Air is bubbled through samples, then dissolved oxygen is measured every 30 seconds for 15 minutes
- > The oxygen uptake is divided by the mass of bacteria in the sample



# Does boat waste change oxygen use and treatment rates?



## General Trends:

### Boat waste...

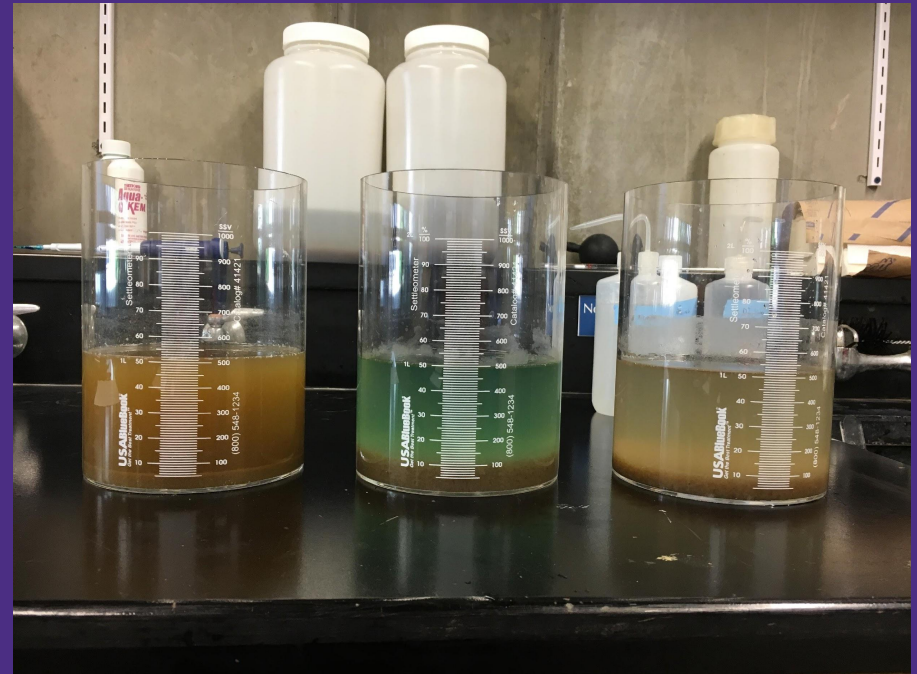
- Increased the amount of oxygen needed
- Decreased the rate of pollution removal

This information will help a WWTP to identify operational changes needed to treat boat waste.



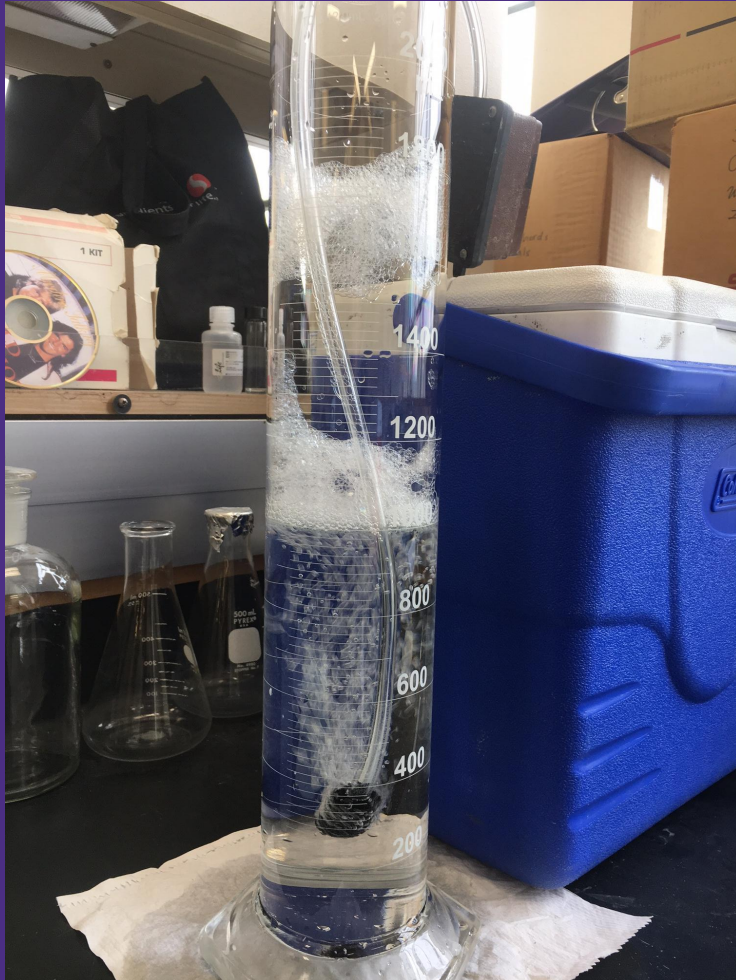
# Sludge Volume Index (SVI)

- > SVI is a measure of the settleability of the sludge blanket
  - SVI inversely proportional to settleability
- > Sample is mixed, then height of the sludge blanket observed for 30 minutes
- > SVI required to be in a certain range for proper treatment



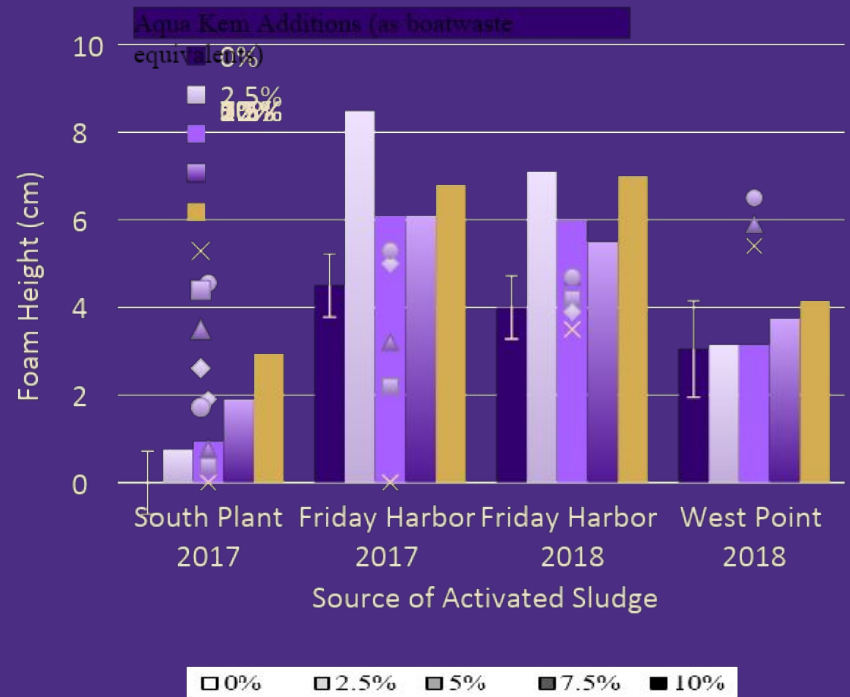
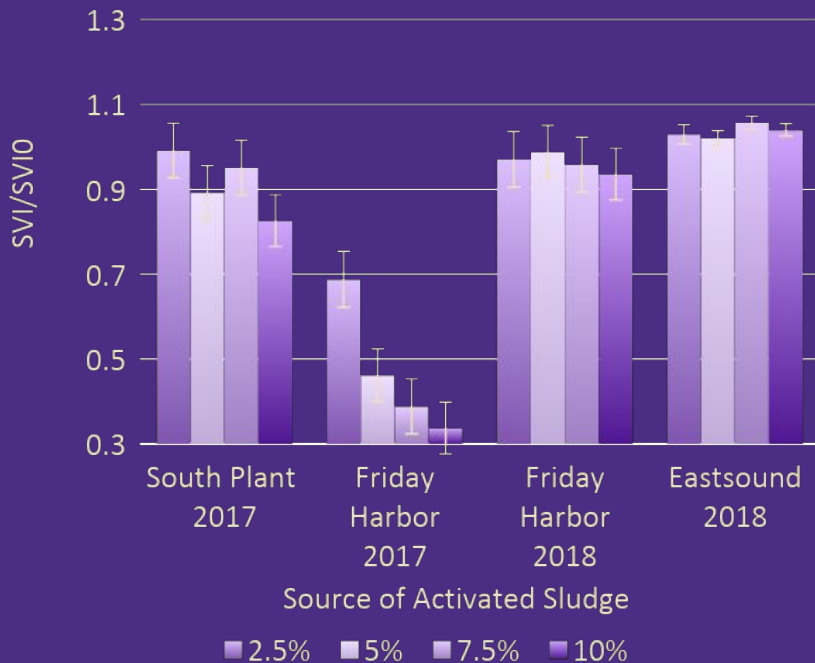
# Foaming

---



- > Foaming of sludge often an issue for WWTP operators
- > 1000 cc/min of air supplied to 1 liter of sample until max foam height observed

# Does boat waste change settling and foaming potentials?



## General Trends:

### Boat waste...

- Increased settling
- Potential for increased foaming

This information will determine how much waste a facility could accept.



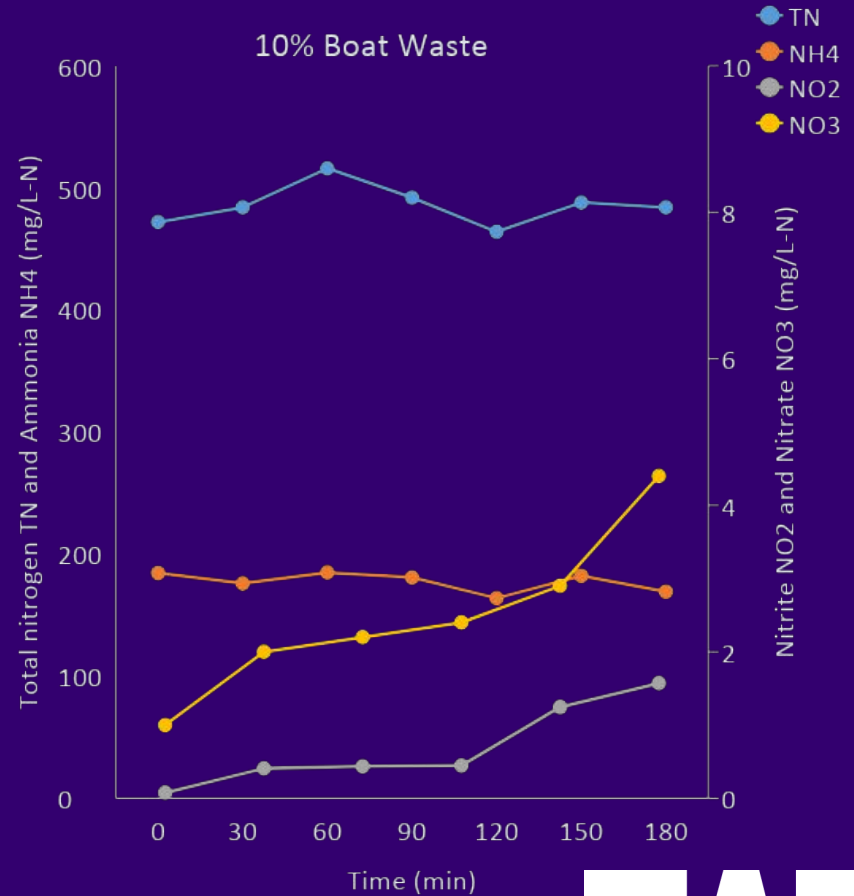
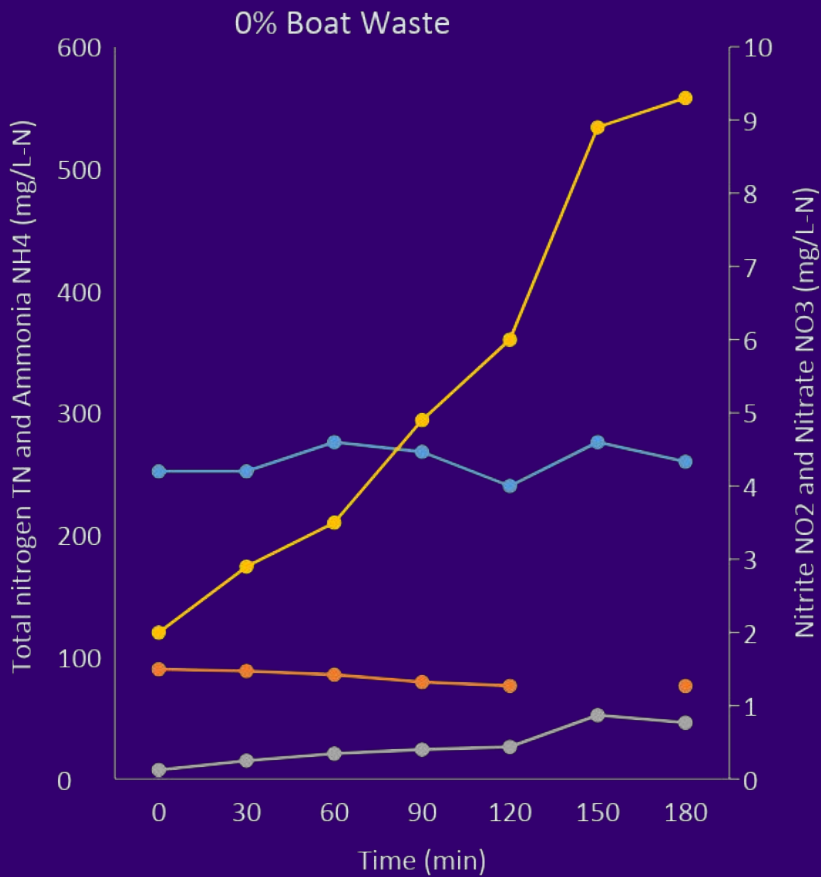
# Nitrification Method

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- > Measure the impact of boat waste on nitrification by monitoring nitrogen species:
  - Nitrate ( $\text{NO}_3^-$ )
  - Nitrite ( $\text{NO}_2^-$ )
  - Ammonia ( $\text{NH}_4^+$ )
  - Total nitrogen (Sum of above species)
- > Setup similar to COD degradation
  - Longer run time



# Impact of Boat Waste on Nitrification



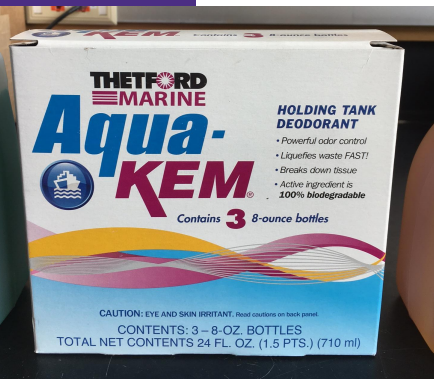
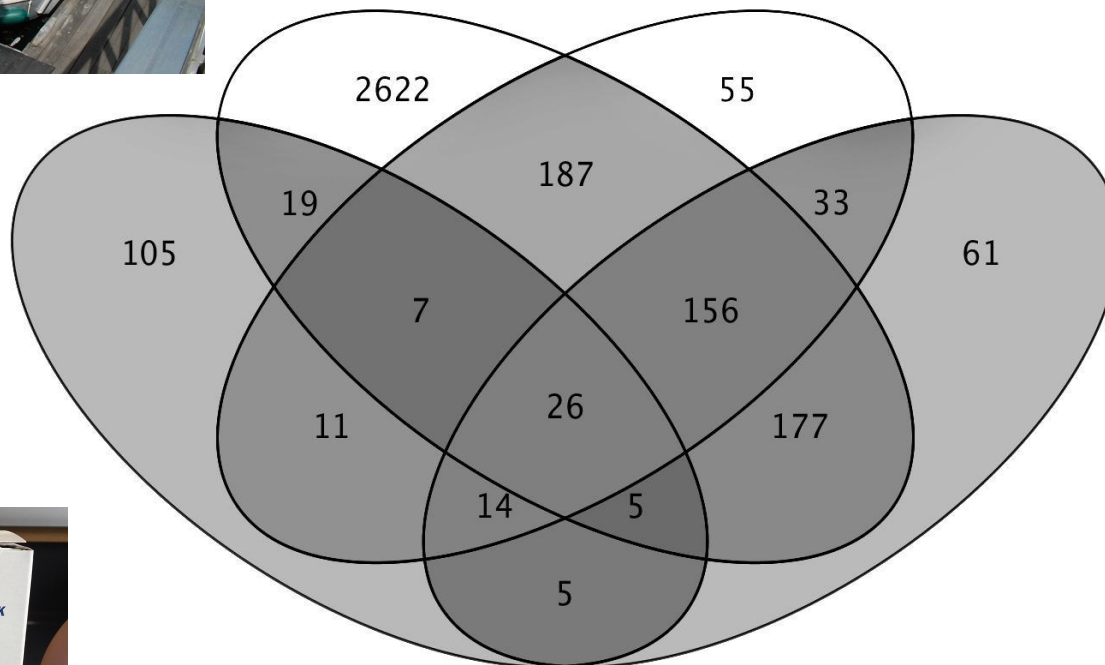
# Characterization of Boat Waste Compounds

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- > Efforts are underway to identify boat waste tracers
- > Identification of compounds
  - Unique to boat waste
  - Always in boat waste
- > Characterized compounds present in boat waste sample and three boat waste additives



# Compound Characterization Results





# Summary of Impact Testing

Test	Direction of Observed Boat Waste Impacts
Microbial Activity	Increase
Settleability	Increase
Foaming	Increase*
Activated Sludge Efficiency	Decrease
Nitrification	Modification

\*Boat waste deodorants linked to impact

# Impacts of the Study

- “Wastewater Summit” on San Juan Island (attendees from all main islands and Anacortes)
  - Data Access for all interested parties:
    - 1) Report through WA SeaGrant
    - 2) Manuscript in Journal of Environmental Engineering
- Kershe, James, and Gough (2020) “Impacts of high-strength boat waste on activated sludge processes” . Journal of Environmental Engineering **146** (5):04020023.*
- Friday Harbor Marina and Friday Harbor WWTP are moving forward with plans

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UNIVERSITY of WASHINGTON

College of the Environment



# Potential to do more...

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What about impacts to septic or anaerobic systems...

What about land application treatment of effluents...

What about adaptation following long-term exposure...



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CITY OF DESTIN – COMMUNITY DEVELOPMENT



# AGENDA ITEM

**MEETING DATE:** March 27, 2025  
**BOARD/COMMITTEE:** Harbor & Waterways Board  
**TYPE OF AGENDA ITEM:** Presentation  
**OUTLINE NUMBER:** 6.C.

---

**TO:** Harbor & Waterways Board

**THRU:** Steve O'Connor, Deputy Community Development Director  
Daniel Butler, Principal Planner

**FROM:** Michael Burgess, Public Works Director

**DATE:** March 3, 2025

**SUBJECT:** Water Quality Update/Harbor Pump Progress

---

**I. BACKGROUND:** Member request for Water Quality Update and Harbor Pump Progress Update

**II. DISCUSSION:** The Harbor Pump has been running a few hours each week since November 1 for exercise. The Pump resumed its “In-Season” schedule this past Friday. Six hours per night, from around 11pm to 5 am.

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

**III. CONCLUSION:** Information Only

**IV. RECOMMENDED MOTION:**

Attachments:

1. DESTIN DEC 18  
\_20250117082936

# Analytical Services Corporation



NELAP Laboratory Certification # E81384

921 Hospital Drive

Niceville, Florida 32578

(850) 678-5313 \* FAX (850) 678-5063



## Certificate of Analysis

**Client Report For:** City of Destin  
**Attention:**  
**Client Address:** 4200 Indian Bayou Trail  
Destin, FL 32541

**Report Date:** January 16, 2025  
**LAB ID:** AS24DEC18-008

**Comment:**

These test results meet all NELAC requirements for those parameters which require accreditation. Any exceptions or deviations from NELAC protocol are noted in this report. Any samples collected by Analytical Services Corporation personnel are done according to the latest revision of SOP-001/01. Any questions concerning this report should be directed to the person signing this report at (850) 678-5313, Analytical Services Corporation, 921 Hospital Drive, Niceville, Florida 32578. The test results in this report relate only to those specific samples listed.

A statement of estimated uncertainty of test results is available on request. Analyses performed in the field are not regulated by the NELAC standards

Results for solid sample are calculated and reported on a dry weight basis unless otherwise noted.

Results contained within this report relate only to the samples referenced in this report.

This report may not be reproduced except in full with written approval from the laboratory.

Approved By: \_\_\_\_\_

Trish Jackson, President

Date: \_\_\_\_\_

1-16-2025

**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-001  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 1A  
**Collection Date:** 12/18/2024 11:40 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

	<b>SM 9230 D (2013) Enterolert</b>	<b>Batch: A-121924-007</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Enterococci	10.0	1	1	#org/100ml
Dilution Factor	1			
Analyzed By	RB			
Analysis Date/Time	12/18/2024 14:15			

**Fecal Coliforms**

	<b>SM 9221 E (2014)</b>	<b>Batch: A-122024-001</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Fecal Coliforms	11	1.8	1.8	MPN/100 mL
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Total Coliforms**

	<b>SM 9221 B (2014)</b>	<b>Batch: A-122024-002</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Total Coliforms	240	1.8	1.8	MPN/100 mL
Dilution Factor	1			
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

	<b>SM 5210 B (2016)</b>	<b>Batch: A-122024-003</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Carbonaceous Biochemical Oxygen Demand	6.0	1	1	mg/L
Dilution Factor	1			
Analyzed By	SM			
Analysis Date/Time	12/19/2024 15:57			

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**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-002  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 1C  
**Collection Date:** 12/18/2024 11:30 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

***Enterococci in Water by SM 9230 D***

	<b>SM 9230 D (2013) Enterolert</b>	<b>Batch: A-121924-007</b>	<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>
Enterococci	98.0	1	1
Dilution Factor	1		
Analyzed By	RB		
Analysis Date/Time	12/18/2024 14:15		
			<b><u>Qual</u></b>
			<b><u>Unit</u></b>
			#org/100ml

***Fecal Coliforms***

	<b>SM 9221 E (2014)</b>	<b>Batch: A-122024-001</b>	<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>
Fecal Coliforms	49	1.8	1.8
Analyzed By	NS		
Analysis Date/Time	12/18/2024 14:15		
			<b><u>Qual</u></b>
			<b><u>Unit</u></b>
			MPN/100 mL

***Total Coliforms***

	<b>SM 9221 B (2014)</b>	<b>Batch: A-122024-002</b>	<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>
Total Coliforms	170	1.8	1.8
Dilution Factor	1		
Analyzed By	NS		
Analysis Date/Time	12/18/2024 14:15		
			<b><u>Qual</u></b>
			<b><u>Unit</u></b>
			MPN/100 mL

***Carb. Biochemical Oxygen Demand (CBOD) 5 Day***

	<b>SM 5210 B (2016)</b>	<b>Batch: A-122024-003</b>	<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1
Dilution Factor	1		
Analyzed By	SM		
Analysis Date/Time	12/19/2024 15:57		
			<b><u>Qual</u></b>
			<b><u>Unit</u></b>
			mg/L

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**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-003  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 2  
**Collection Date:** 12/18/2024 11:20 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

	<b>SM 9230 D (2013) Enterolert</b>	<b>Batch: A-121924-007</b>		<b>Run: 1</b>
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Enterococci	1	1	1	U #org/100ml
Dilution Factor	1			
Analyzed By	RB			
Analysis Date/Time	12/18/2024 14:15			

**Fecal Coliforms**

	<b>SM 9221 E (2014)</b>	<b>Batch: A-122024-001</b>		<b>Run: 1</b>
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Fecal Coliforms	13	1.8	1.8	MPN/100 mL
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Total Coliforms**

	<b>SM 9221 B (2014)</b>	<b>Batch: A-122024-002</b>		<b>Run: 1</b>
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Total Coliforms	49	1.8	1.8	MPN/100 mL
Dilution Factor	1			
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

	<b>SM 5210 B (2016)</b>	<b>Batch: A-122024-003</b>		<b>Run: 1</b>
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1	mg/L
Dilution Factor	1			
Analyzed By	SM			
Analysis Date/Time	12/19/2024 15:57			

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**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-004  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 12A  
**Collection Date:** 12/18/2024 11:05 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

	<b>SM 9230 D (2013) Enterolert</b>	<b>Batch: A-121924-007</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Enterococci	31.0	1	1	#org/100ml
Dilution Factor	1			
Analyzed By	RB			
Analysis Date/Time	12/18/2024 14:15			

**Fecal Coliforms**

	<b>SM 9221 E (2014)</b>	<b>Batch: A-122024-001</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Fecal Coliforms	1.8	1.8	1.8	U MPN/100 mL
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Total Coliforms**

	<b>SM 9221 B (2014)</b>	<b>Batch: A-122024-002</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Total Coliforms	2.0	1.8	1.8	MPN/100 mL
Dilution Factor	1			
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

	<b>SM 5210 B (2016)</b>	<b>Batch: A-122024-003</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1	mg/L
Dilution Factor	1			
Analyzed By	SM			
Analysis Date/Time	12/19/2024 15:57			

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**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-005  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 11A  
**Collection Date:** 12/18/2024 10:40 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

**SM 9230 D (2013) Enterolert** **Batch: A-121924-007** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Enterococci	435.0	1	1		#org/100ml
Dilution Factor	1				
Analyzed By	RB				
Analysis Date/Time	12/18/2024 14:15				

**Fecal Coliforms**

**SM 9221 E (2014)** **Batch: A-122024-001** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Fecal Coliforms	23	1.8	1.8		MPN/100 mL
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Total Coliforms**

**SM 9221 B (2014)** **Batch: A-122024-002** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Total Coliforms	110	1.8	1.8		MPN/100 mL
Dilution Factor	1				
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

**SM 5210 B (2016)** **Batch: A-122024-003** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1		mg/L
Dilution Factor	1				
Analyzed By	SM				
Analysis Date/Time	12/19/2024 15:57				

Analytical Services Corporation  
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**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-006  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 4B  
**Collection Date:** 12/18/2024 10:51 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

***Enterococci in Water by SM 9230 D***

	<b>SM 9230 D (2013) Enterolert</b>	<b>Batch: A-121924-007</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
				<b><u>Unit</u></b>
Enterococci	1	1	1	U
Dilution Factor	1			#org/100ml
Analyzed By	RB			
Analysis Date/Time	12/18/2024 14:15			

***Fecal Coliforms***

	<b>SM 9221 E (2014)</b>	<b>Batch: A-122024-001</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
				<b><u>Unit</u></b>
Fecal Coliforms	7.8	1.8	1.8	MPN/100 mL
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

***Total Coliforms***

	<b>SM 9221 B (2014)</b>	<b>Batch: A-122024-002</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
				<b><u>Unit</u></b>
Total Coliforms	7.8	1.8	1.8	MPN/100 mL
Dilution Factor	1			
Analyzed By	NS			
Analysis Date/Time	12/18/2024 14:15			

***Carb. Biochemical Oxygen Demand (CBOD) 5 Day***

	<b>SM 5210 B (2016)</b>	<b>Batch: A-122024-003</b>		<b>Run: 1</b>
	<b><u>Result</u></b>	<b><u>Detection Limit</u></b>	<b><u>Reporting Limit</u></b>	<b><u>Qual</u></b>
				<b><u>Unit</u></b>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1	mg/L
Dilution Factor	1			
Analyzed By	SM			
Analysis Date/Time	12/19/2024 15:57			

Analytical Services Corporation  
 921 Hospital Drive, Niceville Florida 32578  
 (850) 678-5313 F: (850) 678-5063

**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-007  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 6B  
**Collection Date:** 12/18/2024 10:20 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

**SM 9230 D (2013) Enterolert** **Batch: A-121924-007** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Enterococci	63.0	1	1		#org/100ml
Dilution Factor	1				
Analyzed By	RB				
Analysis Date/Time	12/18/2024 14:15				

**Fecal Coliforms**

**SM 9221 E (2014)** **Batch: A-122024-001** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Fecal Coliforms	4.5	1.8	1.8		MPN/100 mL
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Total Coliforms**

**SM 9221 B (2014)** **Batch: A-122024-002** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Total Coliforms	11	1.8	1.8		MPN/100 mL
Dilution Factor	1				
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

**SM 5210 B (2016)** **Batch: A-122024-003** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Carbonaceous Biochemical Oxygen Demand	3.0	1	1		mg/L
Dilution Factor	1				
Analyzed By	SM				
Analysis Date/Time	12/19/2024 15:57				

Analytical Services Corporation  
 921 Hospital Drive, Niceville Florida 32578  
 (850) 678-5313 F: (850) 678-5063

**Client:** City of Destin  
**Lab ID:** AS24DEC18-008-008  
**Recv By:** Natalie Sullivan  
**Recv Dt:** 12/18/2024 1:45 PM

**Client Sample ID:** 7  
**Collection Date:** 12/18/2024 10:05 AM  
**Matrix:** AQUEOUS-Saline  
**Sampler:** Natalie Sullivan

**Analyses**

**Enterococci in Water by SM 9230 D**

**SM 9230 D (2013) Enterolert** **Batch: A-121924-007** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Enterococci	41.0	1	1		#org/100ml
Dilution Factor	1				
Analyzed By	RB				
Analysis Date/Time	12/18/2024 14:15				

**Fecal Coliforms**

**SM 9221 E (2014)** **Batch: A-122024-001** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Fecal Coliforms	33	1.8	1.8		MPN/100 mL
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Total Coliforms**

**SM 9221 B (2014)** **Batch: A-122024-002** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Total Coliforms	240	1.8	1.8		MPN/100 mL
Dilution Factor	1				
Analyzed By	NS				
Analysis Date/Time	12/18/2024 14:15				

**Carb. Biochemical Oxygen Demand (CBOD) 5 Day**

**SM 5210 B (2016)** **Batch: A-122024-003** **Run: 1**

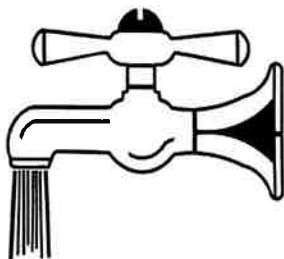
	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Carbonaceous Biochemical Oxygen Demand	4.0	1	1		mg/L
Dilution Factor	1				
Analyzed By	SM				
Analysis Date/Time	12/19/2024 15:57				

Data Qualifier	Qualifier Definition
B	Results based upon colony counts outside the acceptable range. Applies to microbiological tests and specifically to membrane filter colony counts. It is to be used if the colony count is generated from a plate in which the total number of colonies is outside the method indicated ideal range.
D	Measurement was made in the field.
E	Extra samples were taken at composite stations
G	Analyte was detected in both the sample and the associated field, equipment, or trip blank.
H	Value based on field kit determination; results may not be accurate.
I	The reported value is between the laboratory MDL and the laboratory PQL.
J	This qualifier is used when a QC sample does not meet the requirements in the method (ie: duplicate, spike, or control). There will always be a comment explained in the details. Laboratory does not feel that the sample results are compromised.
K	Off-scale low. Actual value is known to be less than the value given.
L	Off-scale high. Actual value is known to be greater than value given.
M	Chemical Analysis: Presence of material is verified but not quantified; the actual value is less than the value given. The reported value shall be the laboratory practical quantitation limit. Species: Male sex
N	Presumptive evidence of presence of material
O	Sampled, but analysis was lost during sample preparation or sample analysis
Q	Sample is either received or analyzed after the holding time. An explanation will be included if the laboratory is at fault.
R	Significant rain in the past 48 hours.
S	Secchi disk visible to bottom of waterbody. The value reported is the depth of the waterbody at the location of the Secchi disk measurement.
T	Value reported is less than the laboratory method detection limit. The value is reported for informational purposes, only and shall not be used in statistical analysis.
U	Compound was analyzed for but not detected.
V	Analyte was detected in both the sample and the associated method blank.
Y	Laboratory analysis was from an unpreserved or improperly preserved sample. The data may not be accurate.
Z	Too many colonies were present for accurate counting (TNTC), the numeric value shall be estimated from the highest dilution factor (smallest sample volume) used for the test and reported with the qualifier code.
?	Data is rejected and should not be used. Some or all of the quality control data for the analyte were outside criteria, and the presence or absence of the analyte cannot be determined from the data.
*	Not analyzed due to interference.
!	Data deviates from historically established concentration ranges.
•	Not analyzed due to high chlorine content or matrix interference

For more detailed information see: Florida Administrative Code rule chapter 62-160 Table 62-160.700.  
 History–New 1-1-91, Amended 2-4-93, 2-27-94, Formerly 17-160.700, Amended 3-24-96, 4-9-02, 6-8-04, 12-3-08, 7-30-14.



# The Water Spigot, Inc.



NELAC Laboratory Certification #E81105  
5806 East Hwy. 22 \* Panama City, Florida 32404  
(850) 871-1900 \* Fax (850)871-9303  
trishj-waterspigit@comcast.net



## Certificate of Analysis

**Client Report For:** City of Destin  
**Attention:**  
**Client Address:** 4200 Indian Bayou Trail  
Destin, FL 32541

**Report Date:** January 16, 2025  
**LAB ID:** WS24DEC19-036

**Comment:**

These test results meet all NELAC requirements for those parameters which require accreditation. Any exceptions or deviations from NELAC protocol are noted in this report. Any samples collected by Water Spigot personnel are done according to the latest revision of SOP-001/01. Any questions concerning this report should be directed to the person signing this report at (850) 871-1900, The Water Spigot, Inc., 5806 East Highway 22, Panama City, FL 32404. The test results in this report relate only to those specific samples listed.

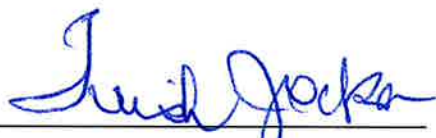
A statement of estimated uncertainty of test results is available on request. Analyses performed in the field are not regulated by the NELAC standards.

Results for solid sample are calculated and reported on a dry weight basis unless otherwise noted.

Results contained within this report relate only to the samples referenced in this report.

This report may not be reproduced except in full with written approval from the laboratory.

Approved By: \_\_\_\_\_

  
Trish Jackson, President

Date: \_\_\_\_\_



The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 1A  
**Lab ID:** WS24DEC19-036-001 **Collection Date:** 12/18/2024 11:40  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N** **EPA 350.1** **Batch: W-122624-008 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride** **SM 4500-CL-E (2011)** **Batch: W-122024-034 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	15000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A** **SM 10200 H (2011)** **Batch: W-122024-001 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	2.3	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite** **EPA 353.2** **Batch: W-011325-004 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.79	0.1	0.5		mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

<b>Client:</b> City of Destin	<b>Client Sample ID:</b> Destin 1A
<b>Lab ID:</b> WS24DEC19-036-001	<b>Collection Date:</b> 12/18/2024 11:40
<b>Recv By:</b> Alexis Lopez	<b>Matrix:</b> AQUEOUS-Other
<b>Recv Dt:</b> 12/19/2024 11:21	<b>Sampler:</b> Natalie Sullivan

**Analyses**

**Nitrate and Nitrite**

**EPA 353.2**

**Batch: W-011325-004 Run: 1**

	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Analysis Date/Time	01/14/2025 12:07				

**Phosphorus, Total**

**EPA 365.1**

**Batch: W-123024-020 Run: 1**

	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Phosphorus-total	0.396	0.03	0.15		mg/L
Dilution Factor	10				
Prep By	JL				
Prep Date/Time	01/02/2025 12:00				
Analyzed By	JL				
Analysis Date/Time	01/02/2025 13:23				

**Total Kjeldahl Nitrogen**

**EPA 351.2**

**Batch: W-010625-008 Run: 1**

	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Total Kjeldahl Nitrogen	1.08	0.25	1		mg/L as N
Dilution Factor	1				
Prep By	ZD				
Prep Date/Time	01/08/2025 10:00				
Analyzed By	ZD				
Analysis Date/Time	01/13/2025 14:56				

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

<b>Client:</b> City of Destin	<b>Client Sample ID:</b> Destin 1C
<b>Lab ID:</b> WS24DEC19-036-002	<b>Collection Date:</b> 12/18/2024 11:30
<b>Recv By:</b> Alexis Lopez	<b>Matrix:</b> AQUEOUS-Other
<b>Recv Dt:</b> 12/19/2024 11:21	<b>Sampler:</b> Natalie Sullivan

**Analyses**

<b>Ammonia as N</b>	<b>EPA 350.1</b>	<b>Batch: W-122624-008</b>		<b>Run: 1</b>	
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

<b>Chloride</b>	<b>SM 4500-CL-E (2011)</b>	<b>Batch: W-122024-034</b>		<b>Run: 1</b>	
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Chloride	16000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

<b>Chlorophyll-A</b>	<b>SM 10200 H (2011)</b>	<b>Batch: W-122024-001</b>		<b>Run: 1</b>	
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Chlorophyll-a	5.2	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

<b>Nitrate and Nitrite</b>	<b>EPA 353.2</b>	<b>Batch: W-011325-004</b>		<b>Run: 1</b>	
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual</b>	<b>Unit</b>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 1C  
**Lab ID:** WS24DEC19-036-002 **Collection Date:** 12/18/2024 11:30  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>		
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Phosphorus-total	0.069	0.003	0.015	mg/L
Dilution Factor	1			
Prep By	JL			
Prep Date/Time	01/02/2025 12:00			
Analyzed By	JL			
Analysis Date/Time	01/02/2025 13:23			

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>		
	<b>Result</b>	<b>Detection Limit</b>	<b>Reporting Limit</b>	<b>Qual Unit</b>
Total Kjeldahl Nitrogen	0.579	0.25	1	I mg/L as N
Dilution Factor	1			
Prep By	ZD			
Prep Date/Time	01/08/2025 10:00			
Analyzed By	ZD			
Analysis Date/Time	01/13/2025 14:56			

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

**Client:** City of Destin

**Client Sample ID:** Destin 2

**Lab ID:** WS24DEC19-036-003

**Collection Date:** 12/18/2024 11:20

**Recv By:** Alexis Lopez

**Matrix:** AQUEOUS-Other

**Recv Dt:** 12/19/2024 11:21

**Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N**

**EPA 350.1**

**Batch: W-122624-008 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride**

**SM 4500-CL-E (2011)**

**Batch: W-122024-034 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	16000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A**

**SM 10200 H (2011)**

**Batch: W-122024-001 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	2.5	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite**

**EPA 353.2**

**Batch: W-011325-004 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 2  
**Lab ID:** WS24DEC19-036-003 **Collection Date:** 12/18/2024 11:20  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Phosphorus-total	0.010	0.003	0.015	I	mg/L
Dilution Factor	1				
Prep By	JL				
Prep Date/Time	01/02/2025 12:00				
Analyzed By	JL				
Analysis Date/Time	01/02/2025 13:23				

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Total Kjeldahl Nitrogen	0.457	0.25	1	I	mg/L as N
Dilution Factor	1				
Prep By	ZD				
Prep Date/Time	01/08/2025 10:00				
Analyzed By	ZD				
Analysis Date/Time	01/13/2025 14:56				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 12A  
**Lab ID:** WS24DEC19-036-004 **Collection Date:** 12/18/2024 11:05  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N** **EPA 350.1** **Batch: W-122624-008 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride** **SM 4500-CL-E (2011)** **Batch: W-122024-034 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	16000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A** **SM 10200 H (2011)** **Batch: W-122024-001 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	1.6	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite** **EPA 353.2** **Batch: W-011325-004 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 12A  
**Lab ID:** WS24DEC19-036-004 **Collection Date:** 12/18/2024 11:05  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>		
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>
		<b>Limit</b>	<b>Limit</b>	<b>Unit</b>
Phosphorus-total	0.044	0.003	0.015	mg/L
Dilution Factor	1			
Prep By	JL			
Prep Date/Time	01/02/2025 12:00			
Analyzed By	JL			
Analysis Date/Time	01/02/2025 13:23			

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>		
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>
		<b>Limit</b>	<b>Limit</b>	<b>Unit</b>
Total Kjeldahl Nitrogen	1.07	0.25	1	mg/L as N
Dilution Factor	1			
Prep By	ZD			
Prep Date/Time	01/08/2025 10:00			
Analyzed By	ZD			
Analysis Date/Time	01/13/2025 14:56			

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 11A  
**Lab ID:** WS24DEC19-036-005 **Collection Date:** 12/18/2024 10:40  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N** **EPA 350.1** **Batch: W-122624-008** **Run: 1**

	<u>Result</u>	<u>Detection</u> <u>Limit</u>	<u>Reporting</u> <u>Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.060	0.05	0.25	I	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride** **SM 4500-CL-E (2011)** **Batch: W-122024-034** **Run: 1**

	<u>Result</u>	<u>Detection</u> <u>Limit</u>	<u>Reporting</u> <u>Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	15000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A** **SM 10200 H (2011)** **Batch: W-122024-001** **Run: 1**

	<u>Result</u>	<u>Detection</u> <u>Limit</u>	<u>Reporting</u> <u>Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	1.6	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite** **EPA 353.2** **Batch: W-011325-004** **Run: 1**

	<u>Result</u>	<u>Detection</u> <u>Limit</u>	<u>Reporting</u> <u>Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 11A  
**Lab ID:** WS24DEC19-036-005 **Collection Date:** 12/18/2024 10:40  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>		
	<b><u>Result</u></b>	<b><u>Detection</u></b>	<b><u>Reporting</u></b>	<b><u>Qual</u></b>
		<b><u>Limit</u></b>	<b><u>Limit</u></b>	<b><u>Unit</u></b>
Phosphorus-total	0.046	0.003	0.015	mg/L
Dilution Factor	1			
Prep By	JL			
Prep Date/Time	01/02/2025 12:00			
Analyzed By	JL			
Analysis Date/Time	01/02/2025 13:23			

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>		
	<b><u>Result</u></b>	<b><u>Detection</u></b>	<b><u>Reporting</u></b>	<b><u>Qual</u></b>
		<b><u>Limit</u></b>	<b><u>Limit</u></b>	<b><u>Unit</u></b>
Total Kjeldahl Nitrogen	1.13	0.25	1	mg/L as N
Dilution Factor	1			
Prep By	ZD			
Prep Date/Time	01/08/2025 10:00			
Analyzed By	ZD			
Analysis Date/Time	01/13/2025 14:56			

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 4B  
**Lab ID:** WS24DEC19-036-006 **Collection Date:** 12/18/2024 10:51  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N** **EPA 350.1** **Batch: W-122624-008 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.053	0.05	0.25	I	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride** **SM 4500-CL-E (2011)** **Batch: W-122024-034 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	16000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A** **SM 10200 H (2011)** **Batch: W-122024-001 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	3.0	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite** **EPA 353.2** **Batch: W-011325-004 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 4B  
**Lab ID:** WS24DEC19-036-006 **Collection Date:** 12/18/2024 10:51  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Phosphorus-total	0.006	0.003	0.015	I	mg/L
Dilution Factor	1				
Prep By	JL				
Prep Date/Time	01/02/2025 12:00				
Analyzed By	JL				
Analysis Date/Time	01/02/2025 13:23				

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Total Kjeldahl Nitrogen	1.08	0.25	1		mg/L as N
Dilution Factor	1				
Prep By	ZD				
Prep Date/Time	01/08/2025 10:00				
Analyzed By	ZD				
Analysis Date/Time	01/13/2025 14:56				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
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 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 6B  
**Lab ID:** WS24DEC19-036-007 **Collection Date:** 12/18/2024 10:20  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N** **EPA 350.1** **Batch: W-122624-008** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride** **SM 4500-CL-E (2011)** **Batch: W-122024-034** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	15000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A** **SM 10200 H (2011)** **Batch: W-122024-001** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	1.1	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite** **EPA 353.2** **Batch: W-011325-004** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 6B  
**Lab ID:** WS24DEC19-036-007 **Collection Date:** 12/18/2024 10:20  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Phosphorus, Total**

**EPA 365.1** **Batch: W-123024-020** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Phosphorus-total	0.003	0.003	0.015	J, U	mg/L
<b>Result Comment:</b> The spike recovery is outside the control limits of 90-110%, all other QC are within limits.					
Dilution Factor	1				
Prep By	JL				
Prep Date/Time	01/02/2025 12:00				
Analyzed By	JL				
Analysis Date/Time	01/02/2025 13:23				

**Total Kjeldahl Nitrogen**

**EPA 351.2** **Batch: W-010625-008** **Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Total Kjeldahl Nitrogen	0.25	0.25	1	U	mg/L as N
Dilution Factor	1				
Prep By	ZD				
Prep Date/Time	01/08/2025 10:00				
Analyzed By	ZD				
Analysis Date/Time	01/13/2025 14:56				

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 7  
**Lab ID:** WS24DEC19-036-008 **Collection Date:** 12/18/2024 10:05  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

**Ammonia as N**

**EPA 350.1**

**Batch: W-122624-008 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Ammonia as N	0.05	0.05	0.25	U	mg/L as N
Dilution Factor	1				
Analyzed By	ZD				
Analysis Date/Time	12/27/2024 15:07				

**Chloride**

**SM 4500-CL-E (2011)**

**Batch: W-122024-034 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chloride	14000	1500	4000		mg/L
Dilution Factor	1000				
Prep By	cec				
Prep Date/Time	12/27/2024 09:30				
Analyzed By	cec				
Analysis Date/Time	12/27/2024 09:30				

**Chlorophyll-A**

**SM 10200 H (2011)**

**Batch: W-122024-001 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Chlorophyll-a	0.9	0.1	0.2		ug/L
Dilution Factor	1				
Prep By	SJ				
Prep Date/Time	12/20/2024 08:00				
Analyzed By	SJ				
Analysis Date/Time	12/23/2024 08:30				

**Nitrate and Nitrite**

**EPA 353.2**

**Batch: W-011325-004 Run: 1**

	<u>Result</u>	<u>Detection Limit</u>	<u>Reporting Limit</u>	<u>Qual</u>	<u>Unit</u>
Nitrate/Nitrite as N	0.1	0.1	0.5	U	mg/L
Dilution Factor	1				
Prep By	cec				
Prep Date/Time	01/14/2025 12:07				
Analyzed By	cec				
Analysis Date/Time	01/14/2025 12:07				

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

**Client:** City of Destin **Client Sample ID:** Destin 7  
**Lab ID:** WS24DEC19-036-008 **Collection Date:** 12/18/2024 10:05  
**Recv By:** Alexis Lopez **Matrix:** AQUEOUS-Other  
**Recv Dt:** 12/19/2024 11:21 **Sampler:** Natalie Sullivan

**Analyses**

<b>Phosphorus, Total</b>	<b>EPA 365.1</b>	<b>Batch: W-123024-020 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Phosphorus-total	0.003	0.003	0.015	U	mg/L
Dilution Factor	1				
Prep By	JL				
Prep Date/Time	01/02/2025 12:00				
Analyzed By	JL				
Analysis Date/Time	01/02/2025 13:23				

<b>Total Kjeldahl Nitrogen</b>	<b>EPA 351.2</b>	<b>Batch: W-010625-008 Run: 1</b>			
	<b>Result</b>	<b>Detection</b>	<b>Reporting</b>	<b>Qual</b>	<b>Unit</b>
		<b>Limit</b>	<b>Limit</b>		
Total Kjeldahl Nitrogen	1.29	0.25	1		mg/L as N
Dilution Factor	1				
Prep By	ZD				
Prep Date/Time	01/08/2025 10:00				
Analyzed By	ZD				
Analysis Date/Time	01/13/2025 14:56				

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

Data Qualifier	Qualifier Definition
B	Results based upon colony counts outside the acceptable range. Applies to microbiological tests and specifically to membrane filter colony counts. It is to be used if the colony count is generated from a plate in which the total number of colonies is outside the method indicated ideal range.
D	Measurement was made in the field.
E	Extra samples were taken at composite stations
G	Analyte was detected in both the sample and the associated field, equipment, or trip blank.
H	Value based on field kit determination; results may not be accurate.
I	The reported value is between the laboratory MDL and the laboratory PQL.
J	This qualifier is used when a QC sample does not meet the requirements in the method (ie: duplicate, spike, or control). There will always be a comment explained in the details. Laboratory does not feel that the sample results are compromised.
K	Off-scale low. Actual value is known to be less than the value given.
L	Off-scale high. Actual value is known to be greater than value given.
M	Chemical Analysis: Presence of material is verified but not quantified; the actual value is less than the value given. The reported value shall be the laboratory practical quantitation limit. Species: Male sex
N	Presumptive evidence of presence of material
O	Sampled, but analysis was lost during sample preparation or sample analysis
Q	Sample is either received or analyzed after the holding time. An explanation will be included if the laboratory is at fault.
R	Significant rain in the past 48 hours.
S	Secchi disk visible to bottom of waterbody. The value reported is the depth of the waterbody at the location of the Secchi disk measurement.
T	Value reported is less than the laboratory method detection limit. The value is reported for informational purposes, only and shall not be used in statistical analysis.
U	Compound was analyzed for but not detected.
V	Analyte was detected in both the sample and the associated method blank.
Y	Laboratory analysis was from an unpreserved or improperly preserved sample. The data may not be accurate.
Z	Too many colonies were present for accurate counting (TNTC), the numeric value shall be estimated from the highest dilution factor (smallest sample volume) used for the test and reported with the qualifier code.
?	Data is rejected and should not be used. Some or all of the quality control data for the analyte were outside criteria, and the presence or absence of the analyte cannot be determined from the data.
*	Not analyzed due to interference.
!	Data deviates from historically established concentration ranges.
•	Not analyzed due to high chlorine content or matrix interference

For more detailed information see: Florida Administrative Code rule chapter 62-160 Table 62-160.700.

History—New 1-1-91, Amended 2-4-93, 2-27-94, Formerly 17-160.700, Amended 3-24-96, 4-9-02, 6-8-04, 12-3-08, 7-30-14.

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

# The Water Spigot Chain of Custody Transfer Record

WS121924-RA 810

Client: Analytical Services  
321 Hospital Dr.  
Niceville, FL 1:18

Parameters Requested

Dec 19 - 0320

Project Name:

City of Destin - Destin Harbor

Sampling Date	Time	Sampler	Matrix	Sample Location	Grab	Composite	Parameters Requested							
							Chlorophyll A	TP	NH3	TEN	NO2/NO3	Cl-		
12/19/24	1140	NS, SM	W	1A	X		/	/	/	/	/	/		
	1130	NS, SM		1C	X		/	/	/	/	/	/		
	1120	NS, SM		2	X		/	/	/	/	/	/		
	1105	NS, SM		12A	X		/	/	/	/	/	/		
	1040	NS, SM		11A	X		/	/	/	/	/	/		
	1051	NS, SM		4B	X		/	/	/	/	/	/		
	1020	NS, SM		6B	X		/	/	/	/	/	/		
	1005	NS, SM		7	X		/	/	/	/	/	/		

Check if Rush

Relinquished By: Sarina Mckernan  
Date: 12/19/24 Time: 1440

Received By: KE  
Date: 12/19/24 Time: 1402

Relinquished By: Sarina Mckernan  
Date: 12/19/24 Time: 1440

Received By: KE  
Date: 12/19/24 Time: 1402

2/1/25

Comments:

NS will run

Chloro, Ferro, For 7th calibration

CHL A: 1224-439 w/CHA

Cl-: 1224-408W

1224-408W  
1224-409W  
1224-410W  
1224-411W  
1224-412W  
1224-413W  
1224-414W  
1224-415W  
1224-416W  
1224-417W  
1224-418W  
1224-419W  
1224-420W  
1224-421W  
1224-422W  
1224-423W  
1224-424W  
1224-425W  
1224-426W  
1224-427W  
1224-428W  
1224-429W  
1224-430W

The Water Spigot  
 5806 East Hwy. 22 Panama City, FL. 32404  
 (850) 871-1900 F: (850) 871-9303  
 NELAC Laboratory Certification: E81105

Analytical Services Corporation  
 921 Hospital Drive \* Niceville, FL 32578  
 (850) 678-5313 \* Fax (850) 678-5063  
 nicevillelab@hotmail.com

**CHAIN OF CUSTODY RECORD**

28016

Company Name/ Client Name		City of Destin	
Company Address			
City, State, Zip			
Send Report To: <u>Michael Burgess</u>		Email Address <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Copy To DEP / DOH (circle one)		Fax #	
Yes <input type="checkbox"/> No <input type="checkbox"/>		Fax Results Yes <input type="checkbox"/> No <input type="checkbox"/>	
Phone #		Fax #	
Matrix		Sample Site (Be Specific)	
Type		Date	
G W S C r a t i o n a l p h e r e r		11/24/14	
W S W S a t t e r e r		11/30	
S W S o r e r		11/20	
		10/5	
		10/10	
		10/51	
		10/20	
		10/05	
Sampled By & Title		Date / Time	
Michael Sullivan		11/24/14 10:10	
Received By		Date / Time	
Michael Sullivan		11/19/14 13:45	
Received in Lab By		Date / Time	
Michael Sullivan		11/19/14 13:45	
Project Name		Destin Harbor	
Lab Dispose <input type="checkbox"/>		Return to Client <input type="checkbox"/>	
Other <input type="checkbox"/>			
Analysis Requested		Field Data	
Preservatives		P.O.#	
Containers		Sample #	
Analysis Requested		Container #	
CBOD		Check if Rush	
Chlorophyll A		Special Instructions	
TP		Date Required	
NH3			
Cl-			
TKN, NO2, NO3			
Fecal Total Coliform MPN			
Enter			
Temp		Free Total Cl2	
1224-439		1224-408W	
441		419W	
442		415W	
443		410W	
N:		413W	
1224-436		423W	
445		419W	
446		412W	
447		405M	
448		405M	
449		405M	
450		405M	
451		405M	
452		405M	
453		405M	
454		405M	
455		405M	
456		405M	
457		405M	
458		405M	
459		405M	
460		405M	
461		405M	
462		405M	
463		405M	
464		405M	
465		405M	
466		405M	
467		405M	
468		405M	
469		405M	
470		405M	
471		405M	
472		405M	
473		405M	
474		405M	
475		405M	
476		405M	
477		405M	
478		405M	
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529		405M	
530		405M	
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The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

DATE: 12.18.24

DESTIN HARBOR WORKSHEET

SAMPLER: SM118

MONITOR SITE	Map Location (GPS)	Secchi Depth (FT)	WATER DEPTH (FT)	WATER COLUMN	Measurement Time	Measurement Depth	WATER TEMP (C°)	DO (mg/L)	Salinity (ppt)	SAMPLE TIME	REMARKS
1A	N 30° 23.220'	DOWN	4	Top		0.5'	<del>20.1</del> 20.1	7.23	29.44	1140	WIND BARO: 30.07
	W 86° 28.703'	UP	4	Mid			20.1	7.23	29.44		
	AVERAGE			Bottom			20.0	7.25	25.78		
1C	N 30° 23.221'	DOWN	15'	Top		0.5'	19.9	8.29	23.70	1130	WIND BARO: 30.03
	W 86° 29.3057'	UP	6'	Mid			19.7	8.36	25.15		
	AVERAGE			Bottom			19.5	8.00	24.47		
2	N 30° 23.391'	DOWN	10'	Top		0.5'	19.9	8.04	24.26	1120	WIND BARO: 30.02
	W 86° 29.308'	UP	5'	Mid			19.7	8.05	25.53		
	AVERAGE			Bottom			19.8	7.34	26.6		
12A	N 30° 23.196'	DOWN	10'	Top		0.5'	18.9	7.86	23.52	1105	WIND BARO: 30.07
	W 86° 29.451'	UP	6'	Mid			20.0	6.77	25.41		
	AVERAGE			Bottom			20.4	7.34	26.50		
11A	N 30° 23.150'	DOWN	<del>10'</del> 9'	Top		0.5'	19.1	7.74	23.71	1040	WIND BARO: 30.10
	W 86° 29.743'	UP	7'	Mid			19.9	6.50	25.54		
	AVERAGE			Bottom			19.9	7.05	26.00		

The Water Spigot

5806 East Hwy. 22 Panama City, FL. 32404

(850) 871-1900 F: (850) 871-9303

NELAC Laboratory Certification: E81105

SITE ID	# CONTAINERS	MATERIAL CODE	VOLUME	ID #	REMARKS
4B	1	PE	0.25 gal	N - 424	
	1	PE	0.25 gal	CBOD - 416	
	1	PE	0.25 gal	Cl - 408	
	2	PE	2 L	-436 / -440	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 392	
	1	Colltag Sterile	120 ml	F - 400	
11A	1	PE	0.25 gal	CBOD - 421	
	1	PE	0.25 gal	N - 431	
	1	PE	0.25 gal	Cl - 410	
	2	PE	2 L	-446 - 447	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 395	
	1	Colltag Sterile	120 ml	F - 402	
12A	1	PE	0.25 gal	N - 429	
	1	PE	0.25 gal	CBOD - 417	
	1	PE	0.25 gal	Cl - 415	
	2	PE	2 L	-436 - 445	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 390	
	1	Colltag Sterile	120 ml	F - 399	
2	1	PE	0.25 gal	CBOD - 418	
	1	PE	0.25 gal	N - 425	
	1	PE	0.25 gal	Cl - 411	
	2	PE	2 L	-445 / 444	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 391	
	1	Colltag Sterile	120 ml	F - 407	
1C	1	PE	0.25 gal	N - 425	
	1	PE	0.25 gal	CBOD - 419	
	1	PE	0.25 gal	Cl - 414	
	2	PE	2 L	-441 / -442	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 394	
	1	Colltag Sterile	120 ml	F - 401	
2A	1	PE	0.25 gal		
	1	PE	0.25 gal		
	2	PE	2 L		Chlorophyll A
	1	Colltag Sterile	120 ml		
	1	Colltag Sterile	120 ml		
	1	Colltag Sterile	120 ml		
1A	1	PE	0.25 gal	N - 424	
	1	PE	0.25 gal	CBOD - 416	
	1	PE	0.25 gal	Cl - 408	
	2	PE	2 L	-436 / -440	Chlorophyll A
	1	Colltag Sterile	120 ml	F - 392	
	1	Colltag Sterile	120 ml	F - 400	

City of Destin  
 DESTIN HARBOR  
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