DESTIN CITY COUNCIL MEETING
APRIL 21, 2025
ANNEX COUNCIL CHAMBERS
6:00 PM

*****Core Value of the Month - Transparency*****

CALL TO ORDER

*** INVOCATION (Pastor Steve Farris, First Baptist Church of Destin)**

PLEDGE OF ALLEGIANCE

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

1. **PROCLAMATIONS / RECOGNITIONS / SPECIAL / **PUBLIC PRESENTATIONS / ANNOUNCEMENTS**
   A. HarborWalk Village Phase II Compliance Review Q & A
2. **PUBLIC COMMENTS (Section 5 - Public Hearings has separate public comments time for these items)** (Note: Individual speakers will be limited to 3 minutes. At the discretion of the mayor, this 3 minute allowance may be adjusted depending on the level of business coming before the City Council)
3. ***** CONSENT AGENDA**
   A. Temporary Waiver of Parking Fees for Destin High School Senior Day – Marler Street Parking Lot
   B. Holiday Isle, Residential Section No. 7 Replat - Final Plat Approval SUB-001401-2024
   C. Reimbursement to Mayor Bobby Wagner for expenses incurred while attending the Florida League of Mayors events and the Florida League of Cities 2025 Legislative Action Days, held March 24–26, 2025, in Tallahassee, Florida.
   D. Approval of minutes of March 17, 2025, Regular City Council Meeting
4. **CITY MANAGER REPORTS** Announcements
   A. Crosstown Connector EIR Acceptance and Project Update - AtkinsRealis
   B. Morgan Sports Center – A Minor Deviation to a Major Development Order (DEV-001549-2025)
   C. Shores at Crystal Beach Park: Concept Review
   D. Destin Fire District-Beach Safety Contract 2025
   E. Beach Patrol Plan Post Spring Break Update
   F. Henderson Beach State Park - Findings Regarding Dogs on the Beach
   G. Kimley-Horn Proposal - SS4A Grant Opportunity - Pedestrian Underpass near Stahlman Intersection
   H. SRS Master Plan Workshop - Potential Dates
   I. Purchasing Resolution 22-10 Update
   J. Update regarding Westbound Right-Turn Lane from Highway 98 to Airport Road – Lane Delineator Installation Status

K. Draft Minutes of Standing Committees and Boards - **Informational Only**

L. Announcements

5. PUBLIC HEARINGS

A. Second Reading Ordinance 25-01-LC- Amending Article 20 "Building Regulations" of the Land Development Code relating to contractor insurance and contractor revocations. Removing Section 20.08.00 "Contractors" from the Land Development Code.

B. Second Reading Ordinance 25-02-CC – Amending Chapter 13 of the Code of Ordinances "License, Permits, and Miscellaneous" to address contractor insurance and contractor revocations.

C. Second reading of Ordinance 25-09-LC - Amending Section 7.16.00 *Alcoholic Beverage Dispensing* of the Land Development Code; Creating an exception to the separation requirement from churches for certain tax-exempt organizations that specifically benefit veterans of the U.S. Armed Forces.

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

A. Councilmember Braden

B. Councilmember Trammell

C. Councilmember Destin

D. Councilmember Bagby

1) STR Registration Update

E. Councilmember Hebert

F. Councilmember Geile

1) Projects Status/Updates

G. Councilmember Schmidt

H. Mayor Wagner

I. City Attorney

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

8. ADJOURN

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

Persons with disabilities who require assistance to participate in City meetings are requested to notify the City Clerk's Office at (850) 837-4242 in advance. Hearing Impaired: TTY: 711. Assistance also available through Human Resources, Title VI Coordinator, at (850) 837-4242.

Personas con discapacidades que necesitan asistencia o personas que necesiten ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-

4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

ITEM # 2025-464

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Presentation
AGENDA OUTLINE NUMBER: 1.A.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: David Prichard, Community Development Director
Steve O'Connor, Deputy Community Development Director
Daniel Butler, Principal Planner

DATE: April 17, 2025

SUBJECT: HarborWalk Village Phase II Compliance Review Q & A

I. BACKGROUND: The first HarborWalk Village (HWV) Development Order (DO-02-55) was issued on January 28, 2003, with various subsequent approved amendments, including DO-10-02 (November 5, 2009), which provided for Phase II of the HWV Development ("Phase II DO").

Initially, the property owner approached the City requesting modifications to the Phase II DO plans by submitting directly to the building department for construction permits. However, the City denied this request. Staff determined that the project's proposed modifications require an amendment to the previously approved development order pursuant to the Land Development Code.

The proposed changes to the existing development order are now before the City Council for discussion, and will come back to the City Council for formal approval at a later date. The applicant may make changes to the proposed plans prior to the final approval hearing before the City Council, and any such changes will be highlighted at that time.

II. DISCUSSION: The Phase II DO included the following:

- 90 multi-family short-term dwelling units
- 382,090 square feet of non-residential space, (including 251 hotel or condotel units - which equates to 502 sleeping rooms - (CTLA-Commercial Transient Living Accommodations*) and 25,001 square feet of retail space).
- Maximum number of stories/height is 9 stories, 100 feet within the 'restricted zone'.

- All the foregoing entitlements were approved within a conceptual development "envelope" with the developer desiring flexibility to relocate structures, density, and intensity within the "envelope."

**Per 2004 Land Development Code (LDC) Article 3, commercial transient living accommodation means commercial hotels, motels, bed and breakfast facilities and other transient accommodations that are duly licensed by the State and comply with definitions F.S. § 509.242(1)(a), (b), (f), and (h). Commercial transient accommodation does not include any form of short-term or long-term residential uses.*

The property owner now proposes the following:

- 56,330 square feet of retail space
- 245 keyed units with 2 sleeping rooms per key (490 sleeping rooms)
- 60 residential condominium units
- Approx. 16,749 sq. ft. of conference area
- An above-ground parking structure providing parking in excess of the required parking spaces.
- No increases in allowed height.
- The applicant has indicated that the foregoing will be constructed within the previously approved "envelope." The owner will be requesting the right to modify/update the existing plans through the development order amendment process.

Staff have provided a table below that compares the **previously approved uses vs. the proposed uses**:

Previously Approved	**Proposed**	**Difference**
90 MF Short-Term Dwellings	60 MF Short-Term Dwellings	-30 MF Short-Term Dwellings
251 Hotel Units (502 Rooms)	245 Hotel Units (490 Rooms)	-6 Hotel Units (-12 Rooms)
357,089 sq. ft. of Non-Residential (not including retail)	357,089	0
25,001 sq. ft. of Retail	56,330 sq. ft. of Retail The additional retail is transferred from the Phase I DO approvals.	+31,330 sq. ft. of Retail

The applicant is also proposing approx. 16,749 square feet of conference space. This square footage is included in the previously approved 357,089 square feet (382,090 – 25,0001) of non-residential space.

Staff has provided the City Council with copies of the documents submitted by the applicant, as well as historical documents, such as previously approved development orders and associated documents to guide discussion.

It should be noted that this project has not been formally reviewed by the Technical Review Committee (TRC) at this time; however, the project shall undergo a full development order

TRC review prior to returning to the City Council for consideration of formal approval at a publicly noticed quasi judicial public hearing.

COMPREHENSIVE PLAN CONSISTENCY: The proposed project is consistent with ***Comprehensive Plan Policy 3-1.3.4: Provide for the Inclusion of Diverse Housing; Policy 3-1.3.9: Provide for Available Diversity in Housing Type and Tenure; & Policy 3-1.3.12: Allow Residential Uses within Mixed Use Development.***

A. Link to Strategic Goals / Objectives: III**.** Economic Development and Revitalization

B. Effect on Budget (EOB): There is no effect on the budget anticipated.

C. Level of Service (LOS): The traffic generated by HWV Phase II is accounted for in the City's Transportation Capacity Table, used for tracking existing and committed trips. Therefore, the applicant's position is that there is no anticipated impact on the surrounding Level of Service (LOS) at this time. The owner has been in contact with FDOT regarding the addition of an east-bound, right turn lane into the property at the Stahlman intersection.

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: This item is for discussion purposes. Formal consideration of a development order amendment will occur at a public, quasi-judicial hearing at a future meeting of the City Council. The City Council has the opportunity to have an initial discussion relating to the project proposal, community impacts, and potential public benefits at this time.

IV. RECOMMENDED MOTION: No recommendation motion at this time.

Attachments:

1. 1. HWV Phase II Civil Plans Feb 2025
2. 2. HWV Original DO Siteplan Overlaid Current Plan
3. 3. Boundary & Topo Survey
4. 4. Hall Transportation Letter
5. 5. HWV Shared Parking Analysis 2009
6. 6. 2009 Approved Traffic CEC
7. 7. DWU Letter of Availability
8. 8. HWV Gallander Letter
9. 10. Land Lease Agreement
10. 11. BDI Update March 2025 Stahman Ave

11. 12. HarborWalk Village - DO-02-55
12. 13. HarborWalk Village, DO-04-13
13. 14. HarborWalk Village, DO-08-19
14. 15. HarborWalk Village, DO-10-02
15. 16. HarborWalk Village Approved Plans DO-10-02
16. 17. HarborWalk Village - DO-18-13 (including adopted parking calculations)
17. 18. HarborWalk Village, DO-21-01

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HARBORWALK VILLAGE PHASE 2
PLANS FOR COMPLIANCE CONFIRMATION REVIEW
CITY OF DESTIN, FLORIDA

PREPARED FOR
THE LEGENDARY COMPANIES

DESCRIPTION:
LOTS 8 AND 9 OF MORENO POINT MILITARY RESERVATION, ACCORDING TO DEED BOOK 25, PAGE 573 OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA, LYING SOUTH OF STATE ROAD 30 (US HIGHWAY 98) RIGHT OF WAY.

PROJECT LOCATION
N.T.S.

DRAWING INDEX

DRAWING NO.	DRAWING TITLE
1	COVER
2	DIGITAL SIGNATURE
3	OVERALL SITE PLAN
3A	SIGHT TRIANGLES
4	SITE NOTES
5A–5B	SITE PLAN
6A–6B	PAVING AND DRAINAGE PLAN
7A–7B	PAVING & DRAINAGE DETAILS
8A–8B	UTILITY PLAN
9	POTABLE WATER STANDARD DETAILS
10	SANITARY SEWER STANDARD DETAILS
L1.1	LANDSCAPE INDEX, SCHEDULE, NOTES & CALCULATIONS
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE DETAILS
L1.4	LANDSCAPE SPECIFICATION

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No.	Date	Revision	By
A.			
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COVER

HARBORWALK PHASE II
PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.: 24-01-0023	
Designed: AMH	Drawn: RAH
Checked: RCW	Q.C.: RCW
Date: JANUARY 2025	
Scale: N.T.S.	
Sheet 1	

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Y:\24\24-01-0023 Harborwalk 1\Design\Dwgs\Plots\24-01-0023-Cover.dwg

Printed: Feb 21, 2025 - 1:50pm Printed By: rob.hennes

THIS ITEM HAS BEEN DIGITALLY SIGN AND SEALED BY:
AUTUMN M. HUBSCH ON THE DATE ADJACENT TO THE SEAL:

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

CONNELLY & WICKER INC.
10060 SKINNER LAKE DR., SUITE 500
JACKSONVILLE, FL 32246
PHONE 904.265.3030 FAX 904.265.3031
FLORIDA REGISTRY NO. 3650 LA NO. LC26000311
AUTUMN M. HUBSCH, P.E. NO. 72939

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

DRAWING INDEX

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DIGITAL SIGNATURE

HARBORWALK PHASE II

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AUTUMN M. HUBSCH
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Project No.: 24-01-0023
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Sheet 2

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FUTURE SIDEWALK - SUBJECT TO AVAILABLE DEVELOPMENT PROPERTY - THE PROJECT WILL PROVIDE A 6 FOOT WIDE GRASS STRIP AND A 10 FOOT WIDE SIDEWALK TO THE SOUTH OF THE FDOT US 98 BACK OF CURB

RELOCATED FUEL TANKS (IF NEEDED)

FUTURE RIGHT TURN LANE

PEDESTRIAN CROSSWALK WAITING AREA WITH FINAL SIZE AND LOCATION TO BE CONFIRMED

PUBLIC PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

U.S HIGHWAY 98
STATE ROAD 30
RIGHT-OF-WAYS VARIES

TRANSIT, MULTI-MODAL STOP

FUTURE DRIVE CONNECTION

PHASE 1

PHASE 2B

PHASE 2A

IF BUILT PHASE 2B IS SUBJECT TO CHANGE

PRIMARY PUBLIC PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

TREE PROTECTION AREA
AREA TO BE ENHANCED

IN ACCORDANCE WITH SECTION 7.12.08.P OF THE 2004 LDC. THE SIDE SETBACK MAY BE REDUCED TO 15'. WITH ADDITIONAL TOWER OFFSET

TALL BUILDING ZONE 100' FROM CROWN OF U.S. HWY. 98 (S.R. 30 EL. 34.5). 9 STORIES. THE COLLECTIVE ALLOWED BUILDING HEIGHT (100' + THE HEIGHT)

1" = 50'

NOTES (ALL ITEMS ARE TO ABIDE BY AND ADHERE TO THE 2004 LDC AND 2010 COMP PLAN):

1. ALL PAVEMENT STRIPING SHALL BE THERMOPLASTIC PER FDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, SECTION 711 & 713.

2. REFER TO LDC ARTICLE 8.01.00.B.2. SCREENING VEGETATION SHALL NOT BE PLACED WITHIN FIVE FEET AND MAINTAIN A MINIMUM FOLIAGE CLEARANCE OF THREE FEET FROM ANY UTILITY STRUCTURE(S) INCLUDING BUT NOT LIMITED TO WATER METERS, VALVES, ELECTRICAL/COMMUNICATION PANELS OR POLES, AND SHALL NOT BE PLACED AROUND ANY WATER HYDRANT THAT COULD BE USED FOR FIRE PROTECTION.

3. REFER TO LDC ARTICLE 8.01.00.C. SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS SHALL BE PERMISSIBLE IN ROWs:

A. LANDSCAPING LOCATED ON ABUTTING PROPERTIES TO SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS SHALL NOT CREATE A SAFETY HAZARD, AND SHALL BE TRIMMED OR PRUNED TO ALLOW FULL WIDTH PLUS ONE FOOT ON EACH SIDE OF THE SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS, AND THE MINIMUM VERTICAL HEIGHT OF TEN FEET ABOVE GRADE, IS CLEAR.

B. TREES OR SHRUBS SHALL NOT BE PLANTED WITHIN FIVE FEET FROM ALL STREETS OR SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS.

4. CONTRACTOR SHALL NOT BE ALLOWED TO UTILIZE ANY PUBLIC RIGHT-OF-WAYS FOR ANY LOADING/UNLOADING, STAGING OR STORAGE OF CONSTRUCTION MATERIALS, EQUIPMENT OR VEHICLES OR UNAUTHORIZED CONSTRUCTION. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY VOID YOUR COUNTY RIGHT-OF-WAY CONSTRUCTION PERMIT UNTIL THE VIOLATION IS CORRECTED.

5. SOLID WASTED COLLECTION AREAS SHALL CONFORM TO ARTICLE 7, SECTION 7.09.02.B.3. 100 OPAQUE ENCLOSURE AND A GATE A MINIMUM OF SIX FEET IN HEIGHT PER THE ORIGINAL APPROVED DO PLANS.

6. PRIOR TO OBTAINING ANY CITY PERMIT, CONTRACTOR TO PROVIDE ENGINEER AND CITY OF DESTIN WITH A PLAN SHOWING A MATERIAL LAY DOWN AREA AND ON SITE CONSTRUCTION PARKING AREA.

7. ALL DESIGN REFERENCES ARE TO THE 2005 LDC AND 2010 COMP PLAN

8. THE OVERALL CONCEPT DESIGN, INCLUDING BUT NOT LIMITED TO, SHAPE, SIZE, ORIENTATION, LOCATION, AND CONFIGURATION OF THE PROPOSED BUILDINGS, SITE IMPROVEMENTS, MIN. PARKING, MIN. OPEN SPACE/LANDSCAPING, AND OTHER FEATURES, IF SHOWN OR REFERENCED, ARE APPROXIMATE AND SUBJECT TO CHANGE FOR ANY APPLICABLE PHASE OR SUB-PHASE SO LONG AS CITY CONFIRMS COMPLIANCE WITH THE APPROVED DEVELOPMENT ORDER AT THE TIME OF BUILDING PERMIT ISSUANCE.

OPEN SPACE INCENTIVE PROPOSED	
– PEDESTRIAN INFORMATION KIOSK	1%
– TRANSIT STOP	5%
– 5% OVER 20% OF BOATS FOR FARE CARRYING/ TRANSIENT	4%
– DEVELOPMENTS WITH 70% OF PARKING IN STRUCTURE	6%
OPEN SPACE INCENTIVE	16%
TOTAL OPEN SPACE REQUIRED FOR DO COMPLIANCE TIER 2 (30%-12% INCENTIVES)	18%
TOTAL MINIMUM OPEN SPACE TO BE PROVIDED (115,260 SF OPEN SPACE/ 640,332 SF OVERALL DEVELOPMENT)	18%
TOTAL IMPERVIOUS AREA (640,332 SF-115,260 SF = 525,072 SF TOTAL IMPERVIOUS	82%

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OVERALL SITE PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

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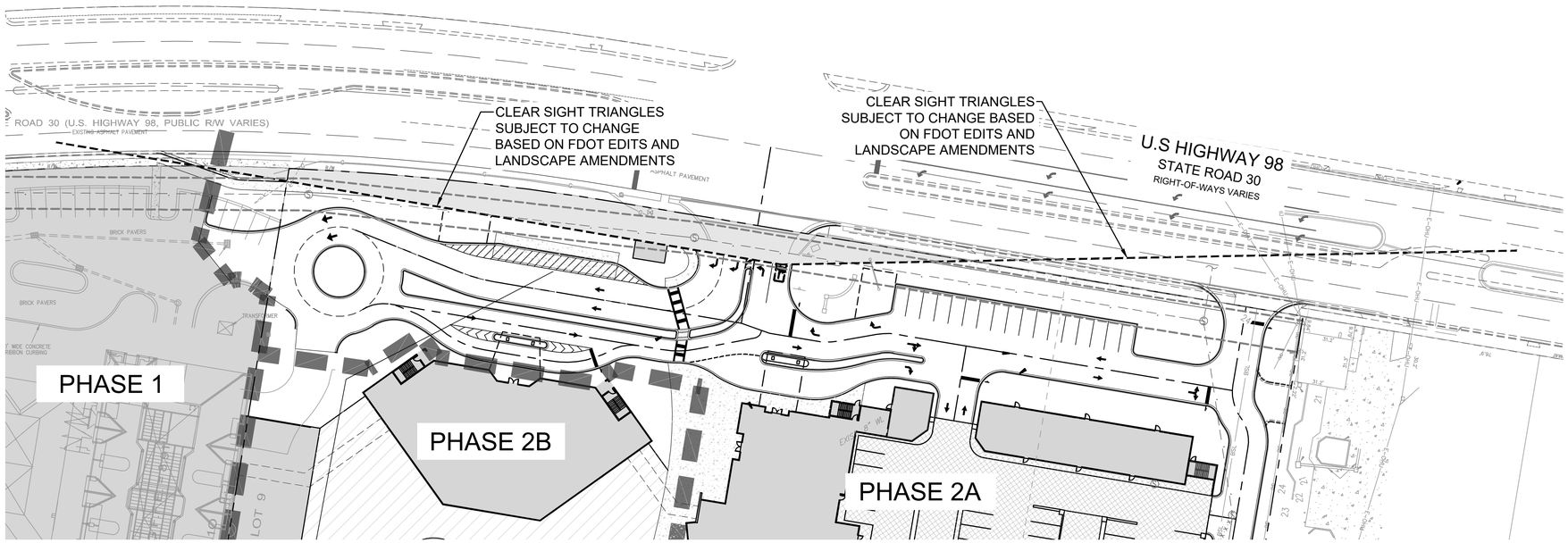
Project No.:	24-01-0038
Designed:	AMH
Drawn:	RAH
Checked:	RCW
O.C.:	RCW
Date:	February, 2025
Scale:	1" = 50'

Sheet 3



1" = 40'

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A2			
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SIGHT TRIANGLES

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

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Project No.:	24-01-0038
Designed:	AMH
Drawn:	RAH
Checked:	RCW
O.C.:	RCW
Date:	February, 2025
Scale:	1" = 40'
Sheet	3A

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HarborWalk Existing Emerald Grande Development Analysis - DO Allowances

Authorizing D/O - Amendment	Date	Commercial Shopping Center SQFT	Condominiums @ EG	Additional Condos on the Overall Site	Multi-family Short-term Dwelling Units	Hotel - Condotel Units max. 357,089 sqft 502 sleeping rooms
Original DO-02-55 (SP-00-57)	10/21/2002	199,999	170			
1st Amendment: DO-04-13 (SP-00-57 & SP-04-04)	3/2/2004		48	74		
2nd Admendement: Withdrawn						
3nd Amendment DO-10-02 (SP-06-02)	11/5/2009					
4th Amendment: DO-08-19 (Simple Deviation – Parking Lot and Stormwater Plan/Calcs)	5/9/2008	25,001			90	251
5th Amendment: DO-18-13 (SP-18-24 – Parking Baseline) (Simple Deviation)	5/23/2018					
5th Amendment: (document states 5th, but should be 6th Amendment): DO-21-01 (SP-20-15 – Access modification due to FDOT plans for Harbor Blvd.)	1/5/2021					
Totals		**225,000**	**218**	**74**	**90**	**251**

	Existing	Proposed
Commercial Shopping Center	86,421 sq.ft.	73,079 sq.ft.
Accommodation Keys	292	305

PARKING

PHASE I

Retail	199,999 square feet at 4 per 1,000	800 spaces	
Residential	292 units at 1.75per unit	511 spaces	
Marina		275 spaces (to be used as part of Phase II utlizing MMTD:	
		1586	1,269 SPACES REQUIRED Phase I
PHASE 2	UTILIZING MMTD REQUIREMENTS:		20% reduction
Retail	56,330 square feet at 1 space per 300	188 spaces	150 spaces
Hotel	245 keyed units with 2 sleeping rooms per key	380 spaces	304 spaces
	1.5 spaces for each keyed unit plus		
	1 space per 20 keyed unit for staff parking		
Hotel	Conference area 16,749 sqare feet at 1 space per 45	372 spaces	298 spaces
Residential Condominums			
	60 units at 2 spaces per unit	120 spaces	96 spaces
Marina	Adjustment	0 spaces	0 Spaces
	Phase II Totals	1,060 spaces	848 SPACES REQUIRED PHASE 2
Total Spaces Required Before Shared Parking Reduction		2,646 spaces	**2,117** Phase 1 & 2 spaces with 20% reductio Shared Parking
			1,693 Phase 1 & 2 spaces with 40% reductio MMTD

BICYCLE PARKING: SUMMARY OF UNADJUSTED PARKING DEMAND

Land Use	Total Vehicle Parking	Required Bike %	Required Bike Parking
Retail	188	10%	19
Residential Condominiums	120	10%	12
Hotel	380	5%	19
Hotel Conference Area	372	0%	0
Marina	0	10%	0
			49

The above total vehicular parking values are based on the Maximum Values given in the MMTD parking requirements. These values maybe adjusted to 80% of the maximum values. For Bicycle parking no adjustments allowed.

OFF STREET LOADING

Phase II	(UTILIZING MMTD REQUIREMENTS)	
Retail	56,330 square feet 1/10,000 SF + 1/20,000 SF Additional	8 spaces
Hotel	Conference area 16,749 square feet at 1/20,000 SF + 1/100,000 SF Additional	1 space
Hotel & Residential Condominiums		
	255,372 sqare feet at 1/100,000 SF + 1/100,000 SF Additional	5 spaces

PARKING FOOT NOTE:
POTENTIAL PARKING PROVIDED: ~ 2,196 SPACES.

THE PHASE 2 OF HARBORWALK VILLAGE CONTAINS 9 ACRES OR 392,040 SQUARE FEET:

ALLOWED TIER 2 FAR:

UP TO 1.75 FAR (WITH TIER 2 APPROVAL) AND;
UP TO .50 FAR BONUS FOR ABOVE–GRADE PARKING STRUCTURE(S)

PROPOSED TIER 2 FAR:

NON–RESIDENTIAL USES*: 686,070 SQUARE FEET (1.75 FAR)
*(RETAIL, HOTEL AND ADDITIONAL ABOVE–GRADE PARKING STRUCTURE)

ABOVE–GRADE PARKING STRUCTURE: 196,020 SQUARE FEET (.50 FAR)
TOTAL ALLOWABLE FAR FOR PHASE 2: 882,090 SQUARE FEET

THE PROPOSED TIER 2 DEVELOPMENT SHALL NOT EXCEED THE ABOVE–STATE FAR.

CONTRACTORS NOTE:
NO WORK SHALL COMMENCE WITHIN THE FDOT RIGHT OF WAY UNTIL ALL PERMITS ARE IN PLACE.

ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE FDOT SPECIFICATIONS AND ROADWAY AND TRAFFIC DESIGN STANDARDS LATEST EDITIONS.

ALL PAINT WITHIN THE FDOT RIGHT OF WAY SHALL BE THERMOPLASTIC.

ALL LOW PROFILE MANAGEMENT SIGNS SHALL BE IN COMPLIANCE WITH CITY OF DESTIN LAND DEVELOPMENT CODE.

ALL SUBSEQUENT BUILDINGS WILL COMPLY WITH ADA ACCESSIBILITY.

GENERAL NOTES

A) ANY BUILDING AT THE TIME OF PULLING THE CONSTRUCTION PERMIT WILL COMPLY WITH THE THEN–APPROVED FLOOD PLAIN ELEVATION.

B) ALL CONDITIONS IDENTIFIED WITHIN ANY AND ALL HARBORWALK DEVELOPMENT ORDERS ARE APPLICABLE AND SHALL BE ADHERED TO.

C) EXISTING LAND USE: COMMERCIAL, RESTAURANT & RETAIL.
FUTURE LAND USE MAP DESIGNATION: SOUTH HARBOR MIXED USE (SHMU)
ZONING DISTRICT: SOUTH HARBOR MIXED USE (SHMU)

STREET LIGHTING TO COMPLY WITH MMTD REQUIREMENTS.

HARBORWALK – DENSITY OF PROJECT

TOTAL PROJECT SITE AREA = 14.7 AC. (640,332 S.F.)
14.7 ACRES X 26 UNITS PER ACRE = 382 UNITS ALLOWED
TOTAL PROPOSED SHORT TERM UNITS = 305 PROPOSED

PROJECT NOTES:

1. SUB–PHASING SIZE AND TIMING WILL BE DETERMINED BY MARKET CONDITIONS: WHEN EACH PHASE IS COMPLETE THAT PHASE WHEN COMBINED WITH ALL PRIOR PHASES WILL BE IN COMPLIANCE OF ALL APPLICABLE CODES.
2. CONDO AND HOTEL COMPONENTS DO NOT INCLUDE FACILITIES, LOBBY AND AMENITIES IN FAR.
3. HOTEL AND CONFERENCE AREA SQUARE FOOTAGES ARE AN ESTIMATE BASED ON CONCEPTUAL DRAWINGS. ACTUAL WILL BE ADJUSTED WITHIN FAR THRESHOLDS.
4. SEE SHARED PARKING ANALYSIS FOR HARBORWALK DATED AUGUST 20, 2009 BY CONNELLY AND WICKER.
5. ALL CONDITIONS PREVIOUSLY APPROVED AS HARBROWALK VILLAGE–1ST AMENDMENT: A MODIFICATION TO PREVIOUSLY APPROVED MAJOR DEVELOPMENT (SP–00–57 AND SP–04–04) SHALL REMAIN IN FULL FORCE AND EFFECT. WHEN EACH PHASE IS COMPLETE, THAT PHASE, WHEN COMBINED WITH ALL PRIOR PHASES, WILL BE IN COMPLIANCE TO ALL APPLICABLE CODES.
6. WITH REGARD TO PHASE 1A AND AB, A DIRECT QUOTE FROM THE 2002 DEVELOPMENT ORDER STATES: "A NOTE ON SHEET A–1.8 (ARCHITECTURAL SITE PLAN) SHALL STATE THE FOLLOWING: EACH PHASE UPON COMPLETION, WHEN COMBINED WITH PRIOR PHASING, WILL BE IN COMPLIANCE WITH ALL CODES, INCLUDING BUT NOT LIMITED TO SETBACKS, PARKING, LANDSCAPING, OPEN SPACE, STORMWATER RETENTION, FLOOR AREA RATIO, SITE LIGHTING, PEDESTRIAN ACCESS WAYS, LOADING ZONES AND DUMPSTER LOCATION REQUIREMENTS PER THE CITY OF DESTIN LAND DEVELOPMENT CODE IN EFFECT ON AUGUST 26, 2002. IN THE EVENT THAT, AT A SUBSEQUENT DATE, ANY CREDIT OF REDUCTION IN OPEN SPACE LANDSCAPE (SEE LANDSCAPE SITE PLAN L–3) ARE GIVEN FOR THE HARBORSIDE PEDESTRIAN WALK (L–3), THEN AN APPROPRIATE PRO RATED AMOUNT OF OPEN SPACE LANDSCAPE LYING BELOW 10 FEET NGVD MAY BE CONVERTED TO OTHER WALKWAYS OR PEDESTRIAN ORIENTED IMPERVIOUS OPEN SPACE." ALL FEES AND ASSOCIATED COSTS SHALL BE CALCULATED PER THE CITY OF DESTIN LAND DEVELOPMENT CODE IN EFFECT ON AUGUST 26, 2002.
7. WITH REGARDS TO PHASE 2: THIS 3RD AMENDMENT DEVELOPMENT ORDER ("3RD AMENDED D.O.") IS BEING APPROVED BY THE CITY PURSUANT TO THE TIER 2 CRITERIA ESTABLISHED IN THE CITY COMPREHENSIVE PLAN ("COMP PLAN") AND LAND DEVELOPMENT CODE ("LDC") FOR APPROXIMATELY 9 ACRES. THIS 3RD AMENDED D.O., AND ALL SUBSEQUENT APPLICATIONS FILED BY THE DEVELOPER FOR CITY PERMITS ISSUED PURSUANT TO THIS 3RD AMENDED D.O., INCLUDING WITHOUT LIMITATION BUILDING PERMITS, IMPACT FEES, LAND DEVELOPMENT CODES, SHALL BE GOVERNED BY THE COMP PLAN, LDC AND CITY ORDINANCES IN EFFECT AS OF OCTOBER 27, 2005, EXCEPT AS MAY BE MODIFIED BY THE CITY'S PROPOSED MULTIMODAL TRANSPORTATION DISTRICTS ORDINANCE, #08–14–LC, ADOPTED JANUARY 20, 2009.
8. PHASE 2 AND THE REMAINDER OF PHASE 1 WILL BE BUILT IN SUB–PHASES AS MARKET CONDITIONS ALLOW AND ALL TIMING REQUIREMENTS FOR COMMENCEMENT OF CONSTRUCTION FOR ALL FUTURE PHASES OF THE CODE HAVE BEEN MET. THE PROJECT CONSTRUCTION ACTIVITY, AS SPECIFIED IN ARTICLE 2.21.10 OF THE CITY OF DESTIN'S 2004 LDC, SHALL BE DEEMED AS ANY CONSTRUCTION WITHIN PHASE 1, 2 OR THE MARINA FOR THE TOTAL 14.7 ACRE DEVELOPMENT.
9. APPLICANT RESERVES THE RIGHT TO FURTHER MODIFY THE DENSITIES AND INTENSITIES SHOWN ON THIS PLAN, PROVIDED THEY DO NOT EXCEED THE DENSITIES AND INTENSITIES APPROVED IN THE PREVIOUS DEVELOPMENT ORDERS.

Connelly & Wicker Inc.
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Florida Registry 3650 L.A. Number: LC26000311

No	Date	Revision	By
A..			
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SITE NOTES

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

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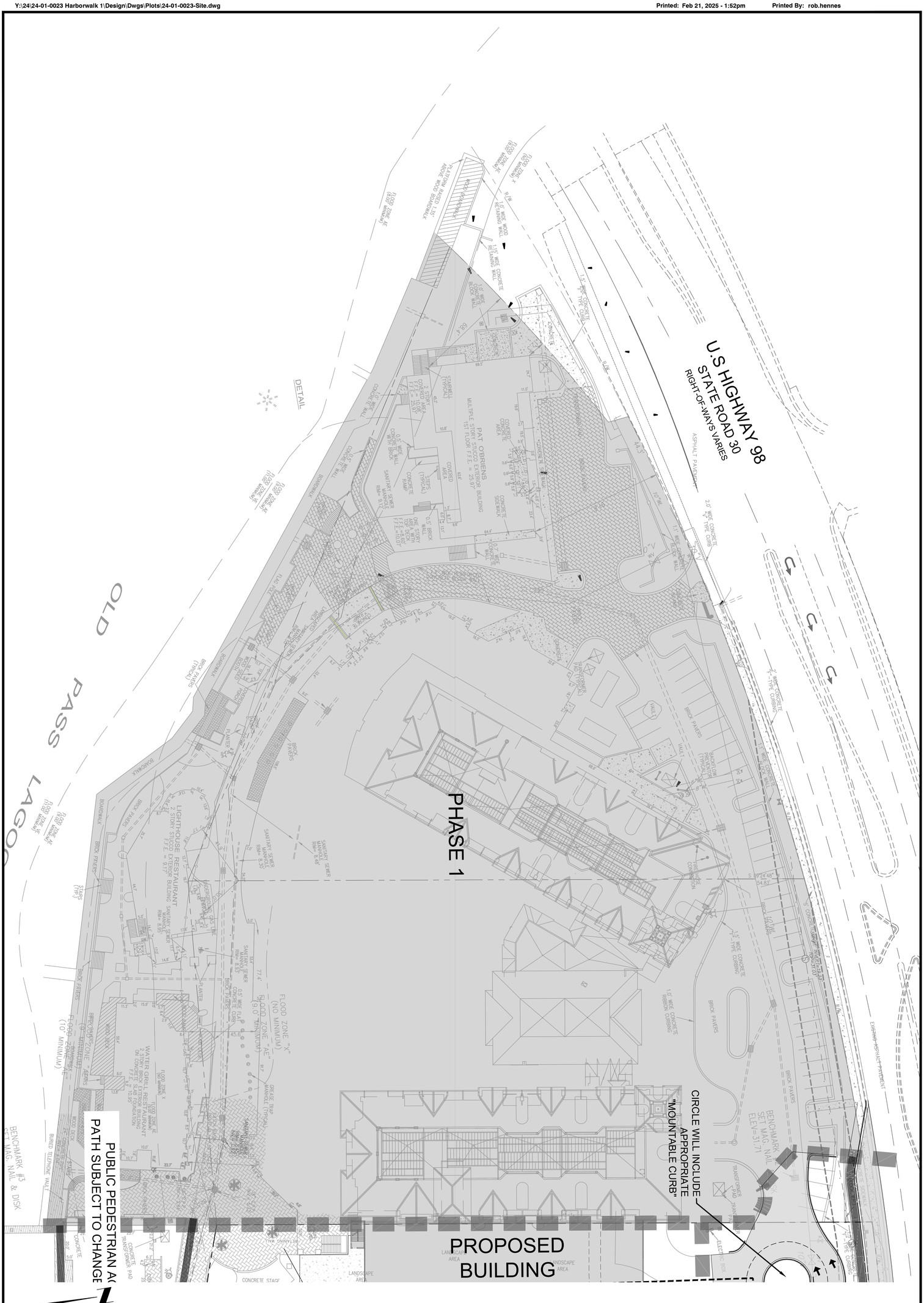
Project No.:	24-01-0038
Designed:	AMH
Drawn:	RAH
Checked:	RCW
O.C.:	RCW
Date:	February, 2025
Scale:	N/A

Sheet 4



Sheet 5A

Project No.: 24-01-0038
Designed: AMH
Drawn: RAH
Checked: RCW
Date: February 2025
Scale: 1" = 30'

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

SITE PLAN

No.	Date	Revision	By
1			
2			
3			
4			
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U.S HIGHWAY 98
STATE ROAD 30
RIGHT-OF-WAYS VARIES

RELOCATED FUEL TANKS (IF NEEDED)

PUBLIC PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

FUTURE DRIVE CONNECTION

CIRCLE WILL INCLUDE APPROPRIATE "MOUNTABLE CURB"

MEDIANS WILL INCLUDE APPROPRIATE CURBING

PROPOSED BUILDING

PHASE 2B

PROPOSED POOL

IF BUILT PHASE 2B IS SUBJECT TO CHANGE

PROPOSED LAZY RIVER

INTERNAL CAMPUS PARKING WILL BE DIMENSIONED PER APPLICABLE CITY CODE

PHASE 2A

PROPOSED BUILDING

APPROPRIATE PEDESTRIAN SIDEWALKS AND ACCESS TO ALL EXISTING AND NEW BUILDINGS, AMENITIES, AND HARBOR WILL BE INCLUDED.

LOADING ZONE

TREE PROTECTION AREA AREA TO BE ENHANCED

RETAINING WALL BY OTHERS (TYP)

PROPOSED DUMPSTER

ADA PUBLIC PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

PUBLIC PEDESTRIAN ACCESS PATH SUBJECT TO CHANGE (TYP)

WATER GRILL RESTAURANT
2 STORY BRICK EXTERIOR BUILDING
ON CONCRETE SLAB FOUNDATION
F.F.E. = 10.99

FLOOD ZONE "X" (NO MINIMUM)
FLOOD ZONE "AE" (9.0' MINIMUM)
FLOOD ZONE "AE" (10' MINIMUM)

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A.			
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SITE PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.: 24-01-0038	
Designed: AMH	Drawn: RAH
Checked: RCW	Q.C.: RCW
Date: February, 2025	
Scale: 1" = 30'	

Sheet 5B

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U.S HIGHWAY 98
STATE ROAD 30
RIGHT-OF-WAYS VARIES

PHASE 1

PROPOSED BUILDING FFE=26.00

PAT O'BRIENS
MULTIPLE STORY STUCCO EXTERIOR BUILDING
1ST FLOOR F.F.E. = 25.97'

LIGHTHOUSE RESTAURANT
2 STORY STUCCO EXTERIOR BUILDING
F.F.E. = 9.17'

WATER GRILL RESTAURANT
2 STORY BRICK EXTERIOR BUILDING
ON CONCRETE SLAB FOUNDATION
F.F.E. = 10.90'

OLD PASS LAGOON

LEGEND

- A-1 APPROX. LOCATION OF SOIL BORINGS
- 8.98 PROPOSED SPOT ELEVATION
- DRAINAGE FLOW ARROW
- PROPOSED STORM PIPE
- 26 PROPOSED CONTOUR
- 17 EXISTING CONTOUR
- STORM INLET
- SF SILT FENCE

DRAINAGE AND EROSION CONTROL NOTES

CONTACT PERSON: LEGENDARY – JIM STOUT (850) 974-3131

1. THE CONTRACTOR SHALL PLACE HAY BALES AT ALL INLETS.
2. THE CONTRACTOR SHALL PLACE AND MAINTAIN EROSION CONTROL MEASURES, INCLUDING BUT NOT LIMITED TO HAY BALES, SILTATION SCREENS AND SOD AS NECESSARY TO PREVENT EROSION AND SILTATION DURING AND AFTER CONSTRUCTION.
3. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AS SOON AS PRACTICABLE AFTER CONSTRUCTION IS COMPLETE.
4. IN THE EVENT OF DELAYS IN CONSTRUCTION, THE CONTRACTOR SHALL SEED ALL AREAS AND MAINTAIN EROSION CONTROLS IN PLACE TO PREVENT EROSION, SILTATION, AND INCREASED RUNOFF.
5. CONTRACTOR SHALL PROVIDE DOUBLE ROW OF SILT BARRIER AT THE TOE OF ALL EMBANKMENT SLOPES PRIOR TO BEGINNING IN THE PROMENADE AREA.
6. THE CITY ENGINEER AND THE ENGINEER OF RECORD SHALL INSPECT THE EXFILTRATION SYSTEM PRIOR TO COVERING.

CONTRACTORS EROSION CONTROL NOTE:

CONTRACTOR TO PLACE SILT BARRIER FENCE ALONG EAST PASS. EXTENDING FROM THE PROPERTY LINE AT DESTIN BRIDGE TO THE EXISTING SHIP STORE AND FROM LUCKY SNAPPER TO THE EAST PROPERTY LINE. A SECOND SILT BARRIER FENCE SHALL BE CONSTRUCTED ALONG THE EXISTING BLUFF THAT RUNS FROM THE NORTHWEST PROPERTY LINE TO THE EAST PROPERTY LINE. HAY BALES SHALL BE PLACED AROUND ALL INLETS.

NOTE:
1. RUNOFF FROM ALL IMPERVIOUS AREAS, INCLUDING BUT NOT LIMITED TO ROOFTOPS, PLAZA AREAS, AND PARKING GARAGES AND ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD RETENTION BASIN AREAS AND STORMWATER COLLECTION SYSTEM ON THE NORTH SIDE OF THE PROJECT FOR DA-1.

2. ALL ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD STORMWATER COLLECTION SYSTEM.

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A			

PAVING AND DRAINAGE PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.:	24-01-0038
Designed:	AMH
Drawn:	RAH
Checked:	RCW
O.C.:	RCW
Date:	January, 2025
Scale:	1" = 30'

Sheet 6A

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LEGEND

- A-1 APPROX. LOCATION OF SOIL BORINGS
- 8.98 PROPOSED SPOT ELEVATION
- DRAINAGE FLOW ARROW
- PROPOSED STORM PIPE
- 26 PROPOSED CONTOUR
- 12 EXISTING CONTOUR
- STORM INLET
- SF SILT FENCE

DRAINAGE AND EROSION CONTROL NOTES

CONTACT PERSON: LEGENDARY – JIM STOUT (850) 974–3131

1. THE CONTRACTOR SHALL PLACE HAY BALES AT ALL INLETS.
2. THE CONTRACTOR SHALL PLACE AND MAINTAIN EROSION CONTROL MEASURES, INCLUDING BUT NOT LIMITED TO HAY BALES, SILTATION SCREENS AND SOD AS NECESSARY TO PREVENT EROSION AND SILTATION DURING AND AFTER CONSTRUCTION.
3. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AS SOON AS PRACTICABLE AFTER CONSTRUCTION IS COMPLETE.
4. IN THE EVENT OF DELAYS IN CONSTRUCTION, THE CONTRACTOR SHALL SEED ALL AREAS AND MAINTAIN EROSION CONTROLS IN PLACE TO PREVENT EROSION, SILTATION, AND INCREASED RUNOFF.
5. CONTRACTOR SHALL PROVIDE DOUBLE ROW OF SILT BARRIER AT THE TOE OF ALL EMBANKMENT SLOPES PRIOR TO BEGINNING IN THE PROMENADE AREA.
6. THE CITY ENGINEER AND THE ENGINEER OF RECORD SHALL INSPECT THE EXFILTRATION SYSTEM PRIOR TO COVERING.

CONTRACTORS EROSION CONTROL NOTE:

CONTRACTOR TO PLACE SILT BARRIER FENCE ALONG EAST PASS. EXTENDING FROM THE PROPERTY LINE AT DESTIN BRIDGE TO THE EXISTING SHIP STORE AND FROM LUCKY SNAPPER TO THE EAST PROPERTY LINE. A SECOND SILT BARRIER FENCE SHALL BE CONSTRUCTED ALONG THE EXISTING BLUFF THAT RUNS FROM THE NORTHWEST PROPERTY LINE TO THE EAST PROPERTY LINE. HAY BALES SHALL BE PLACED AROUND ALL INLETS.

NOTE:
1. RUNOFF FROM ALL IMPERVIOUS AREAS, INCLUDING BUT NOT LIMITED TO ROOFTOPS, PLAZA AREAS, AND PARKING GARAGES AND ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD RETENTION BASIN AREAS AND STORMWATER COLLECTION SYSTEM ON THE NORTH SIDE OF THE PROJECT FOR DA–1.

2. ALL ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD STORMWATER COLLECTION SYSTEM.

U.S HIGHWAY 98
STATE ROAD 30
RIGHT-OF-WAYS VARIES

PROPOSED BUILDING FFE=26.00

PROPOSED BUILDING FFE PRIMARY LEVEL = 26.00

FFE BASEMENT LEVEL = 9.00

PROPOSED RESORT POOL (BY OTHERS) EL = 24.00

IF BUILT PHASE 2B IS SUBJECT TO CHANGE

PROPOSED LAZY RIVER POOL (BY OTHERS) EL = 22.00

PROPOSED UNDERGROUND STORMWATER SYSTEM (SIZE AND LOCATION MAY VARY)

STORMTECH LIMITS (SEE STORMTECH DETAILS SHEETS)
40,904 CF VOLUME
TOP OF STONE = 19.00
TOP OF CHAMBER = 18.00
BOT OF CHAMBER = 14.25
BOT OF STONE = 13.25
ADD LINER TO STORMTECH BED IF MINIMUM 10' SEPARATION BETWEEN BUILDING FOOTERS AND STORMTECH CHAMBERS CANNOT BE MET

APPROX. LOCATION OF POOL EQUIPMENT AREA

TREE PROTECTION AREA AREA TO BE ENHANCED

PROPOSED PEDESTRIAN WALKWAY ELEV= 26.00

MARGARITAVILLE

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No.	Date	Revision	By
A-1			
A-2			
A-3			
A-4			
A-5			
A-6			

PAVING AND DRAINAGE PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HURSCH
P.E. NUMBER: 72939
Reg. Engineer

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Project No.:	24-01-0038
Designed: AMH	Drawn: RAH
Checked: RCW	O.C.: RCW
Date:	January, 2025
Scale:	1" = 30'
Sheet	6B

Printed: Feb 21, 2025 - 1:53pm Printed By: rob.hennes

GENERAL NOTES:

All workmanship and materials shall be in accordance with the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition, hereinafter referred to as the Florida Department of Transportation Specifications, except as modified herein.

Perform all clearing and grubbing, excavation, filling, backfilling, and grading indicated on the drawings and as necessary to accomplish the work.

All unsuitable material from clearing, grubbing, and other activities shall be disposed of off-site by the Contractor.

Any excess suitable material remaining from project excavation shall be disposed of off-site.

Excavated material that is suitable, as determined by the Engineer, may be used for filling and backfilling. Additional material, if necessary, shall be approved by the Engineer.

Excavation likely to dislocate, damage, or impair the strength of other structures already in place shall be done only after adequate protection has been provided for the in-place structures.

Clear and grub to remove stumps, roots, trees, vegetation, organic material, and other obstructions to the work. Grub out all roots larger than 1/4 inch in diameter, matted roots, and other organic material at least 12 inches below the surface within the grading limits shown on the drawings.

Contractor shall grade all areas as indicated or directed by Owner. Fill shall be brought to finish grades as shown and shall be graded to drain water away from structures.

The Contractor shall be responsible for locating and protecting existing utilities and structures until all construction is complete. The Contractor shall repair or pay for all damages made to existing facilities and structures.

Pavement subgrade shall have all unsuitable materials removed to a depth of two feet below top of subgrade, and 2.5 feet beyond edge of pavement or back of curb. Backfill with suitable material.

The subgrade shall be prepared in accordance with Section 160 of the Florida Department of Transportation Specifications.

The base shall be in accordance with applicable sections of the Florida Department of Transportation Specifications. Allowable base materials are indicated on the drawings.

All excavation and embankment construction shall be in accordance with Section 120 of the Florida Department of Transportation Specifications.

Where damaged or required to be cut by the Contractor's operations, sidewalks and driveways shall be repaired to conform to the existing type of construction in accordance with the Florida Department of Transportation Specifications.

All lengths of pipes shown are scaled only. Drainage, endwalls, and pipes shall be constructed to conform with the low points and other pertinent features.

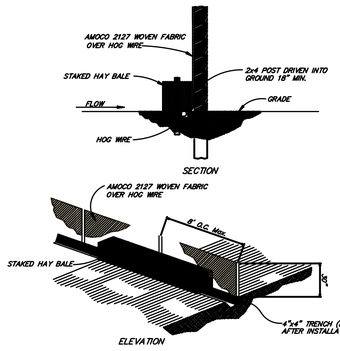
Storm drainage facilities are to be constructed as shown on the drawings and in accordance with the Florida Department of Transportation Specifications.

The Contractor shall take whatever steps are necessary to prevent erosion resulting from increased runoff during sitework construction.

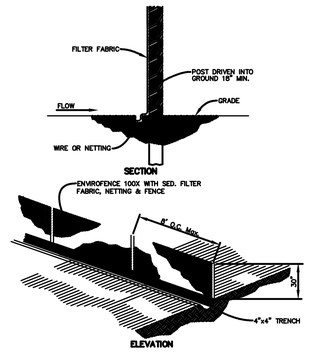
The Contractor shall protect the retention basins and swales from sedimentation during construction with hay bales as necessary.

Provide contraction joints at 10' O.C. and expansion joints at 50' O.C. on all exterior curbing.

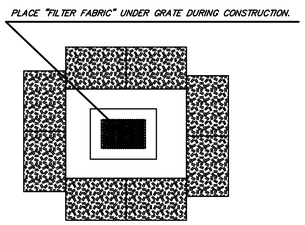
Provide contraction joints at 5' O.C. and expansion joints at 20' O.C. on all exterior sidewalks.



SILT BARRIER DETAIL
N.T.S.

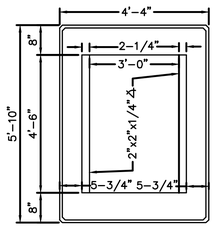


SILT FENCE DETAIL
N.T.S.

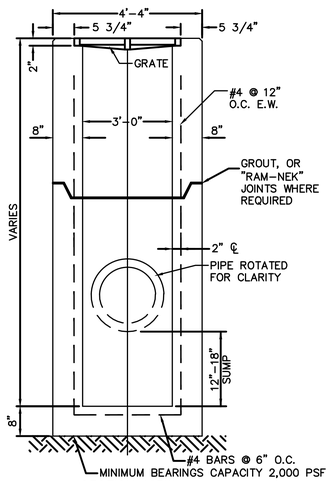


TYPICAL HAYBALE PROTECTION
AROUND INLETS
N.T.S.

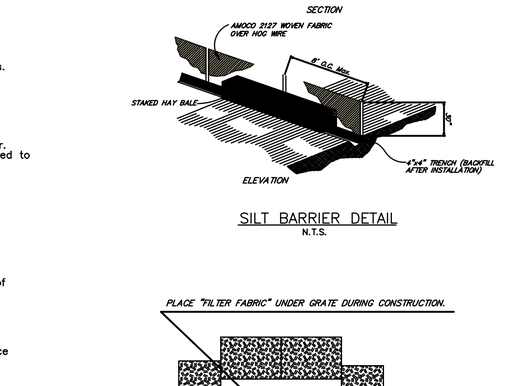
NOTE:
ANCHOR HAY BALES WITH 2-2"X4' STAKES PER BALE



PLAN VIEW

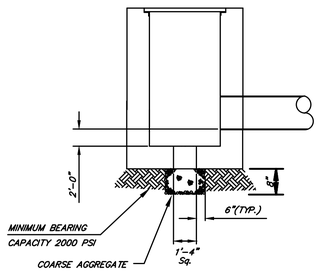


STORM SEWER TYPE "E" INLET
N.T.S.



* - INLET SUMP (SEE DETAIL)

CONTROL STRUCTURE DETAIL
N.T.S.



INLET SUMP DETAIL
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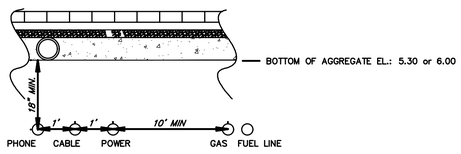
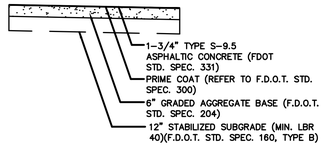


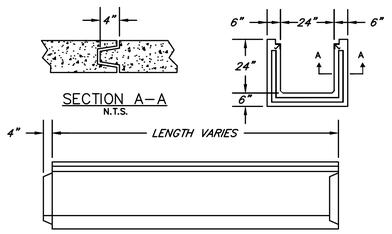
SCHEMATIC UTILITY LOCATION DETAIL

NOTES:
1. WATERLINE SHALL MAINTAIN 36" MIN. CLEARANCE FROM BOTTOM OF PERVIOUS PAVEMENT AT LOWER LEVEL.
2. WATERLINE SHALL MAINTAIN 36" MIN. COVER IN UPPER LEVEL.
3. LOCATION OF SANITARY LINES AND WATERLINES VARIES (REFER TO SITE UTILITY PLAN SHEETS).
4. REFER TO RESPECTIVE UTILITY COMPANY PLANS FOR EXACT LOCATION.



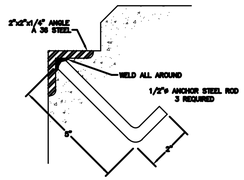
NOTES:
1. THE INTENT OF THE 1-3/4" ASPHALT COURSE THICKNESS IS TO PROVIDE 1-1/2" MINIMUM THICKNESS IN ACCORDANCE WITH CITY OF DESTIN REQUIREMENTS.

TYPICAL ASPHALT PAVEMENT SECTION
N.T.S.

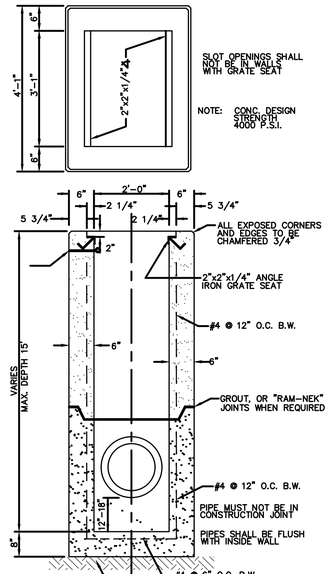


TYPICAL PRECAST TRENCH DRAIN DETAIL
N.T.S.

NOTE:
1. USE STANDARD PRECAST, INC. STANDARD PRECAST TRENCH & STANDARD TRENCH GRATE #USF 6212.



GRATE SEAT DETAIL FOR TYPE "C" INLET
N.T.S.



TYPE "C" INLET
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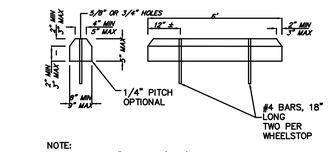
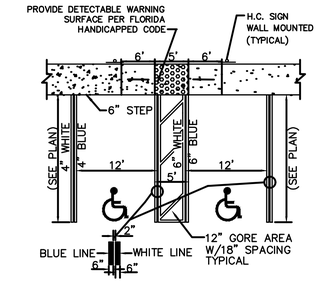


NOTE:
1. ALL EDGES 2" RADIUS (TYP.) CAST OR RUBBED
2. STOPBARS TO BE YELLOW UNLESS IN H/C SPACE. STOP BAR TO BE BLUE WHEN IN H/C SPACE.

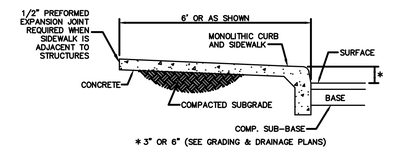
WHEEL STOP DETAIL
N.T.S.



GENERAL NOTES:

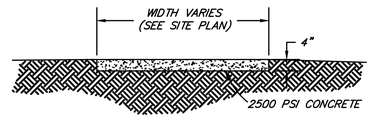
1) CURB CUTS SHALL HAVE A MAXIMUM RISE OF 8 INCHES.
2) THE MAXIMUM SLOPE FOR A CURB RAMP IS 1:12 OR 8%.
3) SEE GRADING PLAN FOR SPOT ELEVATIONS.
4) ACCESS RAMP AND HANDICAP SYMBOL SHALL BE PAINTED WHITE. H.C. SYMBOL SHALL BE 5 FEET HIGH.
5) TOP PORTION OF HANDICAP SIGN SHALL HAVE A REFLECTIVE BLUE BACK GROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACK GROUND WITH BLACK OPAQUE LEGEND AND BORDER.

HANDICAPPED PARKING SPACE DETAIL
N.T.S.

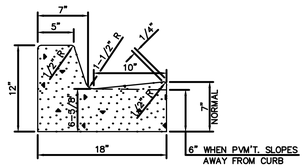


* 3" OR 6" (SEE GRADING & DRAINAGE PLANS)

MONOLITHIC CURB & SIDEWALK SECTION
N.T.S.



TYPICAL SIDEWALK SECTION
N.T.S.



NOTE: WHEN USED ON HIGH SIDE OF ROADWAY, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

MODIFIED TYPE "F" CURB DETAIL
N.T.S.

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A			
A			
A			
A			
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PAVING & DRAINAGE DETAILS

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.: 24-01-0023	
Designed: AMH	Drawn: RAH
Checked: RCW	O.C.: RCW
Date: JANUARY 2025	
Scale: N.T.S.	
Sheet 7A	

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Printed: Feb 21, 2025 - 1:53pm Printed By: rob.hennes

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Advanced Drainage Systems, Inc.

SiteAssist™ FOR STORMTECH INSTALLATION INSTRUCTIONS VISIT OUR APP

MC-3500 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH MC-3500.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418, AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-3500 CHAMBER SYSTEM

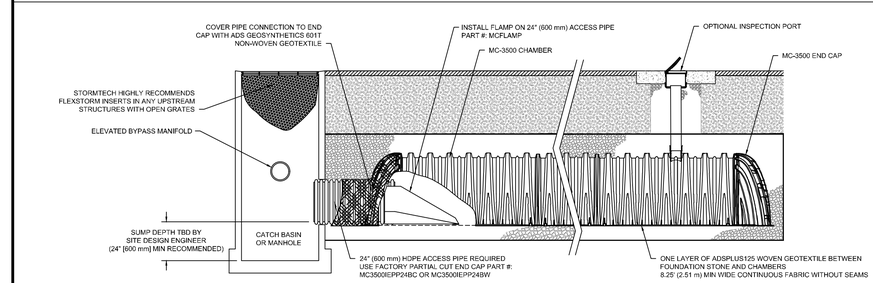
1. STORMTECH MC-3500 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH MC-3500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONE/SHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
8. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE MEETING THE AASHTO M43 DESIGNATION OF #3 OR #4.
9. STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
10. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
11. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

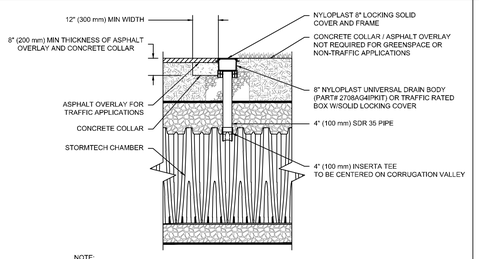
1. STORMTECH MC-3500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
2. THE USE OF EQUIPMENT OVER MC-3500 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.



3 MC-3500 ISOLATOR ROW PLUS DETAIL



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION VALLEY.

4 4" PVC INSPECTION PORT DETAIL (MC SERIES CHAMBER)

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

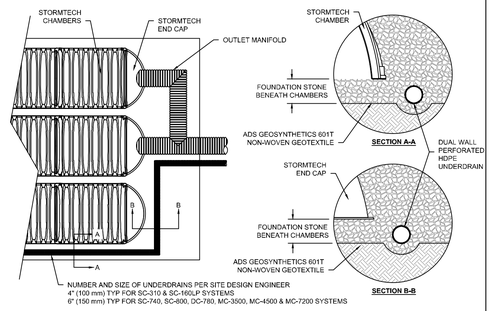
STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS. RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

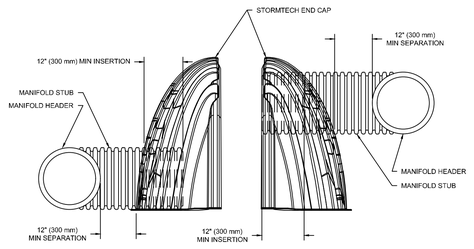
NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

4 4" PVC INSPECTION PORT DETAIL (MC SERIES CHAMBER)

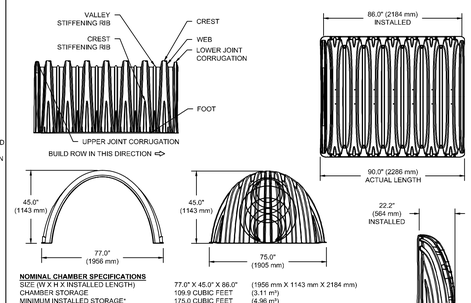


5 UNDERDRAIN DETAIL



NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

6 MC-SERIES END CAP INSERTION DETAIL



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	77.0" X 45.0" X 86.0"	(1956 mm X 1143 mm X 2184 mm)
CHAMBER STORAGE	109.9 CUBIC FEET	(3.11 m³)
MINIMUM INSTALLED STORAGE*	175.0 CUBIC FEET	(4.96 m³)
WEIGHT	134 lbs.	(60.8 kg)

NOMINAL END CAP SPECIFICATIONS

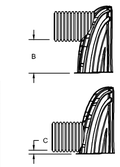
SIZE (W X H X INSTALLED LENGTH)	75.0" X 45.0" X 22.2"	(1905 mm X 1143 mm X 564 mm)
END CAP STORAGE	14.9 CUBIC FEET	(0.42 m³)
MINIMUM INSTALLED STORAGE*	45.1 CUBIC FEET	(1.28 m³)
WEIGHT	49 lbs.	(22.2 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 6" (229 mm) STONE FOUNDATION, 6" (152 mm) STONE BETWEEN CHAMBERS, 6" (152 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"
END CAPS WITH A WELDED CROWN PLATE END WITH "C"

PART #	STUB	B	C
MC3500IEPP06T	6" (150 mm)	33.21" (844 mm)	—
MC3500IEPP06B		—	0.66" (17 mm)
MC3500IEPP08T	8" (200 mm)	31.16" (791 mm)	—
MC3500IEPP08B		—	0.81" (21 mm)
MC3500IEPP10T	10" (250 mm)	29.04" (738 mm)	—
MC3500IEPP10B		—	0.93" (24 mm)
MC3500IEPP12T	12" (300 mm)	26.36" (670 mm)	—
MC3500IEPP12B		—	1.35" (34 mm)
MC3500IEPP15T	15" (375 mm)	23.39" (594 mm)	—
MC3500IEPP15B		—	1.50" (38 mm)
MC3500IEPP18TC	18" (450 mm)	20.03" (509 mm)	—
MC3500IEPP18TW			
MC3500IEPP18BC		—	1.77" (45 mm)
MC3500IEPP18BW			
MC3500IEPP24TC	24" (600 mm)	14.48" (368 mm)	—
MC3500IEPP24TW		—	2.06" (52 mm)
MC3500IEPP24BC			
MC3500IEPP24BW			
MC3500IEPP30BC	30" (750 mm)	—	2.75" (70 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL



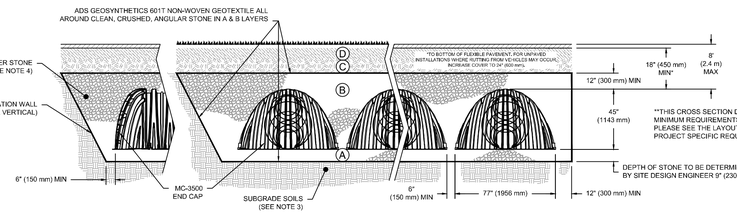
CUSTOM PARTIAL CUT INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-3500 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

2 MC-3500 TECHNICAL SPECIFICATIONS

ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 18" (450 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[3]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[3]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
2. MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1 MC-3500 CROSS SECTION DETAIL

MC-3500
STANDARD DETAILS

DRAWN: JLM | DATE: 01/10/24
REVIEWED: JLM | PROJECT NO:
REV: | NOT TO SCALE

No.	Date	Revision	By
A1			
A2			
A3			
A4			
A5			
A6			

StormTech® Chamber System
888-892-2694 | WWW.STORMTECH.COM

4640 TRUEMAN BLVD
HILLIARD, OH 43026

ADS Advanced Drainage Systems, Inc.

SHEET 1

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON REFERENCED STANDARDS. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT, UNLESS THE PLANS ARE SIGNED AND SEALED BY THE SITE DESIGN ENGINEER. THE SITE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION AND SEALING THE DOCUMENT. IT IS THE SITE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEET'S OR EXCEEDS THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

PAVING & DRAINAGE DETAILS

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

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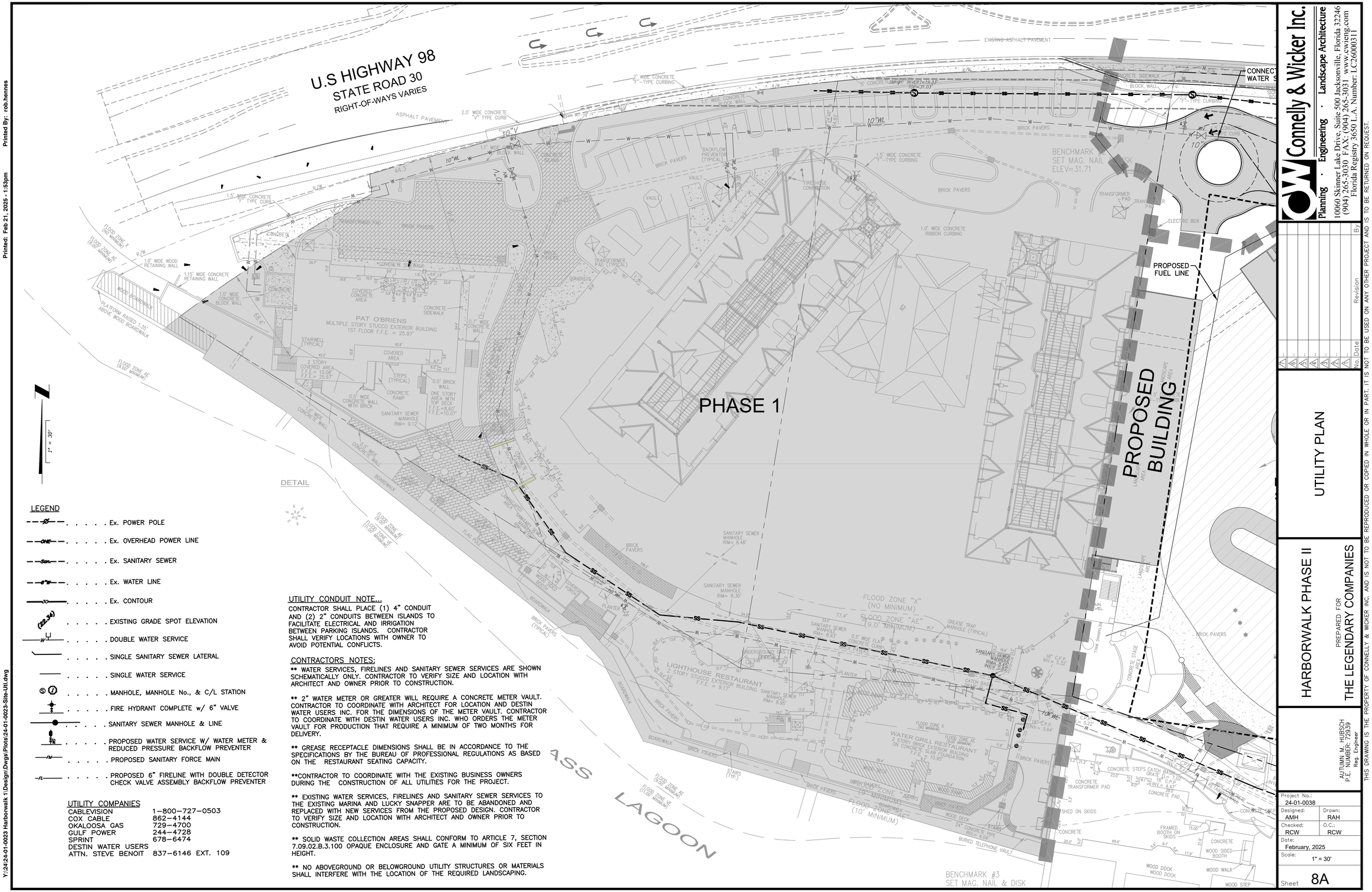
Project No.: 24-01-0023
Designed: AMH | Drawn: RAH
Checked: RCW | O.C.: RCW
Date: JANUARY 2025
Scale: N.T.S.
Sheet 7B



LEGEND

- Ex. POWER POLE
- Ex. OVERHEAD POWER LINE
- Ex. SANITARY SEWER
- Ex. WATER LINE
- Ex. CONTOUR
- EXISTING GRADE SPOT ELEVATION
- DOUBLE WATER SERVICE
- SINGLE SANITARY SEWER LATERAL
- SINGLE WATER SERVICE
- MANHOLE, MANHOLE No., & C/L STATION
- FIRE HYDRANT COMPLETE w/ 6" VALVE
- SANITARY SEWER MANHOLE & LINE
- PROPOSED WATER SERVICE W/ WATER METER & REDUCED PRESSURE BACKFLOW PREVENTER
- PROPOSED SANITARY FORCE MAIN
- PROPOSED 6" FIRELINE WITH DOUBLE DETECTOR CHECK VALVE ASSEMBLY BACKFLOW PREVENTER

UTILITY COMPANIES

CABLEVISION	1-800-727-0503
COX CABLE	862-4144
OKALOOSA GAS	729-4700
GULF POWER	244-4728
SPRINT	678-6474
DESTIN WATER USERS	
ATTN. STEVE BENOIT	837-6146 EXT. 109

UTILITY CONDUIT NOTE...

CONTRACTOR SHALL PLACE (1) 4" CONDUIT AND (2) 2" CONDUITS BETWEEN ISLANDS TO FACILITATE ELECTRICAL AND IRRIGATION BETWEEN PARKING ISLANDS. CONTRACTOR SHALL VERIFY LOCATIONS WITH OWNER TO AVOID POTENTIAL CONFLICTS.

CONTRACTORS NOTES:

** WATER SERVICES, FIRELINES AND SANITARY SEWER SERVICES ARE SHOWN SCHEMATICALLY ONLY. CONTRACTOR TO VERIFY SIZE AND LOCATION WITH ARCHITECT AND OWNER PRIOR TO CONSTRUCTION.

** 2" WATER METER OR GREATER WILL REQUIRE A CONCRETE METER VAULT. CONTRACTOR TO COORDINATE WITH ARCHITECT FOR LOCATION AND DESTIN WATER USERS INC. FOR THE DIMENSIONS OF THE METER VAULT. CONTRACTOR TO COORDINATE WITH DESTIN WATER USERS INC. WHO ORDERS THE METER VAULT FOR PRODUCTION THAT REQUIRE A MINIMUM OF TWO MONTHS FOR DELIVERY.

** GREASE RECEPTACLE DIMENSIONS SHALL BE IN ACCORDANCE TO THE SPECIFICATIONS BY THE BUREAU OF PROFESSIONAL REGULATIONS AS BASED ON THE RESTAURANT SEATING CAPACITY.

**CONTRACTOR TO COORDINATE WITH THE EXISTING BUSINESS OWNERS DURING THE CONSTRUCTION OF ALL UTILITIES FOR THE PROJECT.

** EXISTING WATER SERVICES, FIRELINES AND SANITARY SEWER SERVICES TO THE EXISTING MARINA AND LUCKY SNAPPER ARE TO BE ABANDONED AND REPLACED WITH NEW SERVICES FROM THE PROPOSED DESIGN. CONTRACTOR TO VERIFY SIZE AND LOCATION WITH ARCHITECT AND OWNER PRIOR TO CONSTRUCTION.

** SOLID WASTE COLLECTION AREAS SHALL CONFORM TO ARTICLE 7, SECTION 7.09.02.B.3.100 OPAQUE ENCLOSURE AND GATE A MINIMUM OF SIX FEET IN HEIGHT.

** NO ABOVEGROUND OR BELOWGROUND UTILITY STRUCTURES OR MATERIALS SHALL INTERFERE WITH THE LOCATION OF THE REQUIRED LANDSCAPING.

Printed: Feb 21, 2025 - 1:53pm Printed By: rob.hennes

Y:\24\24-01-0023 Harborwalk 1\Design\Dwgs\Plots\24-01-0023-Site-Util.dwg

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Florida Registry 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A1			
A2			
A3			
A4			
A5			
A6			

UTILITY PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HURSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.:	24-01-0038
Designed: AMH	Drawn: RAH
Checked: RCW	O.C.: RCW
Date:	February, 2025
Scale:	1" = 30'
Sheet	8A

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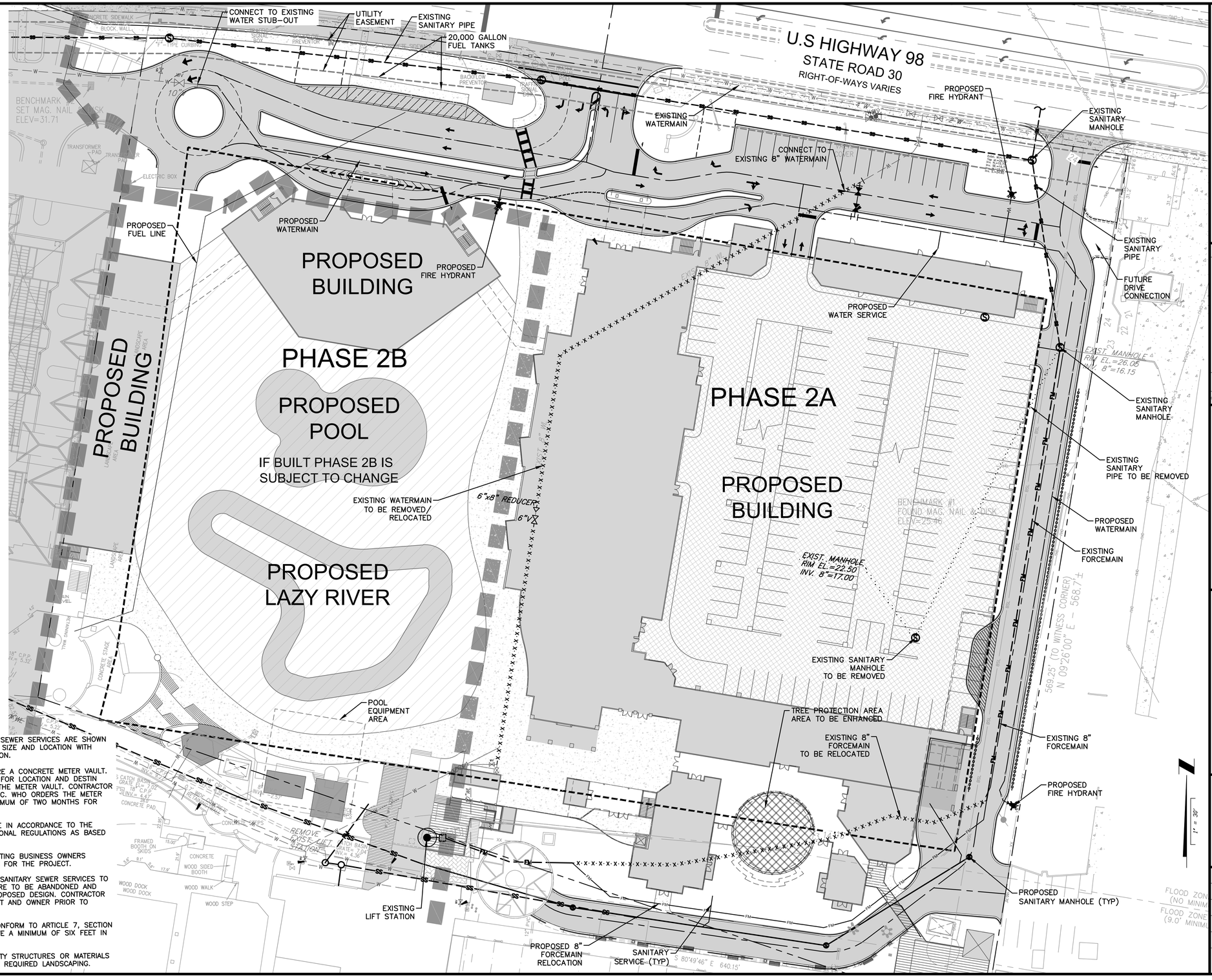

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Florida Registry 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A7			
A6			
A5			
A4			
A3			
A2			
A1			

UTILITY PLAN

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.:	24-01-0038
Designed:	AMH
Drawn:	RAH
Checked:	RCW
O.C.:	RCW
Date:	February, 2025
Scale:	1" = 30'
Sheet	8B

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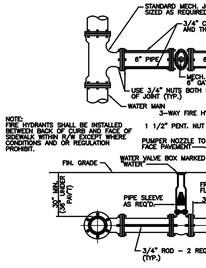
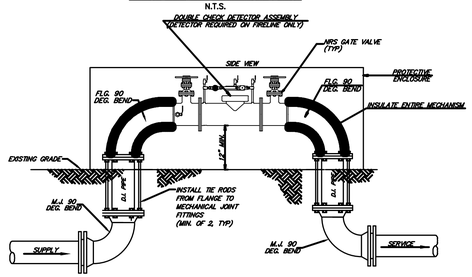
Y:\24\24-01-0023 Harborwalk 1\Design\Dwgs\Plots\24-01-0023-Site-Util.dwg



NOTE:
FIRE HYDRANTS SHALL BE INSTALLED BEHIND SIDEWALK CURB AND FACE OF SIDEWALK WHERE SIDEWALK EXISTS OR IS PLANNED. WHERE CONDITIONS AND OR REGULATION PROHIBIT.

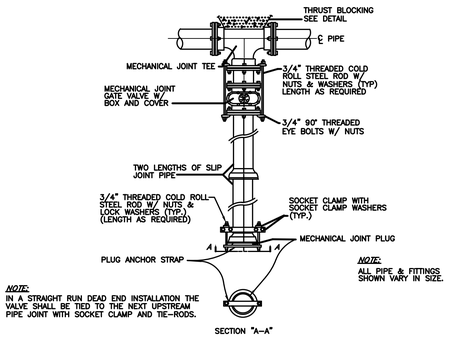
FIRE HYDRANT NOTE:
ALL HYDRANTS WILL HAVE A STANDARD PENTAGON 1 1/2" OPERATING NUT AND A TAMPER PROOF BONNET. NO THREADED RODS WILL BE ALLOWED BETWEEN THE HYDRANTS ISOLATION VALVE AND THE HYDRANT.

TYPICAL FIRE HYDRANT INSTALLATION
N.T.S.



DOUBLE CHECK DETECTOR ASSEMBLY
N.T.S.

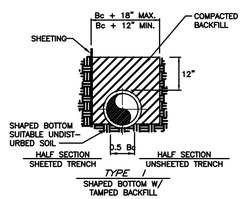
NOTE
IF FIRE SPRINKLER SYSTEM IS CHEMICALLY TREATED, A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY WITH A DETECTOR CHECK VALVE SHALL BE PROVIDED.



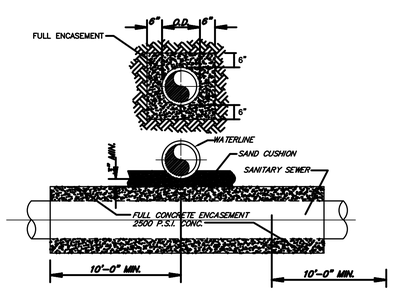
NOTE:
IN A STRAIGHT RUN DEAD END INSTALLATION THE VALVE SHALL BE TIED TO THE NEXT UPSTREAM PIPE JOINT WITH SOCKET CLAMP AND TIE-RODS.

NOTE:
ALL PIPE & FITTINGS SHOWN VARY IN SIZE.

DEAD END STUB DETAIL
N.T.S.



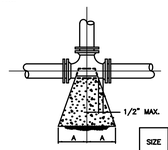
CLASS "B"
TYPICAL BEDDING DETAIL
N.T.S.



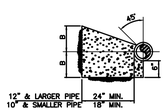
NOTE
FOR POTABLE WATER LINE CROSSING, 1-1/2" DIA. AND LARGER. A HORIZONTAL SEPARATION OF A MINIMUM OF 10 FEET SHALL BE MAINTAINED BETWEEN PARALLEL WATER MAINS AND SEWER MAINS (INCLUDES FORCE MAINS). WHERE WATER AND SEWER MAINS CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, ALL PVC PIPE SHALL BE ENCASED IN CONCRETE. THIS SITUATION MAY OR NOT BE NOTICED ON DRAWINGS.

FOR ALTERNATE
CAST IRON OR DUCTILE IRON PIPE MAY BE USED IN LIEU OF CONCRETE ENCASEMENT AT WATER LINE CROSSING, WITH A LENGTH OF PIPE CENTERED AT THE POINT OF CROSSING, SO AS TO LOCATE JOINTS AT A MAXIMUM DISTANCE FROM THE WATER LINE.

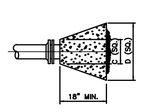
TYPICAL ENCASEMENT DETAIL
N.T.S.

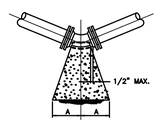


SIZE	TEE		CU. FT.
	A	B	CONC.
2"	6"	5"	1.5
4"	8"	6"	2.0
6"	10"	12"	3.5
8"	13"	16"	5.4
10"	16"	20"	9.4
12"	18"	24"	16.6
14"	22"	27"	23.2
16"	24"	30"	28.6
18"	26"	32"	
20"			

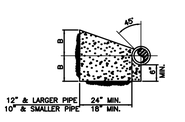


SIZE	PLUG		CU. FT.
	C	D	CONC.
2"	6"	9"	1.5
4"	8"	11"	2.0
6"	10"	21"	2.6
8"	12"	29"	4.5
10"	14"	36"	6.9
12"	16"	41"	9.0
14"	18"	48"	12.3
16"	20"	54"	15.2
18"	22"	60"	
20"			



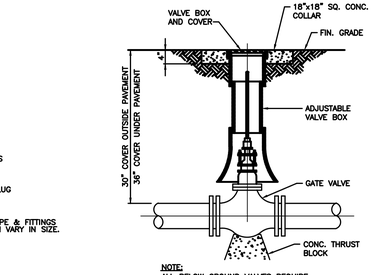


SIZE	1/4 BENDS		CU. FT.	1/8 BENDS		CU. FT.	1/16 BENDS		CU. FT.
	A	B	CONC.	A	B	CONC.	A	B	CONC.
2"	6"	5"	1.5						
4"	8"	6"	2.0						
6"	16"	10"	3.2	9"	10"	3.0	6"	8"	1.3
8"	22"	13"	7.2	12"	13"	3.7	8"	10"	2.1
10"	26"	17"	11.5	14"	17"	5.9	10"	12"	3.6
12"	29"	21"	21.1	16"	21"	8.6	11"	16"	6.6
14"	35"	24"	29.8	19"	24"	14.9	12"	20"	8.9
16"	38"	27"	37.8	21"	27"	19.1	12"	24"	11.2
18"	42"	29"		22"	29"		13"	26"	
20"	47"								



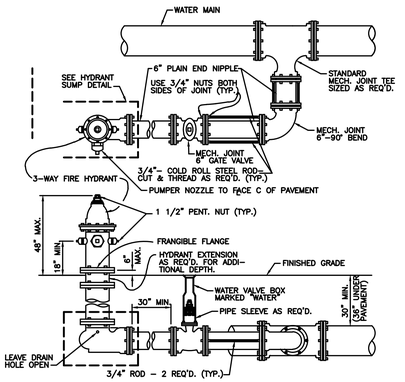
NOTES:
1. ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED SOIL.
2. THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL. (A-1 THRU A-3, CLEAN SAND AND GRAVELS)
3. POOR SOIL (A-4 THRU A-8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS.

THRUST BLOCK DETAIL
N.T.S.



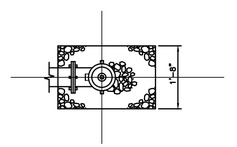
NOTE:
ALL BELOW GROUND VALVES REQUIRE VALVE BOX.

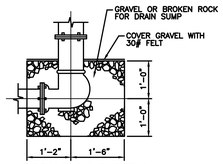
VALVE AND BOX DETAIL
N.T.S.



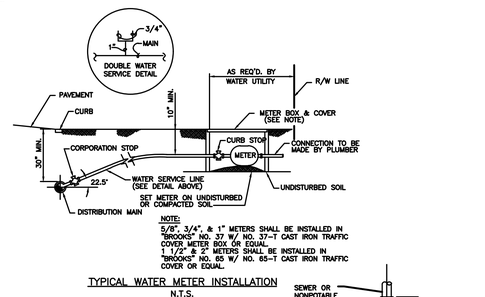
TYPICAL LIMITED SPACE
FIRE HYDRANT INSTALLATION
N.T.S.

FIRE HYDRANT NOTE:
ALL HYDRANTS WILL HAVE A STANDARD PENTAGON 1 1/2" OPERATING NUT AND A TAMPER PROOF BONNET. NO THREADED RODS WILL BE ALLOWED BETWEEN THE HYDRANTS ISOLATION VALVE AND THE HYDRANT.



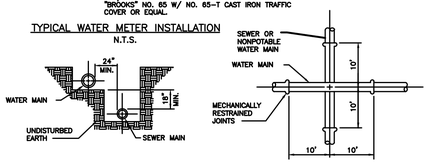


HYDRANT SUMP DETAIL
N.T.S.



NOTE:
5/8", 3/4", & 1" METERS SHALL BE INSTALLED IN "BROOKS" NO. 37 W/ NO. 37-T CAST IRON TRAFFIC COVER METER BOX OR EQUAL. 1 1/2" & 2" METERS SHALL BE INSTALLED IN "BROOKS" NO. 85 W/ NO. 85-T CAST IRON TRAFFIC COVER OR EQUAL.

TYPICAL WATER METER INSTALLATION
N.T.S.



NOTES:
1. WHERE A 10 FOOT PARALLEL SEPARATION CANNOT BE MAINTAINED BETWEEN A WATER MAIN AND A SEWER MAIN OR NONPOTABLE WATER MAIN, THEN THE WATER MAIN SHALL BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER MAIN OR NONPOTABLE WATER MAIN. THE SEWER OR NONPOTABLE WATER MAIN SHALL BE DUCTILE IRON UNTIL THE PROPER SEPARATION DISTANCE OF AT LEAST 10 FEET IS OBTAINED.
2. WHERE A 18 INCH VERTICAL SEPARATION DISTANCE CANNOT BE MAINTAINED BETWEEN A WATER MAIN AND A SEWER MAIN OR NONPOTABLE WATER MAIN THEN THE WATER MAIN SHALL PASS OVER THE SEWER MAIN OR NONPOTABLE WATER MAIN WITH A MINIMUM VERTICAL CLEARANCE OF 6 INCHES. THE SEWER OR NONPOTABLE WATER MAIN SHALL BE 20 FEET OF DUCTILE IRON PIPE CENTERED ON THE POINT OF CROSSING AND THE WATER MAIN SHALL BE 20 FEET OF DUCTILE IRON PIPE WITH MECHANICALLY RESTRAINED JOINTS.

SEWER SEPARATION DETAIL
N.T.S.

TYPICAL WATER SERVICE CONNECTION
N.T.S.

RESIDENTIAL BACKFLOW REQUIREMENTS

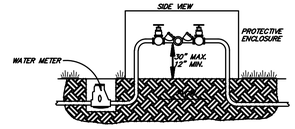
RESIDENTIAL SERVICE TAPS ARE NOT REQUIRED TO INSTALL A BACKFLOW ASSEMBLY, HOWEVER AS A PROTECTIVE MEASURE, DESTIN WATER USERS HAS INSTALLED A RESIDENTIAL DUAL CHECK BACKFLOW ON ALL RESIDENTIAL POTABLE WATER TAPS.

FLORIDA ADMINISTRATIVE CODE DOES REQUIRE ADDITIONAL PROTECTION FOR THE FOLLOWING SITUATIONS:

1. ANY IRRIGATION TAPS MADE ON THE POTABLE DRINKING WATER, MUST BE PROTECTED BY A MINIMUM PRESSURE VACUUM BREAKER BACKFLOW ASSEMBLY. THE INSTALLATION REQUIREMENTS ARE VERY CRITICAL, AND MUST BE FOLLOWED.
   A. THERE MUST BE NO TEES BETWEEN THE BACKFLOW ASSEMBLY AND THE TAP FROM THE POTABLE WATER.
   B. IF THE ASSEMBLY IS A PRESSURE VACUUM BREAKER IT MUST BE INSTALLED IN THE VERTICAL POSITION.
   C. AND, MOST IMPORTANTLY, THE BACKFLOW ASSEMBLY MUST BE INSTALLED AT LEAST TWELVE (12) INCHES ABOVE THE HIGHEST OUTLET ON THE IRRIGATION SYSTEM (HOSE BIB, SPRINKLER HEAD, ETC.).

2. POOLS SHOULD HAVE EITHER AN APPROVED AIR GAP OF A MINIMUM PROTECTION OF A PRESSURE VACUUM BREAKER BACKFLOW ASSEMBLY. ONCE AGAIN INSTALLATION MUST BE CORRECT.

3. THE POTABLE WATER SYSTEM MUST BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY, IF A PRIVATE WELL IS CONNECTED IN ANY WAY. THE INSTALLATION REQUIREMENTS ARE AS FOLLOWS:
   A. THE BACKFLOW ASSEMBLY MUST BE INSTALLED IN THE HORIZONTAL POSITION.
   B. IT MUST BE INSTALLED AT THE WATER METER, ON THE PROPERTY OWNERS SIDE, UNLESS SPECIFIED OTHERWISE BY DESTIN WATER USERS.
   C. THERE CAN BE NO TEES BETWEEN THE BACKFLOW ASSEMBLY AND THE WATER METER.
   D. THE BACKFLOW ASSEMBLY MUST BE INSTALLED BETWEEN TWELVE (12) AND THIRTY (30) INCHES ABOVE THE FLOOD PLAIN, WITH AT LEAST EIGHTEEN



REDUCED PRESSURE ASSEMBLY
N.T.S.

COMMERCIAL BACKFLOW INSTALLATION REQUIREMENTS.

ALL COMMERCIAL WATER SERVICE CONNECTIONS ARE REQUIRED TO BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY. THE ASSEMBLY MUST BE INSTALLED NEAR THE WATER METER. ALL ASSEMBLIES MUST BE INSTALLED HORIZONTALLY, UNLESS APPROVED OTHERWISE BY DESTIN WATER USERS. EACH ASSEMBLY MUST BE READILY ACCESSIBLE WITHOUT OBSTRUCTION, AD HAVE A VERTICAL CLEARANCE OF AT LEAST 12" ABOVE FLOOD PLAIN, AND 18" OR MORE AROUND AND ABOVE THE ASSEMBLY TO PROVIDE FOR TESTING AND MAINTENANCE.

1. DEDICATED FIRE LINES, PRESENTING NO OTHER HAZARD(S) OR POTENTIAL HAZARD(S), SUCH AS DRY CHEMICALS OR ANTIFREEZE, ARE REQUIRED TO BE PROTECTED BY A MINIMUM DOUBLE CHECK VALVE ASSEMBLY. IF PRIVATE FIRE HYDRANTS ARE PRESENT, A DOUBLE DETECTOR CHECK VALVE ASSEMBLY WILL BE REQUIRED AS A MINIMUM. FIRELINES WHICH HAVE ELEMENTS CONSIDERED HAZARDOUS, MUST BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY.

2. IRRIGATION SYSTEMS SUPPLIED BY POTABLE WATER, REQUIRE A MINIMUM PRESSURE VACUUM BREAKER ASSEMBLY. THE ASSEMBLY MUST BE INSTALLED VERTICALLY, AT LEAST 12" ABOVE THE HIGHEST OUTLET (HOSE BIB, SPRINKLER, ETC.). THERE MUST ALSO BE 18" CLEARANCE AROUND AND ABOVE THE ASSEMBLY.

3. IRRIGATION SYSTEMS, DEDICATED FIRE LINES, OR ANY COMBINATION SYSTEMS SUPPLIED BY RECLAIMED WATER, OTHER THAN SINGLE FAMILY RESIDENCES, REQUIRE IMMEDIATE UPGRADE OF PROTECTION OF THE POTABLE WATER SUPPLY BY INSTALLING A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY.

4. RESIDENTIAL TAPS, ARE CURRENTLY NOT REQUIRED TO HAVE A BACKFLOW PREVENTER; HOWEVER, AS A PROTECTIVE MEASURE, DESTIN WATER USERS HAS INSTALLED RESIDENTIAL DUAL CHECK BACKFLOWS. AS PER STATE GUIDELINES, DESTIN WATER USERS RESERVES THE RIGHT TO ELIMINATE ANY, AND ALL CROSS CONNECTIONS.

DESTIN WATER USERS PHONE (850) 654-4826.

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A-1			
A-2			
A-3			
A-4			
A-5			
A-6			
A-7			

POTABLE WATER
STANDARD DETAILS

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.: 24-01-0023	
Designed: AMH	Drawn: RAH
Checked: RCW	O.C.: RCW
Date: JANUARY 2025	
Scale: N.T.S.	

Sheet 9

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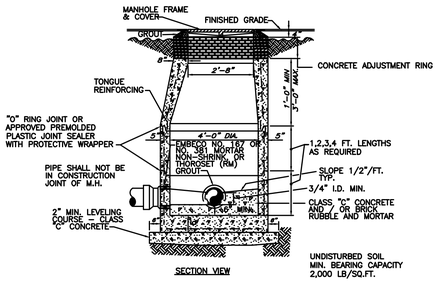
Printed: Feb 21, 2025 - 1:54pm Printed By: rob.hennes

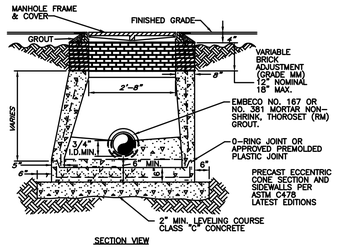
Y:\24\24-01-0023 Harborwalk 1\Design\Dwgs\Plots\24-01-0023-Dets.dwg



SECTION VIEW

NOTES

1. PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITION OF ASTM C 478 WITH 4,000 LB. CONCRETE, TYPE II CEMENT.
2. THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OF PIPE OPENING SURFACES.



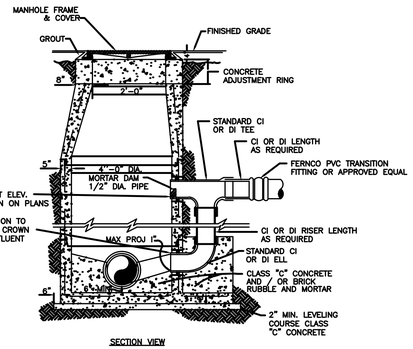
SECTION VIEW

NOTES:

1. PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITIONS OF ASTM C-478 WITH 4,000 LB. CONCRETE, TYPE II CEMENT.
2. THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OR PIPE OPENING SURFACES.

SANITARY SEWER SHALLOW MANHOLE

N.T.S. (8"–21" SEWERS)



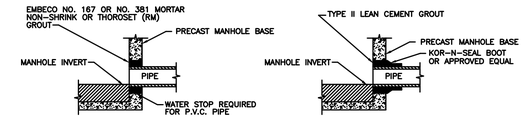
SECTION VIEW

NOTES

1. PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITION OF ASTM C 478 WITH 4,000 LB. CONCRETE, TYPE II CEMENT.
2. THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OF PIPE OPENING SURFACES.

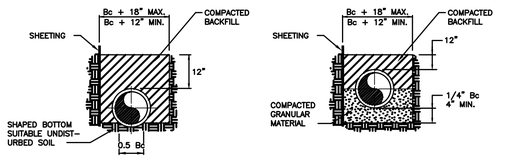
SANITARY SEWER DROP MANHOLE

N.T.S. (8"–21" SEWERS)



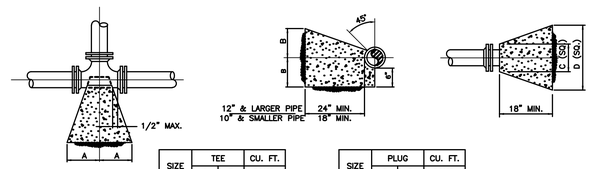
PRECAST MANHOLE PIPE CONNECTIONS

N.T.S.



CLASS "B" TYPICAL BEDDING DETAIL

N.T.S.

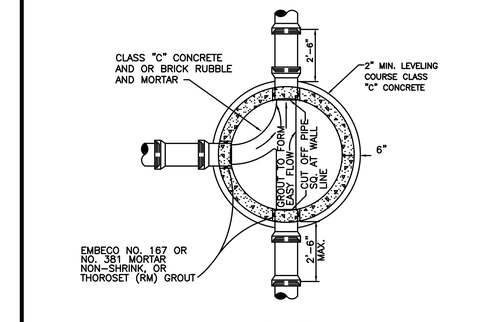


SIZE	TEE		CU. FT.
	A	B	CONC.
6"	10"	12"	3.5
8"	13"	16"	5.4
10"	16"	20"	9.4
12"	18"	24"	16.6
14"	22"	27"	23.2
16"	24"	30"	28.6
18"	26"	32"	
20"			

SIZE	PLUG		CU. FT.
	C	D	CONC.
6"	10"	21"	2.6
8"	12"	29"	4.5
10"	14"	36"	6.9
12"	16"	41"	9.0
14"	18"	48"	12.3
16"	20"	54"	15.2
18"	22"	60"	
20"			

NOTES:

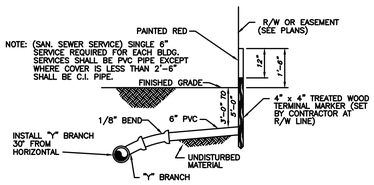
1. ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED SOIL.
2. THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL. (A–1 THRU A–3, CLEAN SAND AND GRAVELS)
3. POOR SOIL (A–4 THRU A–8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS.



PLAN VIEW

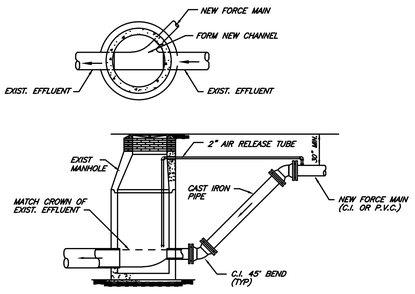
SANITARY SEWER STANDARD MANHOLE

N.T.S. (8"–21" SEWERS)



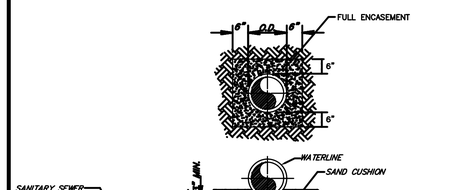
1. LOCATION OF SERVICE STUB TO BE MARKED BY THE LETTER "S" SCRIBED A MINIMUM OF 2" HIGH & 1/4" DEEP IN CURB AND CURB PAINTED RED.
2. IF NO CURBING IS INSTALLED A "3" SQUARE STEEL TAG IS TO BE ATTACHED TO STREET PAVEMENT W/NAIL.
3. EXTENDED SERVICE CONNECTION TO R/W OR EASEMENT (SEE PLANS).
4. SERVICE TRENCHING TO CONFORM TO CITY/COUNTY STANDARDS FOR PIPE INSTALLATION.

NEW SANITARY SEWER LINE



FORCE MAIN CONNECTION TO MANHOLE

N.T.S.



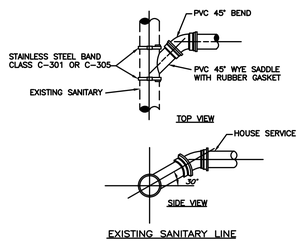
NOTE

FOR POTABLE WATER LINE CROSSING, 1–1/2" DIA. AND LARGER. A HORIZONTAL SEPARATION OF A MINIMUM OF 10 FEET SHALL BE MAINTAINED BETWEEN PARALLEL WATER MAINS AND SEWER MAINS (INCLUDES FORCE MAINS). WHERE WATER AND SEWER MAINS CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, ALL PVC PIPE SHALL BE ENCASED IN CONCRETE. THIS SITUATION MAY OR NOT BE NOTICED ON DRAWINGS.

FOR ALTERNATE

CAST IRON OR DUCTILE IRON PIPE MAY BE USED IN LIEU OF CONCRETE ENCASEMENT AT WATER LINE CROSSING, WITH A LENGTH OF PIPE CENTERED AT THE POINT OF CROSSING, SO AS TO LOCATE JOINTS AT A MAXIMUM DISTANCE FROM THE WATER LINE.

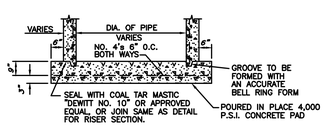
TYPICAL ENCASEMENT DETAIL



EXISTING SANITARY LINE

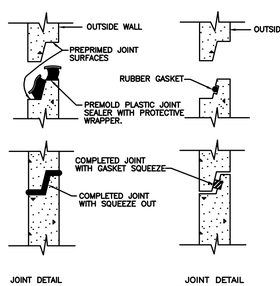
SINGLE SANITARY SEWER SERVICE CONNECTIONS DETAILS

N.T.S.



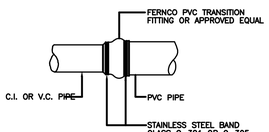
ALTERNATE CONSTRUCTION MANHOLE BOTTOM

N.T.S.



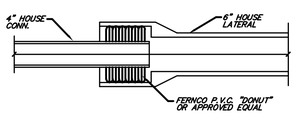
TYPICAL MANHOLE JOINT DETAIL

N.T.S.



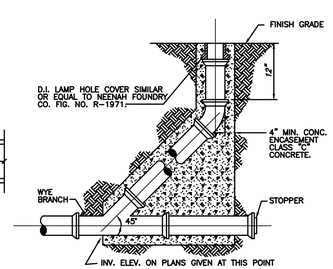
C.I. TO PVC COUPLING ADAPTER

N.T.S.



4" TO 6" HOUSE CONNECTION

N.T.S.



CLEANOUT DETAIL

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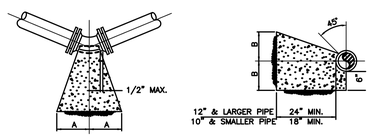

SIZE	1/4 BENDS		CU. FT.	1/8 BENDS		CU. FT.	1/16 BENDS		CU. FT.
	A	B	CONC.	A	B	CONC.	A	B	CONC.
6"	16"	10"	3.2	9"	10"	3.0	6"	8"	1.3
8"	22"	13"	7.2	12"	13"	3.7	8"	10"	2.1
10"	26"	17"	11.5	14"	17"	5.9	10"	13"	3.6
12"	29"	21"	21.1	16"	21"	8.6	11"	16"	6.6
14"	35"	24"	29.8	19"	24"	14.9	12"	20"	8.9
16"	38"	27"	37.8	21"	27"	19.1	12"	24"	11.2
18"	42"	29"		22"	29"		13"	26"	
20"	47"								

NOTES:

1. ALL BEARING SURFACES TO BE CARRIED TO UNISTURBED SOIL.
2. THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL. (A–1 THRU A–3, CLEAN SAND AND GRAVELS)
3. POOR SOIL (A–4 THRU A–8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS.

THRUST BLOCK DETAIL

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A.			
A.			
A.			
A.			
A.			
A.			

SANITARY SEWER STANDARD DETAILS

HARBORWALK PHASE II

PREPARED FOR
THE LEGENDARY COMPANIES

AUTUMN M. HUBSCH
P.E. NUMBER: 72939
Reg. Engineer

Project No.: 24-01-0023
Designed: AMH | Drawn: RAH
Checked: RCW | O.C.: RCW
Date: JANUARY 2025
Scale: N.T.S.
Sheet 10

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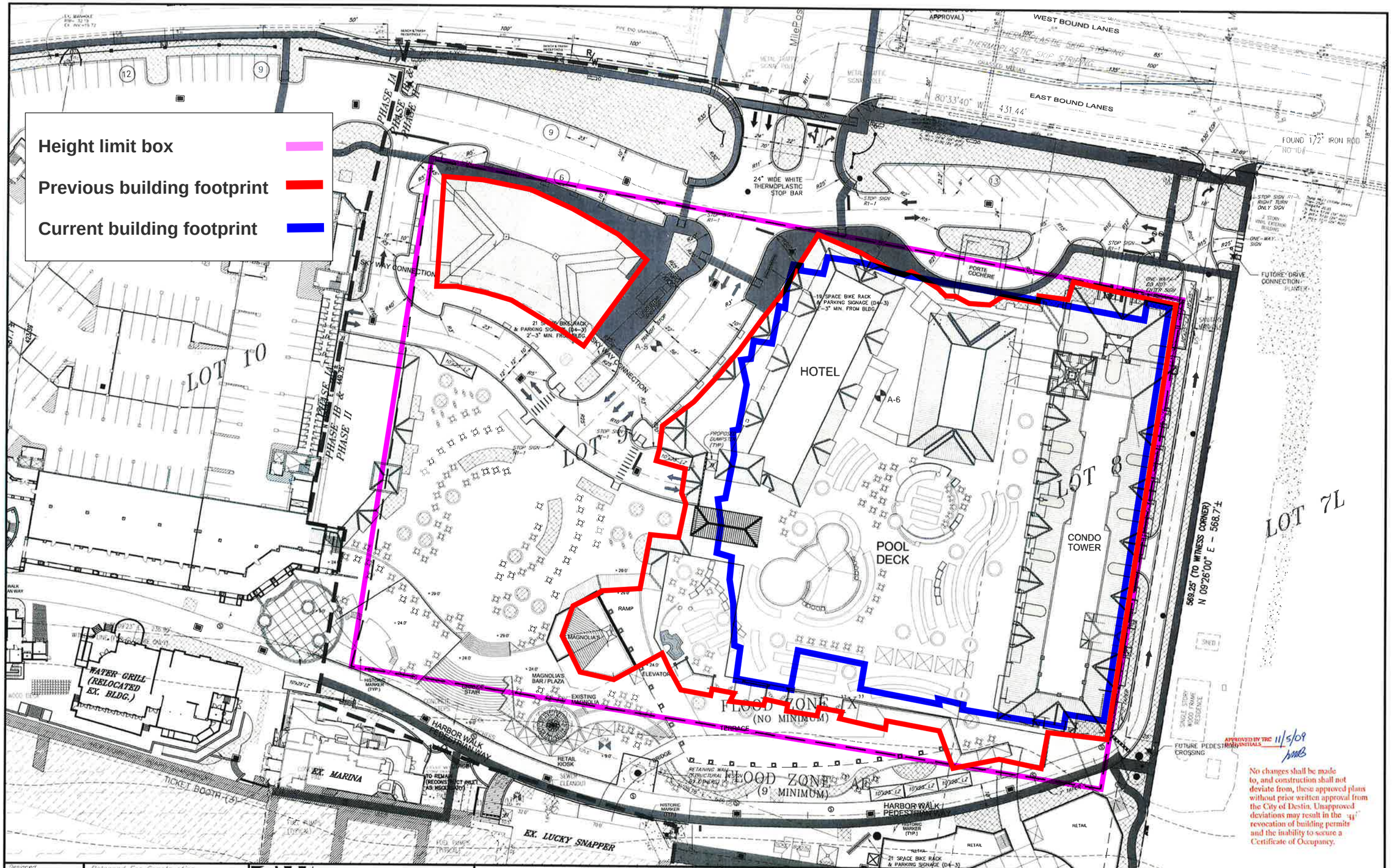
Y:\24-01-0023 Harborwalk 1\Design\Dwgs\Plots\24-01-0023-Dets.dwg



Designed WP Drawn JW Checked JNL D.C. JNL	Released For Construction By This Drawing is the property of Connelly & Wicker Inc. and is not to be reproduced or copied in whole or in part. It is not to be used on any other project and is to be returned on request.	Connelly & Wicker, Inc. Consulting Engineers Jacksonville Beach & Destin, Florida Certificate Authorization Number : 3650 4008 Legendary Drive, Suite #300 Destin, Florida 32541 Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL Prepared For HarborWalk, Inc.	Site Plan Sheet 2 of 2	

No.	Date	Revision	By
6	07/20/09	MOVED SIDEWALK ON EAST SIDE OF PROPERTY	JW
5	05/12/09	ADDED REVISED PARKING AREA	JW
4	01/05/09	REVISIONS PER ARCHITECT & CITY COMMENTS	JW
3	12/02/08	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 0 5 2009
TIM M. MARTIN, P.E.
FL. P.E. # 64450
Reg. Engineer

Project No.: 9902-21
Scale: 1" = 30'
Date: 09/14/05
Drawing
Sheet 5 of 15

J:\99\9902-21B\CW-Site-13-PHASE-I.dwg, 7/27/2009 8:43:15 AM, johnw

LEGEND:

ECA = EMERALD COAST ASSOCIATES
CORP. = CORPORATION
No. = NUMBER
# = NUMBER
—/— = DISTANCE NOT TO SCALE
L.B. = LICENSED BUSINESS
R.R. = RAIL ROAD
L.S. = LICENSED SURVEYOR
P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER
± = MORE OR LESS
A = ARC LENGTH
R = RADIUS
D = DELTA ANGLE
B = CHORD BEARING
C = CHORD LENGTH
PVC = POLYVINYL CHLORIDE
C.M.P. = CORRUGATED METAL PIPE
C.P.P. = CORRUGATED PLASTIC PIPE
R.C.P. = REINFORCED CONCRETE PIPE
R/W = RIGHT OF WAY
CL = CENTERLINE
F.E.M.A. = FEDERAL EMERGENCY MANAGEMENT AGENCY
A/C = AIR CONDITIONER
ID. = IDENTIFICATION
OHU = OVERHEAD UTILITY LINE
CMP = CORRUGATED METAL PIPE
FFE = FINISHED FLOOR ELEVATION
FMGD = FOUND MAG NAIL & DISK
= PINE TREE (DIAMETER AS INDICATED)
= MAGNOLIA TREE (DIAMETER AS INDICATED)
= BAY TREE (DIAMETER AS INDICATED)
= CEDAR TREE (DIAMETER AS INDICATED)
= OAK TREE (DIAMETER AS INDICATED)
= SIGN
GM = GAS METER
WM = WATER METER
WV = WATER VALVE
10 = NUMBER OF PARKING SPACES
= UTILITY POLE
= GUY ANCHOR
= LAMP POST
T = TELEPHONE MANHOLE
D = STORM WATER MANHOLE
M = MANHOLE
S = SANITARY MANHOLE
= FIRE HYDRANT
E = METER BOX
BFP = BACKFLOW PREVENTOR
= RIP-RAP
= ASPHALT
= WOOD
= CONCRETE
= BRICK PAVERS
= FOUND 1/2" CAPPED IRON ROD L.B. #3724
= FOUND NAIL AND DISK L.B. #3724
= FOUND 4" BY 4" CONCRETE MONUMENT NO I.D.
= SET NAIL AND DISK L.B. #7768
= SET 1/2" CAPPED IRON ROD L.B. #7768

NORTH

40 0 20 40 80
SCALE: 1" = 40'

STATE ROAD 30 (U.S. HIGHWAY 98, PUBLIC R/W VARIES)

A = 209.94'
R = 1729.01'
D = 6°57'25"
C = 209.81'
B = N 84°02'22" W

S 80°33'40" E (P) (F) - 431.70' (F)

S 80°34'33" E 150.14' (F)

BENCHMARK #2
SET MAG. NAIL & DISK
ELEV=31.71

BENCHMARK #1
FOUND MAG. NAIL & DISK
ELEV=25.46

BENCHMARK #3
SET MAG. NAIL & DISK
ELEV=5.73

FIRST LEVEL PARKING F.F.E. = 8.91'

S 9°21'31" W - 554.25' LOT 10

LOT 9

LOT 8

N 9°26'00" E 568.74'± (P&M)

N 9°26'00" E 568.74'± (M)

N 9°26'00" E (C) (F) = 568.86' (M)

569.25' (TO WITNESS CORNER) N 09°26'00" E

FLOOD ZONE "X" (NO MINIMUM)
FLOOD ZONE "AE" (9.0' MINIMUM)

FLOOD ZONE "AE" (9' MINIMUM)
FLOOD ZONE "AE" (10' MINIMUM)

FLOOD ZONE "X" (NO MINIMUM)
FLOOD ZONE "AE" (9.0' MINIMUM)

FLOOD ZONE "AE" (9' MINIMUM)
FLOOD ZONE "AE" (10' MINIMUM)

OLD PASS LAGOON

DESCRIPTION:

LOTS 8 AND 9 OF MORENO POINT MILITARY RESERVATION, ACCORDING TO DEED BOOK 25, PAGE 573 OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA.

NOTES:

1. BEARINGS SHOWN HEREON ARE REFERENCED TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 30 (U.S. HIGHWAY 98) (100' WIDE RIGHT OF WAY), AS BEING NORTH 80°33'40" WEST. (ASSUMED DATUM)
2. THIS PARCEL IS LOCATED IN FLOOD ZONE X, NO MINIMUM FLOOR ELEVATION REQUIRED, AND IN FLOOD ZONE AE, 9.00' MINIMUM FLOOR ELEVATION REQUIRED, AND IN FLOOD ZONE AE, 10.00' MINIMUM FLOOR ELEVATION REQUIRED, AS DETERMINED BY SCALE FROM F.E.M.A. PANEL NUMBER 12091C0469J, PANEL 469 OF 494, DATED MARCH 9, 2021, OKALOOSA COUNTY, FLORIDA.
3. NO ENVIRONMENTAL JURISDICTION LINES HAVE BEEN DETERMINED BY GEOPOINT SURVEYING, INC.
4. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT ABSTRACT OF TITLE OR TITLE INSURANCE POLICY. NO SEARCH OF THE PUBLIC RECORDS WAS PERFORMED BY GEOPOINT SURVEYING, INC.
5. APPARENT USES ARE AS SHOWN.
6. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
7. NO STRUCTURAL FOUNDATIONS BELOW THE SURFACE OF THE GROUND WERE LOCATED.
8. GRAPHIC SYMBOLISM OF CORNER MONUMENTATION, UTILITIES, SIGNS, ETCETERA, ARE EXAGGERATED FOR CLARITY AND ARE NOT TO SCALE. THE CENTER POINT OF WHICH IS ACCURATELY PLOTTED TO SCALE AND/OR DIMENSIONED THERETO.
9. NO UNDERGROUND UTILITIES OR UTILITY LINES WERE LOCATED.
10. TOTAL AREA OF PARCEL SURVEYED = 8.31± ACRES.

VERTICAL DATUM: NAVD88
Conversion from NAVD88 to NGVD29: **+0.41'**

PROJECT: LOTS 8 & 9
PHASE: MORENO POINT MILITARY RESERVATION
DRAWN: J.H. | DATE: 09/09/23 | CHECKED BY: D.B.
P.CHIEF: GW | FIELD BOOK: 23N, PAGES 73-74
DATA FILE: MORENO POINT L8-9.txt

REVISIONS

DATE	DESCRIPTION	DRAWN BY

SURVEYOR'S CERTIFICATION

I DO HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY SUPERVISION AND MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS & MAPPERS STATED IN RULES 5J-17.051, 5J-17.052, AND 5J-17-053, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

Digitally signed by Daryl Burgis
Date: 2023.09.14 14:57:57 -05'00'

Daryl E.W. Burgis
FLORIDA PROFESSIONAL SURVEYOR & MAPPER NO. LS4980

DATE OF LAST FIELD SURVEY: August 17, 2023

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

Boundary & Topographic Survey

PREPARED FOR
LEGENDARY INC.
LOCATED IN
Undivided Township 2 S., Range 22 W.
WALTON County, Florida

GeoPoint Surveying, Inc.
67 Joe Campbell Road
Freeport, Florida 32439
www.geopointsurvey.com
Phone: (850) 740-0650
Fax: (813) 248-2266
Licensed Business No.: LB 7768

SHEET NUMBER: 01 of 01

O:\Moreno Point Military Reservation\Lots 8 & 9\Survey\MPMR L8-9.dwg, TOPO, Jeffery Harness, September 14, 2023 - 1:15 PM

HPE
Hall Planning & Engineering, Inc.

December 16, 2024

Mr. Greg Darden,
Vice President of Development
HWP2, LLC
4471 Legendary Drive
Destin, FL 32541

RE: HarborWalk Phase 2 – Parking

Dear Mr. Darden:

I have enjoyed participating with you on the subject site, another stellar project in the City of Destin's Morino point. I have joined your team to provide guidance and concurrency with preexisting Development Order documents and Amendments for the current on-site and off-site needs for pedestrian and vehicular traffic into and within the HarborWalk Phase 2 development.

Specifically, I have professionally assisted with and reviewed the following:

- ✓ Vehicle and pedestrian ingress/egress routes
- ✓ US 98 lighted intersection items
- ✓ Dedicated right turn lane from 98 needs
- ✓ Capacity to receive traffic from the main signal's two left turn lanes with assurance of adequate absorption and merge capacity into a single lane
- ✓ Provision of an on-site roundabout which will effectively disburse the traffic safely and calmly

The site includes ample road and parking capacity to absorb inbound vehicular flows from US 98.

Other items conformed included the pedestrian flow for access through the center of the site. Destin's goals for frequent public access are accommodated through the site's center, near the Stahlman intersection.

Shared parking is vital to the site and exceeds D/O requirements.

I look forward to assisting further with this exciting complex. If you have any questions, please call.

Sincerely,

Richard A. Hall, P.E.
President

RAH/lm
Attachment

SHARED PARKING ANALYSIS

FOR

HARBORWALK

October 15, 2008
April 22, 2009 (Rev 1)
Revision 2 - August 20, 2009

CWI PROJECT NO. 9902-21B

PREPARED BY:

Connelly & Wicker Inc.
4300 Legendary Drive, Bldg C, Suite 220
Destin, FL 32541
850-837-4252
850-837-7804 Fax
Engineering Business No. 3650

RECEIVED
AUG 21 2009
COMMUNITY DEVELOPMENT

TIMOTHY MURPHY
AUG 20 2009
Timothy M. Martin, P.E.
Florida PE # 64450

SHARED PARKING ANALYSIS
HARBORWALK

INTRODUCTION:

The purpose of this analysis is to determine the parking requirements for the mixed use proposed for the above development. The basis of the analysis is several publications, including *Shared Parking, A Study Conducted Under the Direction of ULI-The Urban Land Institute by Barton-Aschman Associates, Inc.*, 1983; *Destin Harbor Parking Master Plan, Parking Management Plan, Carter-Burgess*, June, 2004; and the *City of Destin Land Development Code and Third Amendment Multi-Modal Transportation District Ordinance.* The proposed project is a mixed-use project that includes 225,000 square feet of retail use; 382 multi-family resort condominiums (short-term leasing); hotel units which will include 251 sleeping rooms; 15,000 square feet of hotel conference area and the marina facilities.

UNADJUSTED PARKING DEMAND:

Phase I (from approved development order values):

The unadjusted parking demands for the various uses are as follows:

Retail: 199,999 square feet at 4 spaces per 1,000 = 800 spaces

Residential Condominiums:

Weekday: 292 units at 1.75 spaces per unit = 511 spaces

Weekend: 292 units at 1.75 spaces per unit = 511 spaces

Marina: see Exhibit A = 275 spaces
(These spaces will considered a part of the Phase II utilizing the MMTD requirements)

Phase II (utilizing MMTD requirements):

The unadjusted parking demands for the various uses are as follows:

Retail: 25,001 square feet at 1 space per 300 = 83 spaces ✓

Hotel:

For hotel use, the following assumptions are made regarding parking:

251 keyed suites with 2 bedrooms each at 1 space per room for first bedroom and 0.5 space per each additional bedroom. This equates to a total of 1.5 spaces per keyed hotel room:

251 rooms at 1.5 spaces per room
plus 1 space per 20 rooms for staff parking = 389 spaces ✓

15,000 square feet conference area at 1 space per 45
(As 531120, Conference Center) = 333 spaces ✓

Residential Condominiums:

Weekday: 90 units at 2 spaces per unit = 180 spaces ✓

Weekend: 90 units at 2 spaces per unit = 180 spaces

Additional Marina: see Exhibit B = 96 spaces
Existing Marina = 275 spaces

Total Phase II Max Parking required = 1,356 spaces

Total Phase II Parking required per MMTD (20% reduction) = 1,085 spaces

SUMMARY OF UNADJUSTED PARKING DEMAND PH I & II:

Land Use	Weekday	Weekend
Retail	883	883
Residential Condominiums	691	691
Hotel	389	389
Hotel Conference Area	333	333
Marina	371	371
GRAND TOTAL UNADJUSTED PARKING DEMAND:	2,667	2,667

SUMMARY OF PHASE I & PHASE II PARKING DEMAND (w/ PH II reduction):

Land Use	Weekday	Weekend
Retail	867	867
Residential Condominiums	655	655
Hotel	311	311
Hotel Conference Area	266	266
Marina	297	297
GRAND TOTAL UNADJUSTED PARKING DEMAND: With Phase II allowed reduction for MMTD	2,396	2,396

SUMMARY OF PHASE I & PHASE II PARKING DEMAND (w/ PH II reduction and allotted internal capture):

Land Use	Weekday	Weekend
Retail (20% Internal Capture)	694	694
Residential Condominiums	655	655
Hotel	311	311
Hotel Conference Area (95% Internal Capture)	13	13
Marina (10% Internal Capture)	267	267
GRAND TOTAL ADJUSTED PARKING DEMAND:	**1,940**	**1,940**

With Phase II allowed reduction for MMTD
(Used for the shared parking analysis)

ADJUSTED PARKING DEMAND:

The parking demand shown is based upon the hourly accumulations shown in Tables 2 and 3 as percentages of the peak hour demand. The hourly accumulations in these tables are taken from the referenced report, with the exception of the marina use category and the retail category. The marina values are taken from use patterns of the existing marina as well as seasonal data common to the area. The retail hourly accumulations were taken from *Destin Harbor Parking Master Plan*, Graphs 1 and 2 on pages 11 and 12 respectively.

ADJUSTMENT FOR MODE OF TRANSPORTATION:

This adjustment reflects alternate modes of transportation to the mixed uses of the project. Alternate modes of transportation include pedestrian traffic, buses, trams, and, in this particular development, boats. It is anticipated that several spaces for small transient boats will be available at the marina facilities, especially the westerly portion. A 10% adjustment for the alternate modes of transportation was used, thus it is estimated that 90% of the parking demand for the retail portion of the project will be from auto use.

ADJUSTMENT FOR INTERNAL CAPTURE:

This adjustment reflects the quality of the mix of development. It assumes that a percentage of the retail and marina charter uses will be the residents and guests in the condominiums and hotel. For the purpose of this study, a 20% adjustment for the internal capture for the retail and a 10% adjustment for the marina was used, thus it is estimated that 83.89% of the retail and marina use will be from external auto use.

Additionally, for the purpose of this study, a 95% internal capture adjustment for the Hotel Conference Area is used, thus it is estimated that 5% will be from external auto use.

SUMMARY:

The final adjusted parking requirements for the shared uses are summarized in Tables 4 and 5. As can be seen, a significant reduction in the parking requirement is realized due to the quality of the mixed use of development. The required parking for the proposed mixed-use development is 1,629 spaces.

EXHIBIT A
MARINA PARKING REQUIREMENTS EXISTING

As per Transportation LDC8:05:03:L:c(3)(4) plus letter dated March 23, 1998 from Robert Franke to Harbor Master David Baziak

CHARTER FISHING BOATS:		18 Boats	
5 spaces per boat =	90 spaces req'd		
SIGHTSEEING BOATS:		5 Boats	353 Seats
1 space per 4 seats =	88 spaces req'd		
PRIVATE BOATS:		49 Boats	
1 space per boat =	49 spaces req'd		
FUEL SLIPS:		10 Boats	
0 spaces req'd			
PONTOON BOATS:		12 Boats	
	26 spaces req'd		
WAVE RUNNERS:		38 Wave Runners	
	10 spaces req'd		
PARASAIL/SNORKEL BOATS:		4 Boats	
	12 spaces req'd		
TOTAL MARINA	275 Spaces req'd		

EXHIBIT B						
Ultimate HarborWalk Marina Parking Analysis						
Area	Number	Use	Seats	MMTD Designation	MMTD Parking Required	Total Spaces Required
HarborWalk	34	Jetskis (20)		713930 (g) Marinas	0.25	8.5
	18	Pontoon Boats (8)	10	713930 (e) Marinas	0.25	45
	1	Glass Bottom Boat	149	713930 (d) Marinas	0.25	37.25
	1	Beach Shuttle	16		0	0
	1	Water taxi	16		0	0
	4	Charter Boats		713930 (c) Marinas	5	20
	12	Transient		None	0	0
Total Slips:	**71**					**110.75**
East Pass	1	Legendary		713930 Marinas	1	1
	1	Emerald Dancer	49	713930 (d) Marinas	0.25	12.25
	1	Nathaniel Bowditch	30	713930 (d) Marinas	0.25	7.5
	7	Transient		None	0	0
Total Slips:	**10**					**20.75**
Kelly Docks	29	Charter Boats		713930 (c) Marinas	5	145
	2	Swoops I and II	49	713930 (d) Marinas	0.25	24.5
	1	Innkeeper (Private)		713930 Marinas	1	1
	1	Southern Star	149	713930 (d) Marinas	0.25	37.25
	1	Sea Blaster	125	713930 (d) Marinas	0.25	31.25
	4	Transient			0	0
	1	Jet Party Barge		N/A		0
	4	Fuel Docks				
Total Slips:	**43**					**239**
Grand Total:	**124**	**Slips**				**370.5**
					Use	**371**

TABLE 1
SUMMARY OF PARKING REQUIREMENT ADJUSTMENTS

LAND USE	TOTAL	UNITS	PARKING REQUIREMENT			
			Weekday		Saturday	
			Demand ratio	Requirement	Demand ratio	Requirement
General Retail / Service	225,000	square feet	see text	694.0	see text	694.0
Residential Non-CBD (Multi-family)	382	units	see text	655.0	see text	655.0
Hotel:						
Guest room	251	units	see text	311.0	see text	311.0
Restaurant/lounge	0	square feet	10.000	0.0	10.000	0.0
Conference Area	15,000	square feet	see text	13.0	see text	13.0
Convention Area as exhibition hall	0	square feet	5.000	0.0	5.000	0.0
Marina				267.0		317.0
GRAND TOTAL WITHOUT HOURLY ACCUMULATIONS				**1,940.0**		**1,990.0**
GRAND TOTAL ADJUSTED PARKING WITH HOURLY ACCUMULATIONS ACCOUNTED FOR				**1,629**		**1,571**

NOTES:

Demand ratio is in units of demand per 1,000 sq. ft. GLA or as shown.
General Retail/Service demand has been adjusted to reflect an estimated 20% internal capture and alternate modes of transportation.
Marina demand has been adjusted to reflect an estimated 10% internal capture.
Hotel Conference Area has been adjusted to reflect an estimated 95% internal capture.

TABLE 2
REPRESENTATIVE HOURLY ACCUMULATION
BY PERCENTAGE OF PEAK HOUR
SATURDAY
from Shared Parking, a Study Conducted Under the Direction of ULI-The Urban Land Institute, Barton-Aschman Associates, Inc., Fourth Printing, 1990

HOUR OF DAY	OFFICE	RETAIL/SERVICE	CINEMA	RESTAURANT	RESIDENTIAL NON-CBD	MARINA	HOTEL			
							GUEST ROOM	RESTAURANT/ LOUNGE	CONFERENCE ROOM	CONVENTION AREA
6 :00am	0%	0%	0%	0%	100%	90%	90%	20%	0%	0%
7 :00am	20%	3%	0%	2%	95%	100%	70%	20%	0%	0%
8 :00am	60%	10%	0%	3%	88%	100%	60%	20%	50%	50%
9 :00am	80%	30%	0%	6%	81%	100%	50%	20%	100%	100%
10 :00am	80%	45%	0%	8%	74%	100%	40%	20%	100%	100%
11 :00am	100%	66%	0%	10%	71%	100%	35%	30%	100%	100%
12 :00pm	100%	75%	30%	30%	71%	100%	30%	30%	100%	100%
1 :00pm	80%	70%	70%	45%	70%	100%	30%	45%	100%	100%
2 :00pm	60%	70%	70%	45%	71%	100%	35%	45%	100%	100%
3 :00pm	40%	70%	70%	45%	73%	100%	40%	45%	100%	100%
4 :00pm	40%	70%	70%	45%	75%	100%	50%	45%	100%	100%
5 :00pm	20%	75%	70%	60%	81%	25%	60%	60%	100%	100%
6 :00pm	20%	95%	80%	90%	85%	10%	70%	90%	100%	100%
7 :00pm	20%	100%	90%	95%	87%	5%	80%	95%	100%	100%
8 :00pm	20%	95%	100%	100%	92%	5%	90%	100%	100%	100%
9 :00pm	0%	90%	100%	100%	95%	5%	95%	100%	100%	100%
10 :00pm	0%	75%	100%	95%	96%	5%	100%	95%	50%	50%
11 :00pm	0%	60%	80%	85%	98%	5%	100%	85%	0%	0%
12 :00am	0%	0%	70%	70%	100%	5%	100%	70%	0%	0%

TABLE 3

REPRESENTATIVE HOURLY ACCUMULATION
BY PERCENTAGE OF PEAK HOUR
WEEKDAY

from Shared Parking, a Study Conducted Under the Direction of ULI-The Urban Land Institute, Barton-Aschman Associates, Inc., Fourth Printing, 1990

HOUR OF DAY	OFFICE	RETAIL/SERVICE	CINEMA	RESTAURANT	RESIDENTIAL NON-CBD	MARINA	HOTEL			
							GUEST ROOM	RESTAURANT/ LOUNGE	CONFERENCE ROOM	CONVENTION AREA
6 :00am	3%	0%	0%	0%	100%	90%	100%	20%	0%	0%
7 :00am	20%	8%	0%	2%	87%	100%	85%	20%	0%	0%
8 :00am	63%	18%	0%	5%	79%	100%	65%	20%	50%	50%
9 :00am	93%	42%	0%	10%	73%	100%	55%	20%	100%	100%
10 :00am	100%	68%	0%	20%	68%	100%	45%	20%	100%	100%
11 :00am	100%	75%	0%	30%	59%	100%	35%	30%	100%	100%
12 :00pm	90%	75%	30%	50%	60%	100%	30%	50%	100%	100%
1 :00pm	90%	75%	70%	70%	59%	100%	30%	70%	100%	100%
2 :00pm	97%	75%	70%	60%	60%	100%	35%	60%	100%	100%
3 :00pm	93%	75%	70%	60%	61%	100%	35%	55%	100%	100%
4 :00pm	77%	70%	70%	50%	66%	100%	45%	50%	100%	100%
5 :00pm	47%	70%	70%	70%	77%	25%	60%	70%	100%	100%
6 :00pm	23%	85%	80%	90%	85%	10%	70%	90%	100%	100%
7 :00pm	7%	99%	90%	100%	94%	5%	75%	100%	100%	100%
8 :00pm	7%	100%	100%	100%	96%	5%	90%	100%	100%	100%
9 :00pm	3%	95%	100%	100%	98%	5%	95%	100%	100%	100%
10 :00pm	3%	80%	100%	90%	99%	5%	100%	90%	50%	50%
11 :00pm	0%	60%	80%	70%	100%	5%	100%	70%	0%	0%
12 :00am	0%	0%	70%	50%	100%	5%	100%	50%	0%	0%

TABLE 4
REPRESENTATIVE HOURLY ACCUMULATION
for a
SATURDAY
from Shared Parking, a Study Conducted Under the Direction of ULI-The Urban Land Institute, Barton-Aschman Associates, Inc., Fourth Printing, 1990

HOUR OF DAY	OFFICE	RETAIL/SERVICE	CINEMA	RESTAURANT	*RESIDENTIAL NON-CBD	MARINA	HOTEL				TOTAL
							GUEST ROOM	RESTAURANT/ LOUNGE	CONFERENCE ROOM	CONVENTION AREA	
6 :00am	0	0	0	0	655	285	280	0	0	0	1,220.2
7 :00am	0	21	0	0	622	317	218	0	0	0	1,177.8
8 :00am	0	69	0	0	576	317	187	0	7	0	1,155.9
9 :00am	0	208	0	0	531	317	156	0	13	0	1,224.3
10 :00am	0	312	0	0	485	317	124	0	13	0	1,251.4
11 :00am	0	458	0	0	465	317	109	0	13	0	1,361.9
12 :00pm	0	521	0	0	465	317	93	0	13	0	1,408.9
1 :00pm	0	486	0	0	459	317	93	0	13	0	1,367.6
2 :00pm	0	486	0	0	465	317	109	0	13	0	1,389.7
3 :00pm	0	486	0	0	478	317	124	0	13	0	1,418.4
4 :00pm	0	486	0	0	491	317	156	0	13	0	1,462.6
5 :00pm	0	521	0	0	531	79	187	0	13	0	1,329.9
6 :00pm	0	659	0	0	557	32	218	0	13	0	1,478.5
7 :00pm	0	694	0	0	570	16	249	0	13	0	1,541.5
8 :00pm	0	659	0	0	603	16	280	0	13	0	1,570.7
9 :00pm	0	625	0	0	622	16	295	0	13	0	1,571.2
10 :00pm	0	521	0	0	629	16	311	0	7	0	1,482.7
11 :00pm	0	416	0	0	642	16	311	0	0	0	1,385.2
12 :00am	0	0	0	0	655	16	311	0	0	0	981.9

*Residential Non-CBD: See text for weekend demand

TABLE 5
REPRESENTATIVE HOURLY ACCUMULATION
for a
WEEKDAY
from Shared Parking, a Study Conducted Under the Direction of ULI-The Urban Land Institute, Barton-Aschman Associates, Inc., Fourth Printing, 1990

HOUR OF DAY	OFFICE	RETAIL/SERVICE	CINEMA	RESTAURANT	RESIDENTIAL NON-CBD	MARINA	HOTEL				TOTAL
							GUEST ROOM	RESTAURANT/ LOUNGE	CONFERENCE ROOM	CONVENTION AREA	
6 :00am	0	0	0	0	655	240	311	0	0	0	1,206.3
7 :00am	0	56	0	0	570	267	264	0	0	0	1,156.7
8 :00am	0	125	0	0	517	267	202	0	7	0	1,118.0
9 :00am	0	291	0	0	478	267	171	0	13	0	1,220.7
10 :00am	0	472	0	0	445	267	140	0	13	0	1,337.3
11 :00am	0	521	0	0	386	267	109	0	13	0	1,295.8
12 :00pm	0	521	0	0	393	267	93	0	13	0	1,286.8
1 :00pm	0	521	0	0	386	267	93	0	13	0	1,280.3
2 :00pm	0	521	0	0	393	267	109	0	13	0	1,302.4
3 :00pm	0	521	0	0	400	267	109	0	13	0	1,308.9
4 :00pm	0	486	0	0	432	267	140	0	13	0	1,338.1
5 :00pm	0	486	0	0	504	67	187	0	13	0	1,256.5
6 :00pm	0	590	0	0	557	27	218	0	13	0	1,404.1
7 :00pm	0	687	0	0	616	13	233	0	13	0	1,562.4
8 :00pm	0	694	0	0	629	13	280	0	13	0	1,629.1
9 :00pm	0	659	0	0	642	13	295	0	13	0	1,623.0
10 :00pm	0	555	0	0	648	13	311	0	7	0	1,534.5
11 :00pm	0	416	0	0	655	13	311	0	0	0	1,395.8
12 :00am	0	0	0	0	655	13	311	0	0	0	979.4

CITY OF DESTIN
CONCURRENCY EVALUATION CERTIFICATION
TRAFFIC
(MULTIMODAL SUBDISTRICT – OLD TOWN)

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The following certificate, in conjunction with a trip generation and distribution analysis, must be completed in full and certified by the following:

- Any Professional Consulting Firm employing methodology approved by the Florida Department of Transportation and the City of Destin.

This section is to be completed in full by the project representative (i.e. Engineer/Consultant of record). If more space is needed to complete, please attach separate sheet with additional information.

Project Name: HarborWalk Phase 2. revised April, 2009 for Tier 2 approval **Type of Development:** Mixed Use

Project Location: South of US 98 at Marler Bridge **Parcel ID#:** Phase 2 of 00-2S-22-0630-0000-0900/1000/090A/10A0/113A

Project Representative(s) Name: Tom Patton **Phone #:** 850-337-8000

City of Destin public road(s) with direct access to project: Road "A": US 98

Road "B": Stahlman Avenue Road "C": _____

REMINDER: The types of uses and number of units, if applicable, contained in the trip generation and distribution analysis must match the information contained in the development order application and accompanying site plan.

Project trips on adjacent roads must be distributed out from the project site on all adjacent roads, including U.S. Highway 98, until they reach 5 % of total trips generated. Additionally, you must fill out trip distribution table below and attach a map depicting the trips generated and in which direction they are headed.

Link	Description of Link	Remaining Capacity Less Committed City Trips[1]	Tentative Project Trips	Remaining Capacity Less Committed & Tentative Trips
Segment A				
1-2	Between East Pass Bridge and Stahlman Ave.	846	25	821
2-3	Between Stahlman Ave. and Benning Dr.	163	38	125
3-4	Between Benning Dr. and Beach Dr.	400	45	355
4-5	Between Beach Dr. and Main St.	406	41	365
5-6	Between Main St. and Gulf Shore Dr.	876	26	850
Segment B				
1-2	Between Gulf Shore Dr. and Airport Rd.	461	25	436
2-3	Between Airport Rd. and Scenic Hwy. 98	947	21	926
Segment C				
1-2	Between Scenic Hwy. 98 and Henderson Beach Dr.	104	17	87
2-3	Between Henderson Beach Dr. and Triumph Dr.	869	13	856
3-4	Between Triumph Dr. and Matthew Blvd.	992	11	981
4-5	Between Matthew Blvd. and Danny Wuerffel Way	530	7	523
5-6	Between Danny Wuerffel Way & Crystal Beach Dr.	1,626	3	1,623

[1] City of Destin MMTD Capacity Table 10-02-08

6-7	Between Crystal Beach Dr. and Regatta Bay Blvd.	2,041	1	2,040
7-8	Between Regatta Bay Blvd. and Tequesta Drive	-28	1	--29
8-9	Between Tequesta Dr and Walton County Line	623	2	621
Airport Rd. A	Between US Hwy. 98 and Indian Bayou Trail	403	4	399
Airport Rd. B	Between Indian Bayou Tr. and Main St.			
Azalea Dr.	Between Stahlman Ave. and Benning Dr.			
Beach Dr.	Between US Hwy. 98 and Kelly St.	269	4	265
Benning Dr.	Between US Hwy. 98 and Kelly St.	352	4	348
Calhoun Ave.	Between US Hwy. 98 and Kelly St.			
Commons Blvd. A	Between Two Trees Rd. and Henderson Beach Rd.			
Commons Blvd. B	Between Henderson Beach Rd. and Triumph Dr.			
Commons Blvd. C	Between Triumph Dr. and Kelly Plantation Dr.			
Commons Blvd. D	Between Kelly Plantation Dr. and Matthew Blvd.			
Gulf Shore Dr.	Between US Hwy. 98 and the Curve	365	7	358
Hutchinson St.	Between US Hwy. 98 and Scenic Hwy. 98			
Indian Bayou Tr. A	Between Airport Rd. and Two Trees Rd.			
Indian Bayou Tr. B	Between Two Trees Rd. and Country Club Dr.			
Indian Tr.	Between Main St. and Deerfield Dr.			
Kelly St.	Between Stahlman Ave and Main St.			
Legion Dr. A	Between Benning Dr. and Beach Dr.			
Legion Dr. B	Between Beach Dr. and Main St.			
Main St. A	Between US Hwy. 98 and Airport Rd.	1,177	8	1,169
Main St. B	Between Airport Rd. and Kelly St.			
Matthew Blvd.	Between Scenic Hwy. 98 and US Hwy. 98			
Mountain Dr.	Between Stahlman Ave. and Benning Dr.			
Scenic Hwy 98 East	Between US Hwy. 98 and Restaurant Row			
Scenic Hwy 98 West	Between Matthew Blvd. and Walton Co. Line			
Sibert Ave.	Between Calhoun Ave. and Kelly St.			
Stahlman Ave.	Between US Hwy. 98 and Kelly St.	507	8	499
Two Trees Rd. A	Between US Hwy. 98 and Commons Blvd.	542	0	542
Two Trees Rd. B	Between Commons Blvd. and Indian Bayou Tr.			

What mitigation measures are proposed to return the projected reduction in LOS to the adopted LOS or better? (Attach a description of any proposed roadway/multimodal improvements, a timetable for completion of proposed improvements, how the improvement shall be funded, a cost estimate, applicant's proportionate fair share amount, etc.)

The following multimodal design criteria must be met for projects located in multimodal district A. *Please attach an explanation for any multimodal concurrency requirements that are <u>not</u> met:

1. Intensity/density. Does the proposed project maximize the allowable intensity or density allowed in this zoning district? ___Yes X No.

2. Diversity of land uses. If the site is located in a mixed-use zoning district, does the proposed project provide a minimum of two land uses? X Yes ___No ____N/A. If no, does the proposed development provide a complementary land use to adjacent land uses within ¼-mile of the site (either by increasing the mix of uses, providing an off-peak for activity or housing for a mix of income levels)? ___Yes ___No.

3. Building/site design.

   A. Is the building set at the minimum setback directly adjacent to the public sidewalk network? ___Yes X No.
   B. Building orientation. Does the proposed building orientation provide direct access to the public sidewalk network? X Yes ___No.

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C. Parking location. Is on-site parking located so that it is not between the primary pedestrian entrance and the sidewalk? ___Yes X No[2]

D. Façade line. Does the proposed project provide for a continuous façade line with other buildings along the block? ___Yes X No.

E. Transparency. Does the proposed project provide a minimum of 60% transparency and no more than a maximum of 75% transparency along the primary right-of-way for all non-residential ground floor uses, and a minimum of 40% transparency and no more than a maximum of 75% transparency along any secondary rights-of-way (corner lots) for all non-residential ground floor uses? X Yes ___ No.

4. Multimodal transportation infrastructure.

A. Does the proposed project provide sidewalk connections between all public sidewalks, transit stops, buildings, parking lots and adjacent land uses? X Yes ___No.

B. For retail-oriented streets, is a 10' sidewalk provided along the public right-of-way? X Yes[3] ____No.

C. Does the proposed project provide shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure? X Yes 3) ___No.

D. Does the proposed project provide a transit shelter, as defined in section 7.09.03G.2.(iv)(a)? X Yes___No.

E. Does the proposed project provide bicycle parking? X Yes____No.

5. Access management.

A. Does the proposed project provide shared-driveway access with a neighboring parcel? X Yes[4] ___No.

B. Does the proposed project provide pedestrian cross-access between neighboring parcels? X Yes[4] ___No.

C. Does the proposed project provide automobile cross-access between neighboring parcels? X Yes[4] ___No.

D. Does the proposed project avoid providing direct access to U.S. Highway 98?___Yes X No.

6. North and South Harbor connections (applies to projects located within and adjoining the North and South Harbor districts). Does the proposed project provide on-site connections that facilitate access to and within the North and South Harbor districts? X Yes ___No.

* Single-family detached residential development does not have to meet these criteria.

I, Richard A. Hall, P.E. **, hereby certify that the information contained in this is Concurrency Evaluation Certification and the attached supporting trip generation and distribution analysis is true and correct.**

Signature	President, Hall Planning & Engineering, Inc.	May 26, 2009
	Title	Date

This section to be completed by the City Transportation Manager:

I certify that the traffic analysis and information provided herein is accurate and the project, as presented, meets all City of Destin requirements for determination of traffic concurrency.

Signature	Transportation Consultant	12/28/09
	Title	Date

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[2] Limited parking from service road for guest check-in and some parallel on street parking

[3] 10'sidewalk from east property line to Stahlman

[4] Will provide access to the extent allowed by the adjoining property owner

DESTIN WATER USERS, INC.
P O Box 308
Destin, Florida 32540-0308
(850) 837-6146

CELEBRATING 50 YEARS OF VISION, QUALITY, AND STEWARDSHIP

September 24, 2024

Water and Sewer Service is available to serve the property identified at the service address below; however, permission to serve the property is withheld until plans, specifications and flow calculations for the use of the property have been reviewed and approved by DWU staff and all associated fees and deposits have been paid. Contact Monic Wallis (mwallis@dwuinc.com; 850-337-3937) for plans review and Terra Pruett (tpruett@dwuinc.com; 850-337-3904) for fees and deposits.

SERVICE ADDRESS: 34 Harbor Blvd

Terra Pruett
New accounts/ Customer service
DESTIN WATER USERS, INC.

THE NEIGHBORHOOD COMPANY

January 17, 2025

The Legendary Companies
Attn: Mr. Greg Darden, VP of Development
4471 Legendary Drive
Destin, FL 32541

Subject: HarborWalk Village Phase 2 – Confirmation of Development Plan Compliance

Dear Mr. Darden:

As requested, this letter outlines my professional determination and opinion of compliance with the Harborwalk Village Phase 2 plans (The Plans) prepared, signed, and sealed by Connelly & Wicker Inc., dated January 2025, and received January 17, 2025 with the Destin Comprehensive Plan: 2010, Land Development Code through Supplement No. 8 (LDC), all other valid city ordinances as of October 27, 2005, and the requirements and conditions stated within the associated amended development orders.

Throughout my tenure with the City of Destin from 1999 to 2016, I was involved with all aspects of reviewing the HarborWalk Village development proposals. Over those almost 17 years, I held positions with the city as City Planner, Current Planning Manager, Community Development Director, and interim City Manager. As Community Development Director, I was the primary reviewer for the development order application related to Final Amended Development Order No. 10-02 dated December 18, 2009, aka – HarborWalk – Village, 3rd Amendment (HWV, 3rd Amendment) and Technical Review Committee (TRC) stamped approved plans dated November 5, 2009.

The Plans, to the best of my knowledge and supporting information provided at this time, are in substantial compliance with the Destin Comprehensive Plan: 2010, 2005 Land Development Code through Supplement No. 8 (LDC), all other valid city ordinances as of October 27, 2005, and the requirements and conditions stated within the associated amended development orders.

The proposed hotel/condotel (transient lodging), short-term multi-family dwelling (condominium), and commercial/shopping center uses remain consistent with those uses previously approved and considered compatible with the surrounding uses. Additionally, the proposed maximum density of 382 units and the maximum intensity - Floor Area Ratio (FAR) of 882,090 SF are also consistent with those amounts previously approved. Lastly, the proposed height, setbacks, buffers, and open space remain consistent with the previously approved standards and requirements; thus, maintaining the project's compatibility and not negatively impacting the community.

It is understood through conditions of the amended development orders and future permit review processes, the city will continue to evaluate and review the permitting documents prepared and submitted to implement the Plans I reviewed to ensure further compliance with the above stated determination.

5618 Whispering Willow Way, Fort Myers, FL 33908 | 850.803.5621
www.theneighborhood.company

In conclusion, it is my determination and professional opinion the Plans are to the best of my knowledge in substantial compliance with the Destin Comprehensive Plan: 2010, 2005 Land Development Code through Supplement No. 8 (LDC), all other valid city ordinances as of October 27, 2005, and the requirements and conditions stated within the associated amended development orders. The subsequent plans and supporting materials provided at the time of permitting to include and are not limited to, construction plans, architectural plans, and applicable supporting documents, will provide further details and findings to ensure the project remains substantially consistent with the Plans and maintaining HarborWalk Village's overall compatibility and benefit to the community.

If you have any further questions or need clarification, please do not hesitate to contact me.

Sincerely,
The Neighborhood Company

Kenrick S. Gallander, AICP
Vice President, Partner

5618 Whispering Willow Way, Fort Myers, FL 33908 | 850.803.5621
www.theneighborhood.company

FILE # 2948540 RCD: 09/02/2014 @ 04:00 PM, BK: 3162 PG: 3151 RECORDING: $24.00 RECORDING ARTICLE V: $20.00 DEPUTY CLERK CWEAVER DON W. HOWARD, CLERK OF COURTS, OKALOOSA COUNTY FL

This Instrument Prepared By & Return To:
Whitney L. Smith, Esq.
Fleet & Smith, PA
1283 N. Eglin Parkway, Suite A
Shalimar, FL 32579

MEMORANDUM OF LEASE

This MEMORANDUM OF LEASE is made as of August 4, 2014 by and between **KELLY BOAT SERVICES, LC**, a Florida limited liability company, 4635 Gulfstarr Drive, Suite 300 ("Landlord"), and **PELICAN POINT HARBOR, INC.**, n/k/a **PELICAN POINT HARBOR**, LLC, a Florida corporation, 4471 Legendary Drive, Destin, FL 32541 ("Tenant").

WITNESSETH:

A. Landlord and Tenant have entered into a lease dated March 10, 1992 (which instrument as amended and modified from time to time is collectively herein called "Lease") relating to that real property and all improvements thereon more fully described on Exhibit "A", hereinafter referred to as the "Premises"

B. The parties hereto wish to reflect certain terms of the Lease in the public records of Okaloosa County, Florida to provide all parties notice thereof.

NOW, THEREFORE, in consideration of the mutual benefits to be derived here from, the parties hereto agree as follows:

1. Lease in Effect. The Lease of the Premises by Landlord to Tenant is in full force and effect.

2. Term. The initial term of the lease shall end on December 31, 2021. Tenant has exercised its two additional terms of Ten (10) years each, with the last Ten (10) year lease term beginning on January 1, 2032.

3. Alterations. Tenant has the right to make alterations and additions to the Premises including the right to tear down and remove, relocate, rebuild, make additions to or deletions from and improvements on the leased Premises.

4. Mechanics Liens. The Lessor assumes no liability to any contractor, subcontractor, laborer, materialmen, or any party whatsoever for any improvements, materials or alterations which may be made or incorporated in the premises by Lessee. The Lessee shall hold the Lessor harmless and indemnify Lessor from any mechanic's, contractors, subcontractors, materialmen's or any liens whatsoever arising by reason of such improvements made by the Lessee. The interest of the Lessor in and to the leased premises shall not be subject to such liens and such liability is hereby expressly prohibited.

5. Right of First Refusal. In the event Landlord receives an offer which is acceptable to Landlord for the acquisition directly or indirectly of substantially all of the Leased

Premises or for acquisition directly or indirectly of control over Landlord or its successors, then Tenant has a first right of refusal to purchase the Premises as set forth in the Lease.

6. Lease. This Memorandum of Lease is not a complete summary of the Lease. Provisions in this Memorandum of Lease shall not be used to interpret the provisions of the Lease, and, in the event of conflict between this Memorandum of Lease and the Lease, the Lease shall control.

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

Witness

Witness

Witness

Witness

KELLY BOAT SERVICES, LC

By: Imogene Kelly
Its: Manager

By: Larry Reeder
Its: manager

Witness

Witness

PELICAN POINT HARBOR, INC.
n/k/a Pelican Point Harbor, LLC

By: Peter H. Bos
Its: President

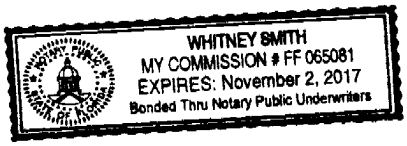
STATE OF FLORIDA

COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 23rd day of April, 2014, by **Imogene Kelly and Larry E. Reeder as Co-Managers of Kelly Boat Services, LC,** who:

__X__ are personally known to me.
_____ produced a current _____ driver's license as identification.
_____ produced _____ as identification.

{SEAL}



Notary Public
My Commission Expires:

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 27th day of August, 2014, by Peter Bos, who:

✓ is personally known to me.
_____ produced a current _____ driver's license as identification.
_____ produced _____ as identification.

{SEAL}

WENDY PARKER
Notary Public - State of Florida
My Comm. Expires Apr 13, 2018
Commission # FF 088919

Notary Public
My Commission Expires:

EXHIBIT "A"

LOTS 8 & 9, MORENO PONIT MILITARY RESERVATION AS RECORDED IN DEED BOOK 25, PAGE 573, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

449 West Main Street
Pensacola, Florida 32502
Phone: 850.438.9661

Project Update: US 98 and Stahlman Avenue Congestion Management and Safety Improvements

Overview:
The December 2024 draft report by BDI proposes solutions to ease congestion, boost pedestrian safety, and support growth at US 98 and Stahlman Avenue.

Key Findings:

- Traffic: Peak of 2,226 vehicles/12 hours, LOS F, with frequent rear-end and angle crashes.
- Pedestrian Safety: High foot and bike traffic near tourist spots increases risks.
- Data: Based on FDOT studies, traffic counts, and crash reports.

Proposed Solutions:

1. Eastbound Right Turn (Harborview): Dedicated lane to cut delays, part of Phase 2 plan.
2. Median Barriers: East and west of Stahlman to stop unsafe crossings.
3. Crossing Changes: Remove north/south crossings at Stahlman, redirect to mid-block or under Marler Bridge.
4. Elevated Crossing: East of Stahlman, ADA-compliant, separating pedestrians from traffic.
5. Left-Turn Extension: Longer northbound lane at Stahlman to ease queues.
6. Zerbe Street: Convert to right-in/right-out for simpler, safer flow.

Benefits:

- Reduces crashes and pedestrian conflicts.
- Cuts delays, improves signal timing.
- Supports tourism and traffic development.

Implementation:

- Phase 1 (3-6 months): Coordinate with stakeholders, finalize agreements, ensure FDOT compliance.
- Phase 2 (6-12 months): Design and permit solutions.
- Phase 3 (3-6 months): Secure funding, award contracts.
- Phase 4 (12-18 months): Build, starting with crossing and barriers.
- Phase 5 (Ongoing): Monitor results.

Possible Funding:

- Public: Federal (STBG, TAP, CMAQ, HSIP)
- State (FDOT, SUN Trail), local funds.
- County

Collaboration:

- Working with FDOT, Okaloosa County, and Legendary Group (verbal crossing agreement), aligning with Marler Bridge PD&E.

Current Status:
The report is under third-party traffic planner review to evaluate solutions (e.g., turn lane, crossing eliminations) and flag gaps or needed upgrades. Findings will refine the final plan. Stakeholder

449 West Main Street
Pensacola, Florida 32502
Phone: 850.438.9661

coordination and funding outreach are active, with Phase 1 set for 3-6 months pending approvals and resources.

Next Steps:

- Integrate third-party feedback.
- Submit final report.

City of Destin

January 28, 2003 **Order No. 02-55**

Final Development Order:

"HARBORWALK – VILLAGE":
A MAJOR DEVELOPMENT
(SP-00-57)

Based upon the City Council's approval of this Development Order on October 21, 2002, this document will serve as your Final Development Order, to include all of the provisions of the attached Technical Review Committee Report and with the following conditions, as specified by the City Council:

BACKGROUND / ISSUE:

Applicant:	Pelican Point Harbor, Inc., on behalf of East Pass Investors, Inc., Kelly Boat Services, LLC, and Amos & Erhart & Melvin Trustees/Coleman L. Kelly Testamentary Trust.
Request:	The proposed project, "HarborWalk – Village," is a mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium.
Location:	The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property Appraiser's parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A
Parcel Size:	The combined parcel area contains 14.70 acres, more or less
Future Land Use:	Mixed Use (MU)
Zoning District:	Business Tourism (BT)
Density:	Allowed: 30 Lodging Units per acre Proposed: 23.1 Lodging Units (339 bedrooms) per acre
Intensity:	Allowed: 1.07 Floor Area Ratio (FAR) Proposed: 0.72 FAR (per Code Definition: 0.21FAR)
Application Date:	October 16, 2000
TRC Date:	November 15, 2000
Approved Site Plan Date:	August 26, 2002
Planning Commission Date:	September 5, 2002
City Council Date:	October 7, 2002, and October 21, 2002

DETERMINATIONS:

1. The Destin City Council held a hearing on October 7, 2002, and October 21, 2002. The City Council approved the development by a vote of 5-1. The recommended motion to approve the project as presented by staff, and documented in the TRC report, subject to all of the conditions identified within the report dated August 26, 2002, amended September 30, 2002, and October 21, 2002; and

2. The Planning Commission considered the proposal on September 5, 2002, and recommended that the City Council approve the proposed project as presented by staff. The motion passed by a vote of 4-1; and

3. All the findings of the Technical Review Committee report dated August 26, 2002, amended September 30, 2002, and October 21, 2002, are incorporated herein.

CONDITIONS OF APPROVAL FOR "HARBORWALK - VILLAGE": A MAJOR DEVELOPMENT (SP-00-57):

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

   Construction must commence within twelve (12) months of approval of the Final Development Order on October 21, 2002 (no later than October 21, 2003).

   WARNING: If the applicant/owner has not obtained a construction permit(s) within 365 days of issuance of the final development order, the final development order is void and the application for plan approval must be re-initiated.

   NOTE: An applicant/owner who desires to extend the twelve (12) month deadline shall submit a request to the Community Development Department, no less than sixty (60) days prior to the expiration of the twelve (12) month deadline to obtain a construction permit. The applicant /owner should review Article 2, Section 2.15.00, of the Destin Land Development Code for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1 above, the development order status for "HarborWalk - Village" is protected through October 21, 2007. **However, the protected development order concurrency status will be lost if:**

   A. Construction activity ceases for a period exceeding one (1) year at any time during the term of this Final Development Order, so that concurrency is not maintained under Article 6, Section 6.02.00.B.3 of the Destin Land Development Code, or

   B. Construction permit(s) are not obtained in accordance with Article 2, Section 2.09.00 of the Land Development Code to maintain concurrency.

   C. In cases where construction is phased by the developer over a period of time exceeding one year, reserved capacity for any, or all phases, shall be retained by the developer so long as construction has proceeded in accordance with the schedule on which capacity allocations was originally based. If construction activity ceases, or if the phased development falls behind scheduled phases by a period of one-year following the issuance of the final development, capacity allocation for succeeding

phases, if any, shall be withdrawn and made available to other developers on first come-first served basis under Article 6, Section 6.02.00.B.3 of the Destin Land Development Code.

3. The applicant must obtain City of Destin permits for the following activities on and off site (These may require appropriate bonding):

   A. Disturbance of the City's right-of-way.
   B. Pavement cuts.
   C. Construction of any kind.
   D. Clearing, grubbing, or demolition.
   E. Paving, grading, drainage, sidewalks.
   F. Signage.
   G. Installation of utilities.
   H. Construction trailers.

4. **Prior to the issuance of the Development Order**, all outstanding costs associated with this project that are owed to the City must be paid in full.

5. **Prior to the issuance of the Development Order**, the final set of plans will reference the Final Development Order by notation.

6. No Commercial or Residential Marina is approved with the application. Final design and configuration of all docks and piers shall be in accordance with Destin Harbors and Waterways Board, FDEP, U.S. Army Corps of Engineer's, and Destin City Council approvals.

7. Marina development must adhere to requirements set forth in the LDC, Article 11, Section 11.05.00 and Appendix B, Article III.

8. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to, set backs, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002. In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropriate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestrian oriented impervious open space.

9. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Building heights for commercial zone = three stories maximum, excluding architectural features, such that village character maintained and no material obstruction of view corridors. Maximum building heights, including future and existing structures = 29'-0" from crown of Highway 98 at main entrance to eave of roof at the tallest occupiable portion of building. Height does not include architectural elements or ornamentation.

10. A note on sheet 4 of 11 (Civil Site Plan), sheet A-1.1 (Architectural Overall Site Plan), and sheet L1 (Landscape Plan) shall state the following, "All conditions identified within any and all HarborWalk Development Orders are applicable and shall be adhered to."

11. Each phase/zone, when combined with all prior phases/zones, will be required to comply with all applicable codes as of the date of the Overall Master Site Plan TRC approval (August 26, 2002). Prior to any building permit for each phase will require additional review and approval by City Staff for all applicable code compliance and cumulative code compliance. Working plans/drawings must be submitted to the Community Development Department for each phase in conjunction with the building permit application to the Building Department.

12. No above ground/below ground utility structures/materials or signage will interfere with the location of the required landscaping.

13. **Prior to the issuance of a Clearing/Grading Permit,** a clearing/grading plan must be submitted and approved by the Community Development Department.

14. **Prior to the issuance of any Building Permit (related to this Development Order),** any and all easement agreements needed for that permit must be recorded.

15. **Prior to the issuance of a Building Permit,** a Construction Crane Registration Form, which has been approved by Okaloosa County Airport Authority, must be submitted.

16. It is anticipated that the Applicant may desire to transfer, in the future, one or more parcels or phases within the Project to third parties. Prior to any such conveyance, the Applicant shall submit a signed and sealed survey of any such property to be conveyed ("Replatted Property"), which will be reviewed by City Staff for technical compliance with this development order as a Minor Replat Application. The Applicant shall not be required to seek Planning Commission or City Council approval. Any transferee of the Replatted Property shall not be subject to any additional material and substantial restrictions other than those described in this development order, and such Replatted Property shall have all benefits and obligations described in this development order.

17. All outdoor lighting must be reviewed by the City of Destin prior to installation. Detailed photometric plans, outdoor lighting location plans, and lighting fixture details will be required for review.

18. **Prior to the issuance of any Certificate of Occupancy on any individual phase or building,** all applicable impact fees must be paid on such phase or building.

19. **Prior to the issuance of a Certificate of Occupancy,** the developer will comply with all code landscape material, tree protection (LDC Article 12, Section 12.04.04.D.1) and installation requirements, which all must be reviewed and approved by the Community Development Department, per phase.

20. **Prior to obtaining a demolition permit for any building,** the Applicant shall provide the Community Development Department with an "existing condition" signed and sealed survey of any building to be demolished or relocated in order to determine appropriate credit for impact fees for new construction.

21. The developer/owner shall provide at least eighteen (18) slips devoted to the charter boat fishing fleet.

22. City review and approval shall be required for each phase/zone as defined on Sheet A-1.8, 4 of 11, and 8A of 11,and shall be subject to the following:

A. Any deviation from this final development order, which exceeds the following thresholds, shall be subject to the process required for major deviations to a final development order and pursuant to Article 2, Section 2.06.00 of the City of Destin Land Development Code.

i. Alteration of the location of any:

a. Private road by more than five (5) feet. "Private road" shall be limited to the portion of a private road within the public right-of-way unless a change greater than (5) feet is required by Florida DOT in which case any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Any other private road/vehicular accessway may deviate to the extent that it remains consistent with the "Village Character" as defined in Exhibit "K," (See attached) and maintains the general character as set forth on Sheet L3 of approved plans; or

b. Walkway that is not in general conformity with the walkway system as shown on Sheet L3 of the approved plans or which alteration thereof does not maintain substantial pedestrian connectivity from the public right-of-way to the harbor, from each road intersection, and which does not provide for a substantial pedestrian promenade along the harbor from Building "A" easterly to the east property line as delineated on Sheet L3 of the approved plans; or

c. Landscaping areas (adjustments to planters and plant beds may vary in number, size, and shape) that are not in substantial conformity with Sheet L1 of the approved plans and which do not maintain at least 18% open space landscape area (unless modified by the Community Development Department Condition No. 8.); or

d. Structures having a building footprint larger than 1,500 square feet that deviate more than 50 feet, or

e. Structures having a building footprint that are at or below the previously stated criteria ("d") and that do not remain consistent with the "Village Character" as defined in Exhibit "K" (See attached).

ii. Subject to Condition No. 8 above, any reduction in the total amount of open space landscape area; or

iii. Any change or increase of the use of the site or buildings in total; or

iv. Any increase in height beyond the limits as outlined on Sheet A1.8; or

v. Any amendment to a condition in the final development order that was expressly imposed by the City Council.

B. Any deviation from this final development order and approved plans that is less than the thresholds specified above (minor deviation) shall be subject only to review and approval by the City Staff. No additional compatibility analysis will be required.

23. All site, parking, and stormwater design for each zone/phase shall meet the Destin LDC as of August 26, 2002 prior to each building permit per zone/phase.

24. The existing fuel tanks are in one location on existing engineering site plan (remove the note; to remain) and are shown in a different location on the proposed engineering site plan. Relocation of the existing fuel tanks shall require the appropriate Health Department permit sign off and soil contamination testing. Submit copies of approved permit and testing results prior to obtaining a building permit.

25. **Prior to obtaining a building permit**, the Site Demolition Plan appears to be incomplete. Provide all demolition information.

26. **Prior to obtaining a building permit**, all underground parking structures plans must be signed, sealed and dated by the structural engineer of record if plans are not created by the site civil engineer. Plans shall include but not be limited to, identifying individual parking spaces with dimensions, stormwater considerations (at ramps), accessibility, and loading spaces.

27. **Prior to obtaining any city permit per Development Order**, provide copies of FDOT connection, FDEP stormwater permits, and NPDES stormwater permits.

28. **Prior to obtaining a city permit per zone/phase,** provide copies of Destin Harbor Board approval and FDEP submerged lands permit for Marina Zone only.

29. Column supports for parking areas shall not encroach more than 12" into the sides of any one parking space.

30. Provide a cross-section of parking structure in relation to the green space above the parking structures to provide adequate soil to support the anticipated plant material. A landscape architect shall certify this requirement.

31. At the west accessway, the deceleration lane and a right in – right out with a raised island configuration shall provide enough of a physical deterrent to prevent motor vehicles traveling north from turning left. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way or easement dedication may be required.

32. Project approval is based upon the creation of the new entrance and/or median located west of and immediately adjacent to Building 80A. Such improvements will provide "right-in" and "right-out" only access and prevent to whatever extent possible any west bound Highway 98 traffic entering into this location and further preventing people exiting this location heading west on Highway 98 East. It is understood that the preferred solution is "Alternative A," which provides among other things for the closure of the now existing median cut. In the event such closure is not permittable by FDOT, then "Alternative B" is an approved solution. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit Additional right-of-way dedications or easements may be required.

33. The Stahlman Avenue cut shall be regraded/reconstructed as part of the first zone/phase of construction.

34. The maximum width of the Stahlman Ave. cut shall be 36' from curb face to curb face.

35. Remove all unused portions of existing driveway access cuts and replace with Type 'F' curbing along U.S. Hwy 98 E.

36. Fencing may be required at bridge embankment.

37. Construct the proposed permanent stormwater management facilities prior to the issuance of a Certificate of Occupancy for each phase.

    City approved temporary stormwater management facilities may be utilized during construction of the permanent facilities for each phase. A reasonable review and approval timetable must be recognized by the applicant.

38. Ensure all handicap parking spaces are identified **(striping & signs)** and dimensioned on the site plan, including sign location.

39. Provide more exterior or well-marked interior ADA accessible routes to lower level and dock areas.

40. There appears to be substantial pedestrian traffic on the lower level of the site. Ensure crosswalks throughout and **pedestrian crossing signs** at either end of the lower level loop drive access.

41. All parking spaces adjacent to walkways which are flush with walkway or if walkway is less than 6-feet wide, provide wheel stops. Show on plans and provide details.

42. Re-locate utility and stormwater structures out of sidewalks and crosswalks.

43. Re-draw handicap parking space's ramp at Bamboo Willie's to show "as built" conditions.

44. Identify loading spaces with paint striping/signage. Show on striping/signage plan.

45. Dumpster cannot be included in the loading spaces.

46. Dumping operation, for dumpsters, shall not be in driving access lanes.

47. A cross-access/drainage/utility easement and agreement has been approved by Applicant and City Attorney and recorded on July 29, 2002 in OR Book 2372, Page 248, the Public Records of Okaloosa County.

48. Provide note on the on all exfiltration details on the Grading, Drainage, and Erosion Control Plan: The exfiltration beds shall be inspected by the engineer of record and the City Engineer prior to covering.

49. If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be deemed in non-compliance and a revised stormwater plan shall be resubmitted for review and approval.

50. The project is in the White Sand Zone I. Any red clay or other staining material uncovered during demolition must be removed from the site within 92 hours of uncovering. Prior to importing any fill material onto the site, provide a sample of the fill to the City of Destin Environmental Officer for approval for White Sand Zone I use.

51. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade." Such obligation may be subsequently assigned to another responsible party with notice to the City of Destin.

52. It appears that a very large amount material (soil) will be leaving the site during construction. Provide a routing plan showing how this material will be excavated and removed from the site (truck, barge, etc.) and will be routed through the city. The plan shall include but not be limited to, dealing with wet material and traffic control, as necessary.

TECHNICAL REVIEW COMMITTEE REPORT

"HARBORWALK – VILLAGE": A MAJOR DEVELOPMENT (SP-00-57)

TRC Report: August 26, 2002, Amended September 30, 2002, and October 21, 2002

ISSUE:

Applicant:	Pelican Point Harbor, Inc., on behalf of East Pass Investors, Inc., Kelly Boat Services, LLC, and Amos & Erhart & Melvin Trustees/Coleman L. Kelly Testamentary Trust.
Request:	The proposed project, "HarborWalk – Village," is a mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium.
Location:	The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property Appraiser's parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A
Parcel Size:	The combined parcel area contains 14.70 acres, more or less
Future Land Use:	Mixed Use (MU)
Zoning District:	Business Tourism (BT)
Density:	Allowed: 30 Lodging Units per acre Proposed: 23.1 Lodging Units (339 bedrooms) per acre
Intensity:	Allowed: 1.07 Floor Area Ratio (FAR) Proposed: 0.72 FAR (per Code Definition: 0.21FAR)
Application Date:	October 16, 2000
TRC Date:	November 15, 2000
Approved Site Plan Date:	August 26, 2002
Planning Commission Date:	September 5, 2002
City Council Date:	October 7, 2002, and October 21, 2002

DISCUSSION/FINDINGS:

Pelican Point Harbor, Inc., on behalf of East Pass Investors, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust is requesting approval of a Major Development identified as "HarborWalk – Village." The proposed mixed-use development consists of 199,999 sq. ft. of commercial shopping center and 170-unit condominium. The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A. The combined parcel area contains 14.70 acres, more or less.

The project, as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review and meets the minimum requirements with conditions as described on pages 11-14. Refer to the attached Compatibility Analysis from the City's Compatibility Consultant, Mr. Les Solin, and dated August 23, 2002. Mr. Solin also provided in a memorandum to Mr. Jerry Mucci on August 23, 2002 (See attached) further professional observations the City may want to consider in regards to the project. Staff wants to add that the applicant has contributed, as part of the City Council Report and Recommendation Exhibit "J", computer generated graphics and cross sections to facilitate a better understanding of the scale and relationships between the various components of this project.

The proposed request is consistent with the Comprehensive Plan and Land Development Code, which include a Compatibility review, Concurrency Management review, and a Level of Service review. This project is not located within the Community Redevelopment Area.

The Technical Review Committee (TRC) reviewed and approved the project with specific conditions.

COMPREHENSIVE PLAN/ZONING:

The property currently has a Future Land Use designation of Mixed Use (MU) and a Zoning designation of Business Tourism (BT). The proposed use is consistent with the MU Future Land Use designation and is a permitted principal use in the BT Zoning District.

COMPATIBILITY:

The project, as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review and meets the minimum requirements with conditions. Refer to the attached Compatibility Analysis from the City's Compatibility Consultant, Mr. Les Solin, and dated August 23, 2002.

As of September 5, 2002, Staff and Les Solin (Compatibility Consultant) have received additional graphic pictorials. Mr. Solin stated that he is satisfied with the additional documentation and affirms his previous determination that the project is compatible subject to Applicant's compliance with the conditions specified on pages 8 and 9 of Mr. Solin's August 23, 2002, Compatibility Analysis.

Note: Additional comments regarding this development and aspects of compatibility are provided in the "Comments/Conditions" section found on pages 18, 19, 20, and 21 of 27.

DENSITY:

Allowed: 30 Lodging Units per acre
Proposed: 23.1 Lodging Units (339 bedrooms) per acre

HEIGHT:

The BT Zoning District does not have a maximum building height. Building height in this district is determined by a compatibility analysis. Refer to the attached Compatibility Analysis Report from Les Solin, dated August 23, 2002, which describes the height and finds the proposed project compatible with the surrounding area in regards to height.

FLOOR AREA RATIO:

The Mixed Use Future Land Use designation has a maximum floor area ratio (FAR) of 1.07.

The FAR calculation methodology as defined in Article 3, Section 3.00.01 "Floor Area Ratio" of the Destin Land Development Code is as follows:

$$\frac{\text{(Total gross floor area) - (Total square feet of required setbacks and open space + parking)}}{\text{Total square feet of site}} = \text{FAR}$$

$$\frac{\text{(461,928 sq. ft.) - (115,374 sq. ft. + 213,816 sq. ft. of parking)}}{\text{640,332 sq. ft.}} = \text{FAR}$$

$$\frac{(461{,}928 \text{ sq. ft.}) - (329{,}190 \text{ sq. ft.})}{640{,}332 \text{ sq. ft.}} = \text{FAR}$$

132,738 sq. ft. / 640,332 sq. ft. = 0.21 FAR

Utilizing the formula as defined above, the FAR of 0.21 is below the maximum of 1.07and thus is in compliance.

Utilizing the more common FAR calculation methodology as proposed in the Comprehensive Plan update also results in an FAR of 0.72, which is below 1.07 and is as follows:

Total square feet of existing and proposed buildings / square feet of subject parcel = FAR

461,928 sq. ft. / 640,332 sq. ft. = 0.72 FAR

RIGHT-OF-WAY DEDICATION:

No right-of-way dedication is required for this project.

CONCURRENCY MANAGEMENT:

Concurrency requirements have been met:

Potable Water: ___X___ Roadways ___X___ Solid Waste ___X___
Recreation: ___X___ Sewer: ___X___ Drainage: ___X___

TRAFFIC ANALYSIS:

According to the traffic review conducted by the City's traffic consultant, Renaissance Planning Group, Inc., the proposed development will generate 146 PM Peak Hour directional trips on Segment "A". Currently Segment "A" has 414 PM Peak Hour directional trips available. There will be 268 PM Peak Hour directional trips remaining for Segment "A." Therefore, traffic concurrency is satisfied for this project, as confirmed by the City's traffic consultant.

SUBDIVISION OR PUD - PLAT:

Not applicable at this time.

WHITE SANDS ZONE:

The proposed project is located within White Sand Zone I.

PHASING:

The applicant is proposing to construct the project in phasing/zones: 1) Residential Zone, 2) Commercial Zone, and 3) Marina Zone. Each phasing/zone, when combined with all prior phase/zones, will comply with all applicable codes as of the date of the Overall Master Site Plan TRC approval (August 26, 2002). Prior to any building permit for each phase will require additional review and approval by City Staff for all applicable code compliance as of August 26, 2002. Working plans/drawings must be submitted to the Community Development Department for each phase in conjunction with the building permit application to the Building Department. The complete phasing plan is on Sheet A-1.8 of the approved plans as modified by the Applicant and Staff on September 5, 2002. Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to, setbacks, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002. In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropriate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestrian oriented impervious open space.

AIRPORT PROTECTION:

The subject site is not located within the airport protection area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

SETBACKS:

The building meets and exceeds all of the required setbacks for the Business Tourism (BT) Zoning District. The BT Zoning District requires the following setbacks for a 13-story building: Front - 10 feet, Side – 20 feet + 2 feet for each story over four (38 feet), and Rear - 0 feet. The approximate setbacks provided for the proposed 13-story building are: Front – 77.0 feet and Side (East) – 690 feet.

SIGNS:

Although sign locations are proposed, no sign approval is part of this application. All future signs must comply with the applicable section of the Destin Land Development Code in effect at the time a sign application is submitted.

COX COMMUNICATIONS:

Cox Communications approved the project at the November 15, 2000, meeting.

DESTIN FIRE CONTROL DISTRICT:

The Destin Fire Control District approved the project in a letter dated July 8, 2002.

GULF POWER:

Gulf Power approved the project in a letter dated November 14, 2000.

OKALOOSA GAS:

Okaloosa Gas approved the project in a letter dated November 15, 2000.

SPRINT:

Sprint approved the project in a letter dated November 15, 2000.

NEWSOUTH COMMUNICATIONS:

Newsouth Communications approved the project at the November 15, 2000, meeting.

WATER/SEWER PROVIDER:

Destin Water Users, Inc. approved the project in a letter dated April 17, 2002.

UTILITIES:

Underground utilities are required.

STORMWATER:

The City Engineer approved the stormwater plan in a letter dated August 6, 2002, and had the following stormwater related conditions, which have been amended as part of the applicant and City's agreed upon changes:

1. All site, parking & stormwater for each zone/phase shall meet the Destin LDC as of August 26, 2002, prior to each building permit per zone/phase.

2. **Prior to obtaining any city permit per Development Order**, provide copies of FDOT connection, FDEP stormwater permits, and NPDES stormwater permits.

3. Construct the proposed permanent stormwater management facilities prior to the issuance of a Certificate of Occupancy for each phase.

   City approved temporary stormwater management facilities may be utilized during construction of the permanent facilities for each phase. A reasonable review and approval timetable must be recognized by the applicant.

4. Re-locate utility and stormwater structures out of sidewalks and crosswalks.

5. A cross-access/drainage/utility easement and agreement has been approved by Applicant and City Attorney and recorded on July 29, 2002 in OR Book 2372, Page 248, the Public Records of Okaloosa County.

6. Provide note on the on all exfiltration details on the Grading, Drainage, and Erosion Control Plan: The exfiltration beds shall be inspected by the engineer of record and the City Engineer prior to covering.

7. If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be deemed in non-compliance and the revised stormwater plan shall be resubmitted for review and approval.

8. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade." Such obligation may be subsequently assigned to another responsible party with notice to City.

INGRESS/EGRESS:

Currently there are seven (7) ingress/egress points into the existing property. Of those seven (7) existing ingress/egress points, three (3) will remain in there current location and one shall be relocated and three (3) will be removed. The two western most accessways are designed for right-in/right-out only traffic. The right-in/right-out accessway cut between the west cut and Stahlman Avenue cut has been proposed for two different alternatives. Project approval is based upon the creation of the new entrance and/or median located west of and immediately adjacent to Building 80A. Such improvements will provide "right-in" and "right-out" only and prevent to whatever extent possible any west bound Highway 98 traffic entering into this location and further preventing people exiting this location heading west bound on Highway 98. It is understood that the preferred solution is "Alternative A" which provides among other things for the closure of the now existing median cut. In the event such closure is not permittable by FDOT than "Alternative B" is an approved solution. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way dedications or easements may be required.

At the west accessway, the deceleration lane and a right in – right out with a raised island configuration shall provide enough of a physical deterrent to prevent motor vehicles traveling north from turning left. Additional right-of-way dedication may be required. The two eastern accessways exist and only minor improvements will be made. All unused curb cuts along U.S. Highway 98 East will be removed and replaced with type "F' curbs.

The proposed ingress/egress points meet the requirements of the Destin Land Development Code.

REFUSE COLLECTION:

Refuse collection is to be provided by dumpster service. The proposed dumpsters, if located outside, will be screened by an opaque fence or wall, no taller than eight feet. Dumpsters will not be visible from off-site.

SIDEWALKS:

A five (5) ft. wide sidewalk is required along U.S. Highway 98 East and must be replaced or built prior to the issuance of a Certificate of Occupancy. If any existing sidewalks are destroyed or damaged during construction, they must be replaced by the developer. All proposed internal pathways and pedestrian connections must be maintained on site.

LANDSCAPE:

The project meets or exceeds the landscape requirements of the Destin Land Development Code as indicated on the proposed plans and as follows:

Open Space Requirements:

640,332 sq. ft. of property x 18 %	= 115,259.8 sq. ft. required
Site plan provides 18.02%	= 115,374 sq. ft. provided

Tree Requirements:

Credits for Existing Trees (2" to 6" diameter) on Site (67 trees x 2 credits per tree):	134
Credits for Existing Trees (7" to 12" diameter) on Site (28 trees x 3 credits per tree):	84
Credits for Existing Trees (13" to 19" diameter) on Site (0 trees x 4 credits per tree):	0
Credits for Existing Trees (20" to 24" diameter) on Site (1 trees x 5 credits per tree):	5
Total Reforestation Credits for saving Existing, Protected, or Preserved Trees:	223
Total Reforestation Credits for Trees Required on Site:	223
Reforestation Trees (1 per every .10 of an acre: 14.7 x 10 = 147) Required on Site:	147
Total Reforestation Trees (1 per every .10 of an acre minus credits) Required on Site:	0*

*Note: Per the Land Development Code, credit shall be received on the reforestation requirement of this section by preserving existing trees. Trees required for reforestation are in addition to other required trees within Article 12, Section 12.04.04.C.

Total Reforestation Trees Required on Site:	0
Front Perimeter Trees (1 per 25') Required on Site:	58
Parking Lot Trees (1 per end row and landscape island) Required on Site:	68
Vegetative Buffer Trees, if applicable, (1 per 25') Required on Site:	23
Replacement Trees (removal of trees over 12" d.b.h.) Required on Site:	46
TOTAL TREES REQUIRED:	**195**
TOTAL TREES PROVIDED (Does not include trees kept):	**521**

A five (5) foot Common Boundary Landscape Area is required along eastern property lines. A ten (10) foot Front Perimeter Landscape Area is required along the northern property line. The required five (5) foot Common Boundary landscaping shall provide a minimum of fifty percent (50%) opacity for that area between the finished grade level at the common boundary line and six (6) feet above said level and horizontally along the length of all common boundaries within three (3) years of planting. The required ten (10) foot Front Perimeter Landscape Buffer shall provide one (1) tree per twenty-five (25) linear feet of buffer. All required trees must be a minimum of six (6) feet high at time of planting and reach a crown of twenty (20) feet at maturity. If the twenty (20) foot crown requirement is not met, additional trees shall be added and grouped together to meet the twenty (20) foot crown. If shrubs are used in the required buffer areas, they must be a minimum of twelve (12) inches in height when measured immediately after planting.

PARKING:

The project meets or exceeds the parking requirements of the Destin Land Development Code as indicated on the approved plans.

Per code:

Multifamily Resort: 1.75 spaces per dwelling unit

Retail (Shopping Center): 1 space per 250 square feet of gross floor area

Marina: In addition to parking requirements for other uses specified herein (see below), commercial marinas shall have 1 additional parking space for each boat slip housing non-fare carrying vessels.

Charter Boats: 5 spaces per boat
Sightseeing Boats: 1 space per 4 seats
Private Boats: 1 space per boat
Pontoon Boats: 2.2 spaces per boat
Personnel Watercraft (PWC): 0.26 spaces per PWC
Parasail/Snorkel Boat: 3 spaces per boat

Per site plan:

Multifamily Resort: 1.75 spaces per dwelling unit

170 units x 1.75 = 298 spaces

Retail (Shopping Center): 1 space per 250 square feet of gross floor area

199,999 square feet / 250 = 800 spaces

Marina: In addition to parking requirements for other uses specified herein commercial marinas shall have 1 additional parking space for each boat slip housing non-fare carrying vessels.

Charter Boats: 5 spaces per boat x 18 boats = 90 spaces
Sightseeing Boats: 1 space per 4 seats (5 boats w/ a total of 353 seats) 353 / 4 = 88 spaces
Private Boats: 1 space per boat x 49 boats = 49 spaces
Pontoon Boats: 2.2 spaces per boat x 12 boats = 26 spaces
Personnel Watercraft (PWC): 0.26 spaces per PWC x 38 PWCs = 10 spaces
Parasail/Snorkel Boat: 3 spaces per boat x 4 boats = 12 spaces

Total for Marina: 275 spaces

TOTAL REQUIRED: 1,373 parking spaces (including 24 handicap spaces)
TOTAL PROVIDED: 1,373 parking spaces (including 31 handicap spaces)

LOADING SPACE (ZONE):

The project meets or exceeds the loading space requirements of the Destin Land Development Code as indicated on the approved plans and as follows:

TOTAL REQUIRED: 12 loading spaces
TOTAL PROVIDED: 12 loading spaces

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT

1. An FDOT connection permit is required and must be submitted.
2. A Florida Department of Environmental Protection general notice permit (for stormwater) and NPDES Phase I approval must be obtained.
3. Submit a joint U.S. ACOE/FDEP Dredge and Fill approval, where and if applicable.

IMPACT FEES:

The owner/applicant must pay the impact fees prior to the issuance of a Certificate of Occupancy, per phase. However, the following impact fee amounts are preliminary. Final impact fee amounts will be determinant and adjusted upon whether exemption or credits are applicable. Any claims for exemption or credits must be made no later than the time of application for a Certificate of Occupancy per phase. Refer to Article 19 of the Destin Land Development Code for specifics regarding impact fees:

Parks: The parks impact fees were calculated using the "Resort Residential Unit" $113.03 per unit category.

Resort Residential Unit:

170 units x $113.03 per unit = ***$19,215.10***

Public Library: The public library impact fees were calculated using the "Resort Residential Unit" $76.19 per unit category.

Resort Residential Unit:

170 units x $76.19 per unit = ***$12,952.30***

Police Protection: The police protection impact fees were calculated using the "Residential - U.S. Highway 98 Corridor Resort Residential Unit per unit = $14.64" category and "Non-residential – U.S. 98 Corridor Retail per 1,000 square feet = $47.59."

Resort Residential Unit:

170 units x $14.64 = ***$2,488.80***

Retail:

(199,999 square feet x $47.59) / 1,000 = ***$9,517.95***

Total for Police Protection: *$12,006.75*

Road: The road impact fees were calculated using the "Multi-family Dwelling Unit (per unit.) = $334.00" category and "Retail > 100,000 square feet (per 1,000 square feet) = $5,438.00."

Multi-family Dwelling Unit:

170 units x $334.00 = ***$56,780.00***

Retail > 100,000 square feet (per 1,000 square feet):

(199,999 square feet x $5,438.00) / 1,000 = ***$1,087,594.56***
Total for Road: ***$1,144,374.56***

Parks:	=	**$19,215.10**
Public Library: (not applicable)	=	**$12,952.30**
Police Protection:	=	**$12,006.75**
Roads:	=	**$1,144,374.56**
***TOTAL:**	=	**$1,188,548.71**

***The above stated impact fee amounts are preliminary. Final impact fee amounts will be determinant and adjusted upon whether exemption or credits are applicable. Any claims for exemption or credits must be made no later than the time of application for a Certificate of Occupancy per phase.**

OTHER FEES:

The fees listed below are based on the most recent information available (1/10/03) and are required to be paid by the applicant as part of the cost recovery associated with the proposed project:

City Traffic Consultant:	Paid
City Compatibility Consultant:	Paid
City Surveyor:	N/A
Administrative Costs:	Paid
Planning Commission Advertising:	Paid
City Council Advertising:	Paid
TOTAL:	Paid

COMMENTS/CONDITIONS:

Public Input:

All public comments received by the Community Development Department are on file.

Per Community Development Department:

The following are additional comments in regards to this development:

Staff commented to the applicant during the initial stages of this application that this is a complex and large-scale development project in an extremely sensitive location at the City's prime gateway. It has been mentioned that the varying topographic elevations, the various project floor levels, the significant height and mass, the various off-site views and perspectives from Marler Bridge, from the harbor, and from Highway 98, all contribute to a project complexity and location worthy of much more than the routine plan presentation in order to better understand the sense of compatibility of the project with the surrounding area. This is an extraordinary project proposed at an extraordinary location requiring extraordinary design presentation and media.

Staff commented on several occasions to the applicant that an "extraordinary design presentation" would be helpful, just to simply understand how this project interacts with its sensitive and critically important location at the City's gateway. This was requested not simply for trained staff and the compatibility consultant to better understand the project, but for the lay reviewers (Planning Commission and City Council) to fully understand the visual impacts of the project at this location.

Early on, staff (including the compatibility consultant) urged the applicant to provide either a scale model of the site in the context of the surrounding area, 3-D graphics from varying perspectives, and/or 3-D computer animation.

Throughout the technical review process (up to late June 2002), the applicant provided the plans and graphics required by code, plus several supplemental graphics including not typically submitted for review such as an "Open Space Plan" (Sheet L3), multiple architectural elevations from the waterside, walkways, and U.S. Highway 98, and various cross-sectional site plans.

While dismissing the use of scale models, after June 2002 the applicant ultimately began the preparation of 3-D artist renderings. While 3-D artist renderings are helpful in depicting the overall character of a project, such "artistic" devices may not as accurately depict the dimensions, scale, massing, and compatibility of a project in the context of its surroundings as accurately as would the other suggested media. It is our belief that more precise graphic devices of models and scaled graphics or animations are more helpful in this regard, however, the codes do not specifically require these other graphic devices.

For a project of this level of design complexity, such design presentation would not be extraordinary or excessive, but would be very helpful if not essential to a better understanding of the visual impact this project will have on the gateway to the City. This is especially true with regard to facilitate an improved visualization and understanding by the lay-reviewer.

It was not until the later portions of the technical review process (i.e. after July 2002) that the applicant began to provide 3-D artists renderings to the staff. For example, during his compatibility analysis, the City's compatibility consultant did not have the benefit of most, if any, of the 3-D artists' renderings contained in the presentation book provided as Exhibit "J." While the City's compatibility consultant's final report dated August 23 was made without the benefit of these artists renderings (and without the more accurate scale model of the site in the context of the surrounding area, 3-D graphics from varying perspectives, and/or 3-D computer animation), he nonetheless concluded in testimony during the Planning Commission meeting that such additional graphics do not alter his finding of "compatibility" of this development application pursuant to the Land Development Code and Comprehensive Plan of the City. He further stated that the additional graphics that were

provided after substantial completion of his compatibility report support help confirm his opinion concerning compatibility as strictly and narrowly construed pursuant to the compatibility guidelines of the Comprehensive Plan and Land Development Code.

As previously stated, neither the City's Land Development Code nor the Comprehensive Plan explicitly *require* the models or graphics that may be necessary to make the best informed compatibility conclusions for a complex project of this nature. However, it is reasonable to expect that if such devices were required, they would be helpful to arrive at better-informed conclusions.

It should also be noted that the sense of compatibility could be construed in two different ways:

1. In a relatively strict and narrow sense pursuant to the specific provisions and limitations of the compatibility section of the Comprehensive Plan and the Land Development Code, and
2. In a generic sense, e.g. how well the project appears to be integrated in its proposed setting and to what extent it positively or negatively impacts the properties surrounding it with regard to activities, economics, uses, aesthetics, design, height, views, scale, light, shadows, noise, traffic, light, air and a variety of other factors typically involved in perceptions of compatibility. Typical synonyms of compatibility are "harmonious", "well-matched", and "well-suited."

The strict and narrow concept of compatibility as formally required by the City's Comprehensive Plan and Land Development Code finds the project "compatible".

The broader generic sense of compatibility reveals many more variables than those identified in the compatibility sections of our ordinances. The generic sense of compatibility could also encompass non-physical attributes such as economic integration or synergism created by proximate uses. It could also encompass other design considerations that a strict ordinance-bound interpretation does not cover, such as the impact on the public of height and mass of buildings related to public places, for instance, the view from the Marler Bridge or from Highway 98 in front of the proposed project. This is the more subjective realm of architectural and urban design professionals that our ordinance does not necessarily accommodate. While there is a place for consideration of design issues in local government planning practice and in some forms of development legislation, great care must be taken in drafting and administering standards of this sort which often include local panels of design professionals as mediators within the review process.

Our ordinances do state that determination of compatibility is based on the characteristics of proposed development and *its impact on the immediate or surrounding area*. In addition, compatibility is defined as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time *such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition*." The public places of the Harbor and Highway 98 are part of the surrounding area, and these places and their views *are uses and conditions* that will be impacted in either a positive or negative manner by development. The City Council must consider whether the graphics and other information they have before them provide an adequate understanding of the visual impacts of the proposed development on the surrounding public places.

For example, the applicant provided various 3-D artist renderings from various points in the air (facing toward the northwest and toward the north), and at ground level *within* the site. These are not perspectives that provide views that the great majority of the public will observe from Highway 98. There are also various 2-D illustrations from ground level. But flat, 2-D drawings do not convey an easily discernable sense of scale and proportion. The graphics that are lacking are those that would give an improved portrayal of the project as viewed from the perspective of most of the public that would view this project: At vehicle level from the near side of the Marler Bridge and along the Highway 98 frontage of the project.

The City Council may or may not agree that the consultant had adequate information upon which to base his finding of compatibility. If the Council finds that conclusions of compatibility were based on

incomplete or inadequate information, they could find that the additional graphics provided in Exhibit J (which were not provided to the consultant) *are* adequate to confirm their position on compatibility, and take action accordingly. Or the Council could find that they need additional information to fully understand the project and to make a fully informed decision on its compatibility to assure that the surrounding *uses and conditions (Harbor and Highway 98) are positively or negatively impacted directly or indirectly by another use or condition* (the project).

On a final note, most projects, particularly of this scale and complexity, have desirable and some less desirable features. While the height, mass, and lack of visual integration of the proposed high-rise component on the west side of the site may be outside of the realm of what might be desired or expected for this site, there are several positive aspects of the proposal that may outweigh any negative perceptions of scale and height. For example, this project has several significant positive qualities that promote both formal and informal policies of the City such as:

- The great majority of the site is low rise with varied rooflines.
- The harbor boardwalk plan is facilitated.
- The project will likely be the catalyst for quality redevelopment and revitalization along the harbor.

These benefits should be balanced against the sense of degree of compatibility of this project with the surrounding uses and conditions at this location.

The following conditions are required by the Community Development Department:

1. **Prior to the issuance of the Development Order**, all outstanding costs associated with this project that are owed to the City must be paid in full.

2. **Prior to the issuance of the Development Order**, the final set of plans will reference the Final Development Order by notation.

3. No Commercial or Residential Marina is approved with the application. Final design and configuration of all docks and piers shall be in accordance with Destin Harbors and Waterways Board, FDEP, U.S. Army Corps of Engineer's, and Destin City Council approvals.

4. Marina development must adhere to requirements set forth in the LDC, Article 11, Section 11.05.00 and Appendix B, Article III.

5. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to, set backs, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002. In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropriate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestrian oriented impervious open space.

6. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Building heights for commercial zone = three stories maximum, excluding architectural features, such that village character maintained and no material obstruction of view corridors. Maximum building heights, including future and existing structures = 29'-0" from crown of Highway 98 at main entrance to eave of roof at the tallest occupiable portion of building. Height does not include architectural elements or ornamentation.

7. A note on sheet 4 of 11 (Civil Site Plan), sheet A-1.1 (Architectural Overall Site Plan), and sheet L1 (Landscape Plan) shall state the following, "All conditions identified within any and all HarborWalk Development Orders are applicable and shall be adhered to."

8. Each phase/zone, when combined with all prior phases/zones, will be required to comply with all applicable codes as of the date of the Overall Master Site Plan TRC approval (August 26, 2002). Prior to any building permit for each phase will require additional review and approval by City Staff for all applicable code compliance and cumulative code compliance. Working plans/drawings must be submitted to the Community Development Department for each phase in conjunction with the building permit application to the Building Department.

9. No above ground/below ground utility structures/materials or signage will interfere with the location of the required landscaping.

10. **Prior to the issuance of a Clearing/Grading Permit,** a clearing/grading plan must be submitted and approved by the Community Development Department.

11. **Prior to the issuance of any Building Permit (related to this Development Order),** any and all easement agreements needed for that permit must be recorded.

12. **Prior to the issuance of a Building Permit,** a Construction Crane Registration Form, which has been approved by Okaloosa County Airport Authority, must be submitted.

13. It is anticipated that the Applicant may desire to transfer, in the future, one or more parcels or phases within the Project to third parties. Prior to any such conveyance, the Applicant shall submit a signed and sealed survey of any such property to be conveyed ("Replatted Property"), which will be reviewed by City Staff for technical compliance with this development order as a Minor Replat Application. The Applicant shall not be required to seek Planning Commission or City Council approval. Any transferee of the Replatted Property shall not be subject to any additional material and substantial restrictions other than those described in this development order, and such Replatted Property shall have all benefits and obligations described in this development order.

14. All outdoor lighting must be reviewed by the City of Destin prior to installation. Detailed photometric plans, outdoor lighting location plans, and lighting fixture details will be required for review.

15. **Prior to the issuance of any Certificate of Occupancy on any individual phase or building,** all applicable impact fees must be paid on such phase or building.

16. **Prior to the issuance of a Certificate of Occupancy**, the developer will comply with all code landscape material, tree protection (LDC Article 12, Section 12.04.04.D.1) and installation requirements, which all must be reviewed and approved by the Community Development Department, per phase.

17. **Prior to obtaining a demolition permit for any building,** the Applicant shall provide the Community Development Department with an "existing condition" signed and sealed survey of any building to be demolished or relocated in order to determine appropriate credit for impact fees for new construction.

18. The developer/owner shall provide at least eighteen (18) slips devoted to the charter boat fishing fleet.

19. City review and approval shall be required for each phase/zone as defined on Sheet A-1.8, 4 of 11, and 8A of 11,and shall be subject to the following:

    A. Any deviation from this final development order, which exceeds the following thresholds, shall be subject to the process required for major deviations to a final development order and pursuant to Article 2, Section 2.06.00 of the City of Destin Land Development Code.

        i. Alteration of the location of any:

            a. Private road by more than five (5) feet. "Private road" shall be limited to the portion of a private road within the public right-of-way unless a change greater than (5) feet is required by Florida DOT in which case any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Any other private road/vehicular accessway may deviate to the extent that it remains consistent with the "Village Character" as defined in Exhibit "K," (See attached) and maintains the general character as set forth on Sheet L3 of approved plans; or

            b. Walkway that is not in general conformity with the walkway system as shown on Sheet L3 of the approved plans or which alteration thereof does not maintain substantial pedestrian connectivity from the public right-of-way to the harbor, from each road intersection, and which does not provide for a substantial pedestrian promenade along the harbor from Building "A" easterly to the east property line as delineated on Sheet L3 of the approved plans; or

            c. Landscaping areas (adjustments to planters and plant beds may vary in number, size, and shape) that are not in substantial conformity with Sheet L1 of the approved plans and which do not maintain at least 18% open space landscape area (unless modified by the Community Development Department Condition No. 8.); or

            d. Structures having a building footprint larger than 1,500 square feet that deviate more than 50 feet, or

e. Structures having a building footprint that are at or below the previously stated criteria ("d") and that do not remain consistent with the "Village Character" as defined in Exhibit "K" (See attached).

ii. Subject to Condition No. 8 on page 3 of 27 and Condition No. 5 on page 21 of 27, any reduction in the total amount of open space landscape area; or

iii. Any change or increase of the use of the site or buildings in total; or

iv. Any increase in height beyond the limits as outlined on Sheet A1.8; or

v. Any amendment to a condition in the final development order that was expressly imposed by the City Council.

B. Any deviation from this final development order and approved plans that is less than the thresholds specified above (minor deviation) shall be subject only to review and approval by the City Staff. No additional compatibility analysis will be required.

Per Engineering Department (Derived from approval letter dated August 6, 2002):

1. All site, parking, and stormwater design for each zone/phase shall meet the Destin LDC as of August 26, 2002 prior to each building permit per zone/phase.

2. The existing fuel tanks are in one location on existing engineering site plan (remove the note; to remain) and are shown in a different location on the proposed engineering site plan. Relocation of the existing fuel tanks shall require the appropriate Health Department permit sign off and soil contamination testing. Submit copies of approved permit and testing results prior to obtaining a building permit.

3. **Prior to obtaining a building permit**, the Site Demolition Plan appears to be incomplete. Provide all demolition information.

4. **Prior to obtaining a building permit**, all underground parking structures plans must be signed, sealed and dated by the structural engineer of record if plans are not created by the site civil engineer. Plans shall include but not be limited to, identifying individual parking spaces with dimensions, stormwater considerations (at ramps), accessibility, and loading spaces.

5. **Prior to obtaining any city permit per Development Order**, provide copies of FDOT connection, FDEP stormwater permits, and NPDES stormwater permits.

6. **Prior to obtaining a city permit per zone/phase.** provide copies of Destin Harbor Board approval and FDEP submerged lands permit for Marina Zone only.

7. Column supports for parking areas shall not encroach more than 12" into the sides of any one parking space.

8. Provide a cross-section of parking structure in relation to the green space above the parking structures to provide adequate soil to support the anticipated plant material. A landscape architect shall certify this requirement.

9. At the west accessway, the deceleration lane and a right in – right out with a raised island configuration shall provide enough of a physical deterrent to prevent motor vehicles traveling north from turning left. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way or easement dedication may be required.

10. Project approval is based upon the creation of the new entrance and/or median located west of and immediately adjacent to Building 80A. Such improvements will provide "right-in" and "right-out" only access and prevent to whatever extent possible any west bound Highway 98 traffic entering into this location and further preventing people exiting this location heading west on Highway 98 East. It is understood that the preferred solution is "Alternative A," which provides among other things for the closure of the now existing median cut. In the event such closure is not permittable by FDOT, then "Alternative B" is an approved solution. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way dedications or easements may be required.

11. The Stahlman Avenue cut shall be regraded/reconstructed as part of the first zone/phase of construction.

12. The maximum width of the Stahlman Ave. cut shall be 36' from curb face to curb face.

13. Remove all unused portions of existing driveway access cuts and replace with Type 'F' curbing along U.S. Hwy 98 E.

14. Fencing may be required at bridge embankment.

15. Construct the proposed permanent stormwater management facilities prior to the issuance of a Certificate of Occupancy for each phase.

    City approved temporary stormwater management facilities may be utilized during construction of the permanent facilities for each phase. A reasonable review and approval timetable must be recognized by the applicant.

16. Ensure all handicap parking spaces are identified **(striping & signs)** and dimensioned on the site plan, including sign location.

17. Provide more exterior or well-marked interior ADA accessible routes to lower level and dock areas.

18. There appears to be substantial pedestrian traffic on the lower level of the site. Ensure crosswalks throughout and **pedestrian crossing signs** at either end of the lower level loop drive access.

19. All parking spaces adjacent to walkways which are flush with walkway or if walkway is less than 6-feet wide, provide wheel stops. Show on plans and provide details.

20. Re-locate utility and stormwater structures out of sidewalks and crosswalks.

21. Re-draw handicap parking space's ramp at Bamboo Willie's to show "as built" conditions.

22. Identify loading spaces with paint striping/signage. Show on striping/signage plan.

23. Dumpster cannot be included in the loading spaces.

24. Dumping operation, for dumpsters, shall not be in driving access lanes.

25. A cross-access/drainage/utility easement and agreement has been approved by Applicant and City Attorney and recorded on July 29, 2002 in OR Book 2372, Page 248, the Public Records of Okaloosa County.

26. Provide note on the on all exfiltration details on the Grading, Drainage, and Erosion Control Plan: The exfiltration beds shall be inspected by the engineer of record and the City Engineer prior to covering.

27. If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be deemed in non-compliance and a revised stormwater plan shall be resubmitted for review and approval.

28. The project is in the White Sand Zone I. Any red clay or other staining material uncovered during demolition must be removed from the site within 92 hours of uncovering. Prior to importing any fill material onto the site, provide a sample of the fill to the City of Destin Environmental Officer for approval for White Sand Zone I use.

29. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade." Such obligation may be subsequently assigned to another responsible party with notice to the City of Destin.

30. It appears that a very large amount material (soil) will be leaving the site during construction. Provide a routing plan showing how this material will be excavated and removed from the site (truck, barge, etc.) and will be routed through the city. The plan shall include but not be limited to, dealing with wet material and traffic control, as necessary.

UNRESOLVED ISSUES:

There are no unresolved issues except for the conditions previously identified.

Gerald F. Mucci 1-28-03

Gerald F. Mucci, Date
Community Development Director

East Pass Investors, Inc., Date
Owner
Peter H. Bos,
President

HarborWalk, Inc. Date
Tenant
Peter H. Bos
President

Pelican Point Harbor, Inc. Date
Tenant
Peter H. Bos
President

*Kelly Boat Services, LLC
Owner
Paul Sims,
President

*Coleman L. Kelly Testamentary Trust
Amos & Erhart & Melvin Kelly Trust
Owner
Jarrett G. Melvin and Kent E. Amos
Trustees

*The identified property owners have signed a "Unity of Development Agreement (HarborWalk)." See the attached agreement for background facts and agreement language.

COMPATIBILITY ANALYSIS: HARBORWALK, A MAJOR DEVELOPMENT: SP-00-57

FOR CITY OF DESTIN, FLORIDA

PROJECT DESCRIPTION AND PURPOSE OF THIS REPORT

This compatibility analysis addresses a proposed major mixed-use redevelopment on a 14.70-acre (640,332 square feet) site located along the north shore of the Harbor, south of U. S. Highway 98, and east of the Destin Pass. The plan includes 199,999 square feet of retail commercial floor area, ticket booths, and kiosks, including the existing Lucky Snapper, Bamboo Willies, and Captain Kidd, structures that are existing restaurants, and the existing marina, which account for a cumulative total of 35,110 square feet. In addition, the proposed redevelopment includes a building containing 170 units, including 339 bedrooms with several building segments ranging from 9 to 13 stories in height and comprising 261,929 sq. ft. This report addresses the compatibility of the proposed development with the surrounding area.

The report: 1) identifies the compatibility requirements of the City of Destin that are contained in the City's Land Development Code [LDC, §7.09] and Comprehensive Plan [Policy 7.A.4.6 (p)]; 2) analyzes whether the proposed development complies with those requirements; and 3) provides an opinion regarding the compatibility of the proposed mixed-use development with surrounding development. Aside from addressing the compatibility issue, this report does not address issues regarding concurrency, including traffic generation or drainage.

DEFINITION OF "COMPATIBILITY" AND REQUISITE CONSIDERATIONS

In land use planning, "compatibility" means the extent to which a use(s) or development is capable of existing in harmony with other uses situated in its immediate vicinity. In the City's LDC as well as in Rule 9J-5, FAC, *compatibility* is defined as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition." The City's Comprehensive Plan also includes this definition but elaborates more broad-based concerns consistent with accepted planning principles and practices.

The LDC requirements regulating compatibility *are "intended to ensure functional and attractive development by requiring that all future development be consistent with accepted planning practices and principles as well as natural area limitations"* [LDC, §7.09.01]. The Comprehensive Plan and Land Development Code further require that compatibility be measured based on the characteristics of proposed development and its impact on the immediate or surrounding area and especially homogeneous residential neighborhoods. Characteristics for consideration include:

- Type of land use, zoning district, and land use category;
- Building location, dimensions, height, and floor area ratio;
- Location and extent of parking, access drives, and service areas;
- Traffic generation, hours of operation, noise levels and outdoor lighting;
- Alteration of light and air; and
- Setbacks and buffers.

DESCRIPTION OF SURROUNDING AREA

ble 1 illustrates the existing land use of surrounding properties as well as their Comprehensive Plan Future Land Use designations and zoning classifications:

TABLE 1: CHARACTERISTICS OF SURROUNDING PROPERTIES			
	FUTURE LAND USE	**ZONING**	**EXISTING LAND USE**
North	Mixed Use	Business Tourism (BT)	Restaurant, Shopping Center, and Auto Service Station and Convenience Store
South	Harbor	Harbor	Destin Harbor
East	Mixed Use	Business Tourism (BT)	Office Building and Marina
West	Mixed Use	Business Tourism (BT)	Old Pass Lagoon and Destin Bridge

ANALYSIS OF COMPATIBILITY

A. **Type of Land Use, Zoning District, and Land Use Category.** Table 2 denotes the existing land use of the subject site as well as its Comprehensive Plan Future Land Use designation and zoning.

TABLE 2: CHARACTERISTICS OF HARBORWALK SITE			
SUBJECT SITE	**FUTURE LAND USE**	**ZONING**	**EXISTING LAND USE**
HarborWalk	Mixed Use	Business Tourism (BT)	Marina and two restaurants

Table 3 lists proposed activities within the HarborWalk development, including the floor area and density.

TABLE 3: HARBORWALK PROPOSED LAND USES						
Proposed Land Use		**Commercial Sq. Ft.**	**Residential Sq. Ft.**	**Total Sq. Ft.**	**Units**	**Density**
Proposed New Retail Buildings		162,652				
Proposed Ticket Booths and Kiosks						
Ticket Booths:	987	2,237				
Kiosks:	1,250					
Existing Buildings:						
Lucky Snapper Restaurant:	11,642					
Captain Kidd Restaurant:	10,756	35,110				
Former Hooters (to be Bamboo Willies)	4,679					
Marina	8,033					
Proposed Condominium Lodging Units			261,929			
Totals:		**199,999**	**261,929**	**461,928**	**170 Units**	**11.56 units per acre**

1. **General.** The activities cited in Table 3 are permitted uses in the MU Comprehensive Plan Future Land Use designation [§7.A.4.6, Comprehensive Plan] and in the BT zoning district [§7.12.01(I)(pp), LDC]. The proposed uses are consistent with the commercial uses abutting the property.

2. **Boardwalk.** The plan incorporates a major segment of the proposed boardwalk--a cornerstone of the adopted Comprehensive Plan.

B. **Location of Structure, Dimensions, Height, and Floor Area Ratio.** Located adjacent to the East Pass, the proposed redevelopment occupies the most strategically located site within the Destin Harbor Redevelopment Area—an area situated along the north shore of the Harbor and extending north to properties abutting the north side of US 98, from the East Pass to Benning Drive. The 14.7-acre site exceeds the size of any other Harbor area site held under common ownership by a factor of 3 or more. In addition to its location and size, the HarborWalk site has other significant and unique attributes, including approximately 1,460 linear feet of Harbor frontage as well as approximately 1,440 linear feet of frontage along US 98. Properties comprising the Destin Harbor Redevelopment Area, as herein defined, have been generally assembled in units of less than three acres and most parcels are considerably smaller than three acres. Therefore, largely due to land ownership patterns, including the limited size of properties comprising the Harbor Redevelopment Area, no existing development within the redevelopment area, no other sites within the Destin Harbor Redevelopment Area have the land available land resources to develop a multi-use project similar in scale to the subject proposal. The analysis below addresses the specific character of the proposed development.

1. **Location, Dimensions, and Height of Structures.** Table 4 identifies the buildings comprising the development, including the height and building coverage.

TABLE 4: BUILDING HEIGHT AND COVERAGE

Building	Gross Floor Area	# of Stories					Bldg Coverage	
		Total			Above Bluff	Below Bluff	Total Bldg Footprint	Bldg Coverage
		Stories	Height to Mid Pt. of Roof	High Pt.			Sq. Ft.	%
A	13,281	2	40	49	1	1	6,930	155,423 sq. ft. floor area ÷ 640,332 sq. ft. land area = 24.3% building coverage
D Lodging	261,929	9-13	152	157	9-13	0	24,448	
D Retail	46,615	2	55	62	1	1	27,147	
E	16,340	2	42	62	0	2	9,822	
F	13,824	2	43	51	1	1	6,912	
G	13,880	1	26	32	1	0	13,880	
H	4,258	1	40	64	1	0	4,258	
I	8,804	1	34	52	1	0	8,804	
J	32,201	3	55	62	2	1	13,936	
K	6,570	1	23	29	1	0	6,570	
L	6,879	18	Not Available	46	0	1	6,568	
Cpt. Kidd	10,756	2	Existing Buildings		2	0	5,378	
Bamboo W.	4,679	1					4,679	
L Snapper	11,642	2			1	1	5,821	
Marina	8,033	1			0	1	8,033	
Booths/ Kiosks	2,237	1	Low Rise		1	1	2,237	
Totals	461,928	Not Applicable					155,423	

a. **Location, Dimensions, and Height.** Table 4 also indicates that only one of the proposed 14 commercial buildings (Bldg. J—3-stories) exceeds two stories above existing grade. The high rise includes 170 units (including 339 bedrooms) and common area that account for 261,929 square feet (56.7percent) or of the total gross floor area (461,928 square feet) of the mixed-use project. The lodging accommodations are concentrated in a single U-shaped high-rise structure having a building footprint of 24,448 square feet. The architecture of this high-rise building has significant articulation, above ground setbacks, a varied roofline, and architectural embellishments. The high-rise structure ranges in height from 9 to 13 stories plus below ground level parking.

i. **Height of Building "D" (Lodging) Structure.** Table 5 compares the height of the high-rise relative to the Destin Yacht Club and Grand Harbor-- the only high-rise structures on the south side of US Highway 98 near the subject property. The proposed HarborWalk is taller than Destin Yacht Club and shorter than Grand Harbor.

TABLE 5: COMPARISON OF SOUTH HARBOR HIGH-RISE BUILDING HEIGHT
(Height Measured from the Crown of the Road to Mid-point of Roof)

HIGH RISE BLDGS. SOUTH SIDE OF US HWY. 98	HEIGHT
Proposed HarborWalk[1]	152' 0"
Destin Yacht Club	122' 8"
Grand Harbor	157' 0"

ii. **Height of Commercial Buildings.** Table 6 illustrates the mean height of all commercial buildings. The highest point on some structures is attributed to architectural embellishments such as spires, crow's nests, and watchtower or other architectural features that are consistent with and enhance the nautical theme of a Fishing Village.

TABLE 6: HEIGHT OF PROPOSED NEW COMMERCIAL BUILDING[1]

Building	# of Stories	Mean Height (mid point of roof)	Cornice Height	Highest Elevation
A	2	+13'	+4'	+22'
D	2	+9.5'	+6'	+15'
E	2	+15'	+2'	+68' [2]
F	2	+17'	+9'	+25'
G	1	+22'	+14'	+30'
H	1	+14.5'	+9.5'	+38.5' [2]
I	1	+24.5'	+10.5'	+42.5' [2]
J	3	+28'	+19'	+35'
K	1	+13.5'	+7.5'	+19.5'
L	1	(-9')	(-11')	+19' [2]

[1] All heights from +33' elevation at crown of US Highway 98
[2] Highest point attributed to architectural embellishments such as spires, crow's nests, watchtowers, and other architectural features that reinforce a nautical theme.

b. **Relationship to Residential Property Off-site.** The closest residentially zoned property is approximately 470 feet removed from the subject site.

c. **Relationship of Building Coverage and Open Space by Type Open Space.** As the table below indicates, the site plan preserves 18.0% landscaped green area and 24.3% percent pedestrian oriented open space paths--a total of 42.3% or 6.2 acres as either green space or pedestrian open space. Impervious parking open space accounts for an additional 33.4% impervious open space. Therefore, over 75.7% of the site remains as impervious or green open space unobstructed from ground level to the sky. The concentration of 261,929 square feet of lodging accommodations within a high rise with a foot print of only 24,448 feet can be attributed to the significantly high percentage of open space. As the table illustrates, building coverage is only 24.3 percent of the site.

TABLE 7: OPEN SPACE BY TYPE VERSUS BUILDING COVERAGE ***(Total Site: 640,332 square feet)***

Building Coverage		Impervious Parking Above Ground		Green Landscaped Open Space		Impervious Pedestrian Open Space		Total Landscaped & Pedestrian Open Space		Total Open Space including above Ground Parking	
Sq. Ft.	%	Sq. Ft.	%	Sq. Ft.	%	Sq. Ft.	%	Sq. Ft.	%	Sq. Ft.	%
155,423	24.3	213,816	33.4	115,374	18.0	155,719	24.3	270,744	42.3	484,909	75.7

d. **Pedestrian Linkages.** Sheet L3 denotes the HarborWalk open space plan and designates pedestrian ways. The site plan provides on-site multi-level pedestrian ways that connect the US Highway 98 sidewalk, with on-site parking, buildings, a dune walk, and a Harbor boardwalk.

2. **Floor Area Ratio.** The Comprehensive Plan and Land Development Code (LDC) allow for a maximum intensity of 1.07 Floor Area Ratio (FAR). The HarborWalk site plan has a 0.72 FAR [461,928 sq. ft. of floor area ÷ 640,332 sq. ft. of land area = 0.72 FAR]. The proposed FAR is only 67% of the maximum FAR allowed by the City pursuant to the Comprehensive Plan and the LDC.

C. **Location and Extent of Parking, Access Drives, and Service Areas.**

1. **Location and Extent of Parking and Access Drives.** The City Engineer is analyzing the location and extent of parking and access drives.

2. **Marina Facilities.** A major feature of the proposed project is the provision of marina facilities, including wet slips. Parking requirements for these activities is addressed by the City Engineer.

TABLE 8: WATERCRAFT

Type Watercraft	# of Watercraft (including fuel slips)
Charter Fishing Boats	18
Sight Seeing Boats	5
Private Boats	49
Fuel Slips	10
Pontoon Boats	12
Wave Runners	38
Parasail/Snorkel Boats	4
Total	**136**

3. **Service Areas.** The City Engineer is analyzing the location and design of service areas as well as the adequacy of access to and egress from such service areas.

D. **Traffic Generation, Hours of Operation, Noise Levels and Outdoor Lighting.**

1. **Traffic Generation and Pedestrian Safety.** The City Engineer and the City's traffic consultant are reviewing this issue. This analysis does not assess the impacts of traffic generated by the development on concurrency or the location, design, or specifications characterizing the internal traffic circulation facilities. However, pedestrian safety is a significant issue associated with any large-scale compatibility analysis. A signalized intersection exists at the intersection of US Highway 98 and Stahlman Drive, which is the main entrance to the HarborWalk development. This signalized intersection is equipped with a crosswalk and pedestrian control button that is operated manually by pedestrians. The City Engineer should consider requiring the applicant to provide support data that demonstrates the adequacy of existing traffic safety improvements.

2. **Hours of Operation.** No extraordinary provisions are recommended to curtail hours of operation.

3. **Noise Levels.** The applicant must comply with City ordinances governing noise.

4. **Outdoor Lighting.** The City's outdoor lighting consultant, Doug Matern, PE, President, Matern Professional Engineering, PA, offers the following evaluation. The lighting plan indicates the site lighting fixtures, type, specification, locations and photometric data showing foot-candle levels/patterns; however, no north arrow is denoted on the lighting plan.

   a. **Revise Photometric Data.** Numeric photometric data was cut off short of or at the property line, therefore actual numeric foot-candle levels on adjacent properties were not provided for the City's consulting outdoor lighting engineer to review.

   b. **Revise Lighting Plans to Include House Shields as Appropriate**. The drawings do not include house shields and do not denote adjacent land uses or lighting intensity across the property lines to the north and east. All lighting must be shielded downward and away from adjacent properties in order to avoid spill-over and illumination into the night sky. The source of all illumination should not be visible from off-site.

   c. **Provide Data Regarding Lens Type.** No data was provided regarding the lens type; however, the applicant's lighting consultant, WLS, at MPE's request, provided additional cut sheets on two luminaires. Based on the information received, house shields are not included and convex lens as opposed to flat lens are proposed for use on the 40 feet pole mounted shoebox type lights. The second luminaire type, serving pedestrians and located on 13-foot poles, does not have glare control.

   d. **Revise Lighting Plan along the East Property Line.** The photometrics indicate that the foot-candle levels range from approximately 11.9 to 0.3 within five feet of the east property line. This intensity will exceed the generally recommended 1.0 foot-candle level. However, in order to confirm a maximum acceptable foot-candle level along the east property line, the applicant must provide the City with the existing foot-candle levels at and ten feet beyond the property line in order that the City lighting consultant can determine the relationship between the existing and proposed lighting levels.

e. **Revise Lighting Plan along the North Property Line.** The photometrics indicate foot-candle levels ranging from approximately 4.4 to 1.4 at approximately five feet south of the north property line. It appears that the light level on adjacent east property line will exceed our recommended 1.0 foot-candle level. This intensity will exceed the generally recommended 1.0 foot-candle level. However, in order to confirm a maximum acceptable foot-candle level along the east property line, the applicant must provide the City with the existing foot-candle levels at and ten feet beyond the property line in order that the City lighting consultant can determine the relationship between the existing and proposed lighting levels.

f. **Pole Light Fixture Height and Lens.** The 40 feet pole mounted luminaires have convex lens. Considering the proposed height and absence of flat lens, MPE anticipates that the proposed lighting will likely project glare onto adjacent properties, driveways and streets.

g. **General Requirement.** This evaluation focuses on review of lighting and photometrics to detect spill lighting and/or possible glare lighting onto adjacent properties. The analysis does not provide comment on lighting design or safety issues as those issues are the responsibility of the applicant's lighting professional.

E. **Alteration of Light and Air.** The plan does not generate any adverse impacts to light and air.

F. **Setbacks and Buffers.**

1. **Setbacks.** The proposed HarborWalk project meets minimum setback requirements. The arms of the U-shaped high rise structure are setback a distance of approximately 60 feet from US 98; the east side of the high rise structure is setback 705 feet from the east property line, the west side setback ranges between 80 feet and 260 feet from the western segment of US Highway 98, and the south side of the high rise structure is located over 200 feet north of the Harbor.

2. **Buffers.** The proposed HarborWalk is located adjacent to other commercial development. Therefore, the project does not require extensive buffers that are required to mitigate potential problems generated by commercial development situated immediately adjacent to residential development. In this case, the closest residentially zoned property is approximately 470 feet removed from the subject site.

   The proposed landscape plan includes an array of plant material that significantly exceeds the minimum required by the Land Development Code, includes the planting of 520 trees. The landscape plan includes a line of canopy trees and clusters of hedge, shrubs, and accent trees that frame the 1,440 linear feet of frontage along US Highway 98, the system of entryways and drives, at grade parking areas, and pedestrian ways. Landscaping also lines the facades of most buildings presenting a soft contrast against the hardscape.

OPINION.

The HarborWalk mixed-use development will comply with the City of Destin Comprehensive Plan Policy 7.A.4.6 (p) and the Land Development Code criteria of §7.09 subject to compliance with conditions stated below, including submittal of a compliant lighting plan and compliance with requirements for managing the location and extent of parking, access drives, and service areas. The consulting lighting engineer shall review outdoor lighting and the City Engineer shall review the latter issues.

1. ***Type of Land Use, Zoning District, and Land Use Category.*** The type land use proposed is consistent with the Comprehensive Plan Future Land Use Map designation (MU), the zoning (BT).

2. ***Location of Structure, Dimensions, Height, and Floor Area Ratio.*** The plan meets quantitative criteria applying to all location, dimensional, and floor area criteria within the Comprehensive Plan and Land Development Code.

3. ***Location and Extent of Parking, Access Drives, and Service Areas.*** The City Engineer is evaluating these issues.

4. ***Traffic Generation, Hours of Operation, Noise Levels and Outdoor Lighting.***

   a. ***Traffic Generation and Pedestrian Safety.*** The City Engineer and the City's traffic consultant are reviewing this issue. This analysis does not assess the impacts of traffic generated by the development on concurrency or the location, design, or specifications characterizing the internal traffic circulation facilities. However, pedestrian safety is a significant issue associated with any large-scale compatibility analysis. A signalized intersection exists at the intersection of US Highway 98 and Stahlman Drive, which is the main entrance to the HarborWalk development. This signalized intersection is equipped with a crosswalk and pedestrian control button that is operated manually by pedestrians. The City Engineer should consider requiring the applicant to provide support data that demonstrates the adequacy of existing traffic safety improvements. The applicant shall comply with any conditions recommended by the City Engineer and the City's traffic consultant.

   b. ***Hours of Operation and Noise.*** No extraordinary provisions are recommended to curtail hours of operation or to regulate noise.

   c. ***Outdoor Lighting.*** The outdoor lighting requirements are conditional prior to issuance of a building permit for each phase within an identified development zone. However, the following comments by the City's lighting consultant must be addressed and/or incorporated as part of staff's review of the outdoor lighting prior to the issuance of a building permit for each phase within an identified development zone.

      i. ***Revise Photometric Data.*** Numeric photometric data was cut off short of or at the property line, therefore actual numeric foot-candle levels on adjacent properties were not provided for the City's consulting outdoor lighting engineer to review.

      ii. ***Revise Lighting Plans to Include House Shields as Appropriate.*** The drawings do not include house shields and do not denote adjacent land uses or lighting intensity across the property lines to the north and east. All lighting must be shielded downward and away from adjacent properties in order to avoid spill-over and illumination into the night sky. The source of all illumination should not be visible from off-site.

iii. ***Provide Data Regarding Lens Type.*** No data was provided regarding the lens type; however, the applicant's lighting consultant, WLS, at MPE's request, provided additional cut sheets on two luminaires. Based on the information received, house shields are not included and convex lens as opposed to flat lens are proposed for use on the 40 feet pole mounted shoebox type lights. The second luminaire type, serving pedestrians and located on 13-foot poles, does not have glare control.

iv. ***Revise Lighting Plan along the East Property Line.*** The photometrics indicate that the foot-candle levels range from approximately 11.9 to 0.3 within five feet of the east property line. This intensity will exceed the generally recommended 1.0 foot-candle level. However, in order to confirm a maximum acceptable foot-candle level along the east property line, the applicant must provide the City with the existing foot-candle levels at and ten feet beyond the property line in order that the City lighting consultant can determine the relationship between the existing and proposed lighting levels.

v. ***Revise Lighting Plan along the North Property Line.*** The photometrics indicate foot-candle levels ranging from approximately 4.4 to 1.4 at approximately five feet south of the north property line. It appears that the light level on adjacent east property line will exceed our recommended 1.0 foot-candle level. This intensity will exceed the generally recommended 1.0 foot-candle level. However, in order to confirm a maximum acceptable foot-candle level along the east property line, the applicant must provide the City with the existing foot-candle levels at and ten feet beyond the property line in order that the City lighting consultant can determine the relationship between the existing and proposed lighting levels.

vi. ***Pole Light Fixture Height and Lens.*** The 40 feet pole mounted luminaires have convex lens. Considering the proposed height and absence of flat lens, MPE anticipates that the proposed lighting will likely project glare onto adjacent properties, driveways and streets.

vii. ***General Requirement.*** This evaluation focuses on review of lighting and photometrics to detect spill lighting and/or possible glare lighting onto adjacent properties. The analysis does not provide comment on lighting design or safety issues as those issues are the responsibility of the applicant's lighting professional.

5. ***Alteration of Light and Air.*** The plan does not generate any adverse impacts to light and air.

6. ***Setbacks and Buffers.*** The proposed HarborWalk is located adjacent to other commercial development. Therefore, the project does not require extensive buffers that are required to mitigate potential problems generated by commercial development situated immediately adjacent to residential development. In this case, the closest residentially zoned property is approximately 470 feet removed from the subject site.

Summary. In my professional opinion, subject to the above stated conditions, the development complies with the criteria for compatibility review contained in the Comprehensive Plan and Land Development Code. Any additional revisions to the site plan must be reviewed and approved by the appropriate Technical Review Committee members and may be subject to a compatibility analysis if required pursuant to provisions stated within the approved Development Order, the Comprehensive Plan [Policy 7.A.4.6 (p)] and Land Development Code [LDC, §7.09] or as agreed upon by the City and the applicant as a condition of the final development order.

MEMORANDUM

TO: **Jerry Mucci, AICP, Community Development Director**

FROM: **Les Solin, FAICP, Planning Consultant**

SUBJECT: **Notations for Staff Consideration Not Included in the Harborwalk Compatibility Analysis**

DATE: **August 23, 2002**

The City may desire to require the applicant to submit computer generated graphics, cross-sections, or a scale model since three-dimensional illustrations that address the following specific issues. The supportive City policies that serve as a basis for the requests are also referenced herein. I advise the City to coordinate subsequent requests for the information with the City Engineer, planning staff, and City Land Use Attorney.

1. **Impact on Access to Harbor, including safe and convenient passage for the handicapped.**

Although in my professional opinion, the applicant has provided a system of pedestrian ways that significant improve access to the harbor, the drawing do not address public safety considerations surrounding the design of terraced pedestrian way and structures that link segments of walk ways that are at sharply differing grades. Therefore, the City should consider requesting elevations, dimensions, and slope of pedestrian linkages, especially changes in grade. The exhibits should indicate design features and physical dimensions of bridges, stairways, and ramps, if any, that provide safe and convenient access to the Harbor, including access for the handicapped. These features are especially important where the topographic elevations are severe along the bluff.

2. **Visual Impacts at eye level and above eye level.**

Although in my professional opinion, the applicant has applied an overall design concept that enhances access to views, the City may desire to suggest that the applicant provide additional perspectives of view corridors that will be generated by the project's design, especially the enhanced access to views made available by the system of pedestrian linkages along the bluff line and the boardwalk. The applicant's architectural plans demonstrate the relative merit of the design concept applied (i.e., one high-structure complemented by several low-rise structure versus several mid-rise structures). The clustering of the lodging units in one high-rise structure preserves significant view corridors and visual access to the south horizon from points along US Highway 98. However, a lay citizen may not be able to perceive the visual access to waterfront, harbor, and the south horizon provided by the pedestrian ways along the bluff line and the boardwalk are not adequately demonstrated in the drawings.

City Policies Supporting Recommendation:

1. **Comprehensive Plan:**

- Policy 7.A.4.6 (p): Compatibility analysis criteria include consideration of natural areas, access, aesthetics, and views.
- Policy 11.A.1.4: Continue the City's practice of requiring mitigation or enhancement activities for development impacting Destin Harbor.
- Objective 11.A.9: Increase access to the beach or shoreline.
- Policy 11.A.9.1: Require public access ways through private developments to the shoreline.

2. **Land Development Code:**

- Sec. 7.09.00: Compatibility analysis criteria include consideration of natural areas, pedestrian movement, aesthetics, open space, landscaping, and buffers.

EXHIBIT K

"Village Character" is defined as the visual and physical features of a development that portrays a pedestrian-oriented, small-town look and feel. A development with "village character" is comprised of buildings having individual, unique appearance, each with its own personality and character. Other essential features include:

- An eclectic, as opposed to uniform, design of individual buildings in a cluster giving an impression that the various components of the development were created over a period of time, similar to the growth of a small downtown village where buildings were built at different times and were designed and owned by different persons. This concept is intended as the opposite of the "shopping center" look that normally has very uniform designs and materials.

- A pedestrian-friendly, inviting human scale, achieved by combining numerous pedestrian points of interest such as kiosks, rental booths, park benches, fishing boats, shaded areas, docks, sidewalk cafés, within the development.

- Provision of a seamless pedestrian flow into adjoining developments resulting in little notice that one is transitioning from one development to another.

- Design and materials that weather and endure architecturally in a manner that adds character and ambiance, as opposed to that of a traditional shopping center whose design and materials appear dated with age.

- Various structural design themes and components that are unique in character, with details pulled from existing, quality, diverse, building designs in the region as depicted in Exhibit "J".

- Landscaping substantially beyond the minimum required by City ordinances located in a manner that creates a shaded, pedestrian, retail and restaurant cluster that will feel and look like a harbor-side village sensitive to the natural environment.

- Provides view corridors that continue line of sight to the harbor looking due south from the intersections of Stahlman Avenue and Calhoun Avenue.

Prepared by and return to:

Mitchell W. Legler, Esq.
Mitchell W. Legler, P.A.
300A Wharfside Way
Jacksonville, Florida 32207

Property Appraiser's Parcels:
#00-2S-22-0630-0000-10A0
#00-2S-22-0630-0000-113A
#00-2S-22-0630-0000-1000
#00-2S-22-0630-0000-0900
#00-2S-22-0630-0000-090A

29 03

UNITY OF DEVELOPMENT AGREEMENT
(HarborWalk)

THIS UNITY OF DEVELOPMENT AGREEMENT ("Agreement") is effective as of September 1, 2002, by and between:

PELICAN POINT HARBOR, INC., a Florida corporation, ("**Pelican**") and **KELLY BOAT SERVICES, LLC**, a Florida limited liability company ("**Kelly**");

HARBOR WALK, INC., a Florida corporation ("**Harbor**") and **ROBERT C. ERHART, JARRETT G. MELVIN** and **KENT E. AMOS, as Trustees of the Coleman L. Kelly Testamentary Trust** (the "**Trust**"); and

EAST PASS INVESTORS, INC., a Florida corporation ("**East Pass**").

BACKGROUND FACTS

Pelican is the long-term lessee of that real property owned by Kelly and more fully described on **Exhibit A** hereto (the "**Pelican Tract**"). Harbor is the long-term lessee of that real property owned by the Trust and more fully described on **Exhibit B** hereto (the "**Harbor Tract**"). East Pass is the owner of that real property more fully described on **Exhibit C** hereto (the "**East Pass Tract**"). The Pelican Tract, the Harbor Tract and the East Pass Tract are together called the "**Parcels**". Pelican, Harbor and East Pass are called "**Owners/Tenants in Possession**".

The parties hereto are collectively called the "**Owners**" and intend the Parcels to be developed as an integrated development to be known as HarborWalk Village as generally depicted on **Exhibit D hereto** as modified from time to time (the "**Master Development Plan**"). Thus, the Owners desire to establish certain rights for all of the Parcels as to rights to develop improvements on the Parcels as provided herein as the implementation of the Master Development Plan is believed by the Owners to enhance the utilization and value of each and all of the Parcels.

Harbor Walk, Inc. and
Pelican Point Harbor, Inc.
4460 Legendary Dr., Ste. 400

Kelly Boat Services, LLC
P. O. Box 5176
Niceville, FL 32578

Coleman L. Kelly Testamentary Trust
P. O. Box 187
Destin, FL

AGREEMENT

In consideration of the mutual benefits and covenants herein contained, it is agreed and declared as follows:

1. Background Facts. The Background Facts set forth above are agreed to be true and correct and are incorporated herein by this reference.

2. Definitions.

"Governmental Entities" shall mean the United States of America, the State of Florida, Okaloosa County, and the City of Destin, Florida, and all agencies, administrative divisions, subdivisions, courts and tribunals thereof.

"Laws, Rules and Regulations" shall mean all statutes, ordinances, constitutions, codes, charters, policies, orders, development orders, decrees, laws, rules, regulations, interpretations, rulings, judgments, zoning codes and all similar determinations of any Governmental Entity.

"Development Rights" means all rights of the Owners to develop the Parcels pursuant to all Laws, Rules and Regulations applicable to the Parcels and to the Master Development Plan, including, without limitation, rights arising out of zoning codes, density usage and allocation, set-back requirements, vested concurrency rights, impact fee calculations, parking requirements, public road usage and utility usage, ingress and egress, road cuts, building location, site plan approvals, water distribution and collection and storm water control.

3. Unity of Development.

a. Rights Spread. The Owners agree that with respect to the Development Rights the Parcels will be treated as one parcel of property with a single owner regardless of the number of actual owners and tenants for purposes of effecting and maintaining the Master Development Plan. Thus, the Development Rights applicable to one Parcel or to any and all successors and/or subdivisions thereof shall be spread to all of the Parcels and Development Rights that, but for this agreement, would be applicable to one Parcel, shall be available for use on another Parcel or Parcels and visa versa so long as such use is consistent with the Master Development Plan.

b. Use. The rights created by this Agreement shall be for the use and benefit of the Parcels; provided, however, that nothing contained in this Agreement shall be deemed to constitute a grant or dedication of any portion of the Property to the general public or for any public purpose whatsoever, it being the intention of the Owners that this Agreement is not intended to confer the status of a third-party beneficiary upon any person who is not an Owner, other than a mortgagee of any Owner.

4. Effect. The rights created by this Agreement are appurtenant to the Parcels, and may not be transferred, assigned or encumbered except as an appurtenance to the Parcels or in connection with the sale of any business conducted on any or all Parcels. The rights, benefits and obligations established by this Agreement (i) are made for the direct, mutual and reciprocal benefit of each and all Parcels, (ii) create mutual equitable servitudes on each Parcel in favor of each and all Parcels, (iii) constitute covenants running with the land, and (iv) shall bind and inure to the benefit of the Owners, their respective successors, assigns and mortgagees.

5. Amendment. This Agreement may be terminated or modified as to each Parcel only with the written consent of all Owner/Tenants in Possession as to the Parcels.

6. Severability. If any provision of this Agreement is, to any extent, declared by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement (or the application of such provision to persons or circumstances other than those in respect of which the determination of invalidity or unenforceability was made) shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

7. Entire Agreement. This Agreement together with the Exhibits attached hereto, constitutes the entire agreement between the parties with respect to the subject matter hereof and merges with and supersedes all prior or contemporaneous written or oral representations, warranties, agreements or understandings between the parties; provided, however, that this Agreement is supplemental to and does not replace that Reciprocal Easement Agreement among the parties hereto dated as of November 1, 2000, and recorded at book 2372, page 248, Official Records of Okaloosa County, Florida.

8. Further Assurances. Each Grantor agrees to execute any and all documents and perform any and all acts reasonably necessary to fully implement the intent of this Agreement. The consent to any changes in Development Rights relating to the Parcels

shall be given by the Owner/Tenants in Possession and shall be binding on all of the Parcels.

9. Counterparts. This Agreement may be executed in one or more counterparts each of which shall be an original but all of which shall constitute one and the same instrument.

This Agreement has been executed and is effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

DANA H. PERCIVAL
[Print or Type Name]

Wendy Parker
[Print or Type Name]

PELICAN POINT HARBOR, INC.

By: _____
Peter H. Bos, President

DANA H. PERCIVAL
[Print or Type Name]

Wendy Parker
[Print or Type Name]

KELLY BOATING SERVICES, LLC

By: _____
Paul Sims, President MANAGER

Signed, sealed and delivered
in the presence of:

Dana H. Percival
[Print or Type Name]

Wendy Parker
[Print or Type Name]

HARBOR WALK, INC.

By: _____
Peter H. Bos, President

COLEMAN L. KELLY TESTAMENTARY TRUST

By its Trustees:

Robert C. Erhart

Jarrett G. Melvin

Kent E. Amos

Patricia A. Marshall
[Print or Type Name]

Wendy Parker
[Print or Type Name]

JOAN TALLEY HOFSTAD
[Print or Type Name]

Patricia A. Marshall
[Print or Type Name]

[Print or Type Name]

[Print or Type Name]

Signed, sealed and delivered
in the presence of:

HARBOR WALK, INC.

By: _____
Peter H. Bos, President

_____
[Print or Type Name]

_____
[Print or Type Name]

COLEMAN L. KELLY TESTAMENTARY TRUST

By its Trustees:

_____
[Print or Type Name]

_____
Robert C. Erhart

_____
[Print or Type Name]

_____
[Print or Type Name]

_____
Jarrett G. Melvin

_____
[Print or Type Name]

_____
Kent E. Amos

Carolyn Scarborough
[Print or Type Name]

Stephanie Degeyter
[Print or Type Name]

Signed, sealed and delivered
In the presence of:

Dana H. Percival
[Print or Type Name]

Wendy Parker
[Print or Type Name]

EAST PASS INVESTORS, INC.

By: _____
Peter H. Bos, President

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 16th day of October, 2002, by PETER H. BOS, the President of **PELICAN POINT HARBOR, INC., HARBOR WALK, INC.**, and **EAST PASS INVESTORS, INC.**, each a Florida corporation, on behalf of each such corporation, respectively. Such person: *(notary must check applicable box)*

☑ is/are personally known to me.
☐ produced a current Florida driver's license as identification.

{Notary Seal must be affixed}

WENDY PARKER
Notary Public - State of Florida
My Commission Expires Apr 13, 2006
Commission # DD 097019
Bonded By National Notary Assn.

Wendy Parker
Signature of Notary

Name of Notary (Typed, Printed or Stamped)
Commission Number (if not legible on seal): _____
My Commission Expires (if not legible on seal): _____

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 16th day of October, 2002, by Paul Sims, as an officer of **KELLY BOAT SERVICES, LLC**, a Florida limited liability company on behalf of each such company. Such person: *(notary must check applicable box)*

☑ is/are personally known to me.
☐ produced a current Florida driver's license as identification.

{Notary Seal must be affixed}

Signature of Notary

WENDY PARKER
Notary Public - State of Florida
My Commission Expires Apr 13, 2006
Commission # DD 097019
Bonded By National Notary Assn.

Name of Notary (Typed, Printed or Stamped)
Commission Number (if not legible on seal):
My Commission Expires (if not legible on seal):

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 25th day of Oct., 2002, by ROBERT C. ERHART, Co-Trustee of the COLEMAN L. KELLY TESTAMENTARY TRUST, a Florida testamentary trust, on behalf of the Trust. Such person: *(notary must check applicable box)*

☑ is/are personally known to me.
☐ produced a current Florida driver's license as identification.

{Notary Seal must be affixed}

Patricia A. Marshall
Signature of Notary

Name of Notary (Typed, Printed or Stamped)

Commission Number (if not legible on seal):
My Commission Expires (if not legible on seal):

PATRICIA A. MARSHALL
Notary Public – State of Florida
My Commission Expires Jan. 8, 2006
Commission # DD 082836

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 28th day of Oct., 2002, by JARRETT G. MELVIN, Co-Trustee of the COLEMAN L. KELLY TESTAMENTARY TRUST, a Florida testamentary trust, on behalf of the Trust. Such person: *(notary must check applicable box)*

☑ is/are personally known to me.
☐ produced a current Florida driver's license as identification.

{Notary Seal must be affixed}

Patricia A. Marshall
Signature of Notary

Name of Notary (Typed, Printed or Stamped)
Commission Number (if not legible on seal):
My Commission Expires (if not legible on seal):

PATRICIA A. MARSHALL
Notary Public – State of Florida
My Commission Expires Jan. 8, 2006
Commission # DD 082836

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 25th day of Oct., 2002, by KENT E. AMOS, Co-Trustee of the COLEMAN L. KELLY TESTAMENTARY TRUST, a Florida testamentary trust, on behalf of the Trust. Such person: *(notary must check applicable box)*

☑ is/are personally known to me.
☐ produced a current Florida driver's license as identification.

{Notary Seal must be affixed}

Patricia A. Marshall
Signature of Notary

Name of Notary (Typed, Printed or Stamped)
Commission Number (if not legible on seal):
My Commission Expires (if not legible on seal):

W:\HW\Unity of Devop Ag v3

PATRICIA A. MARSHALL
Notary Public - State of Florida
My Commission Expires Jan. 8, 2006
Commission # DD 082836

** OFFICIAL RECORDS **
BK 2372 PG 261

** OFFICIAL RECORDS **
BK 1721 PG 1187

EXHIBIT A

Pelican Tract

LEGAL DESCRIPTION OF LEASED PREMISES

Lots 8 and 9, Moreno Point Military Reservation as recorded in Deed Book 25, Page 573 of the public records of Okaloosa County, Florida.

(as shown in attached aerial photo)

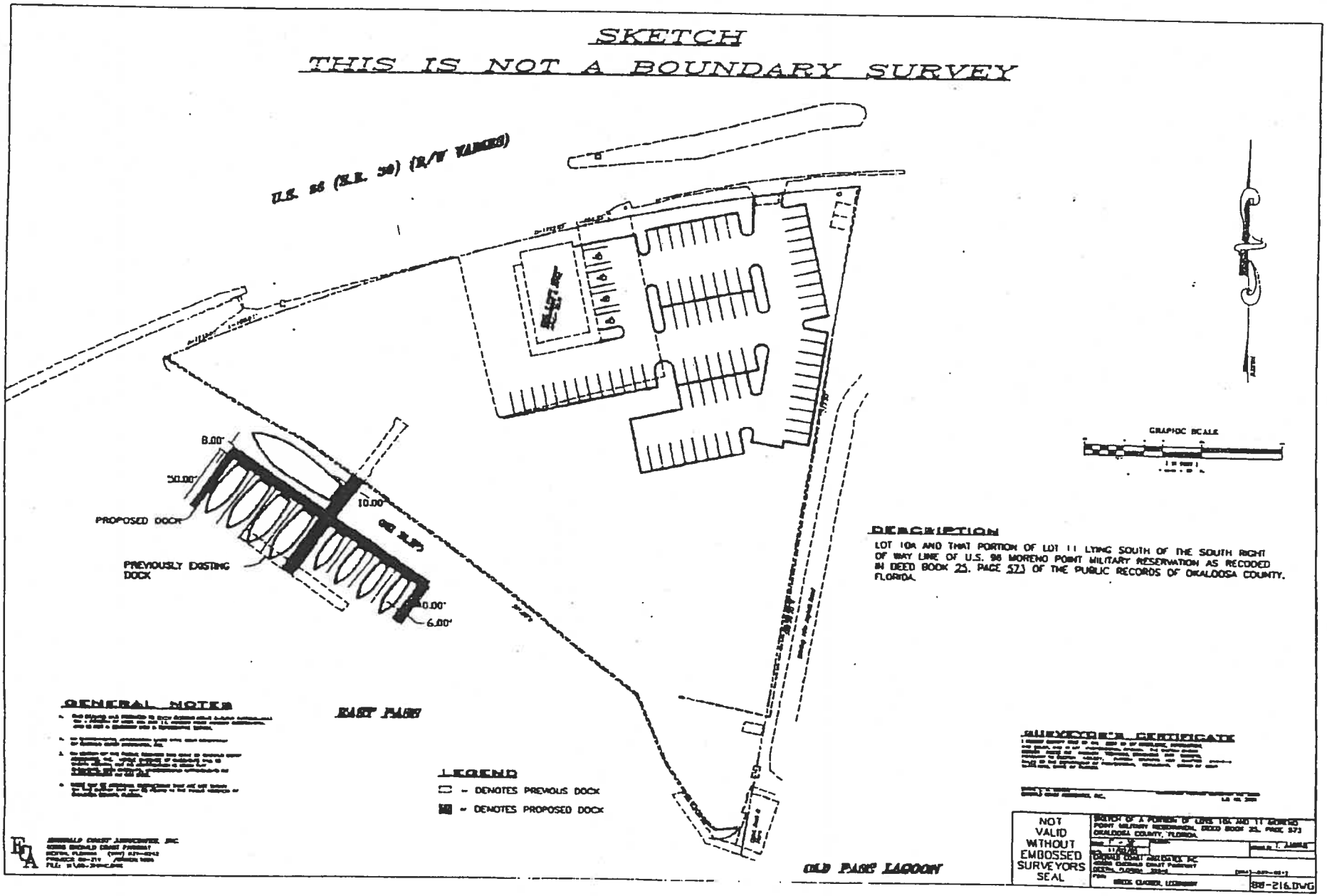
** OFFICIAL RECORDS **
BK 2372 PG 260

FILE# 1237999
OKALOOSA COUNTY, FLORIDA

RCD: JAN 19 1995 @ 9:44 AM
NEWMAN C BRACKIN, CLERK

EXHIBIT B
Harbor Tract

SKETCH
THIS IS NOT A BOUNDARY SURVEY



DESCRIPTION

LOT 10A AND THAT PORTION OF LOT 11 LYING SOUTH OF THE SOUTH RIGHT OF WAY LINE OF U.S. 98 MORENO POINT MILITARY RESERVATION AS RECODED IN DEED BOOK 25, PAGE 573 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

GENERAL NOTES

LEGEND

□ - DENOTES PREVIOUS DOCK

▩ - DENOTES PROPOSED DOCK

SURVEYOR'S CERTIFICATE

NOT VALID WITHOUT EMBOSSED SURVEYORS SEAL

SKETCH OF A PORTION OF LOTS 10A AND 11 MORENO POINT MILITARY RESERVATION, DEED BOOK 25, PAGE 573 OKALOOSA COUNTY, FLORIDA.

88-216.DWG

** OFFICIAL RECORDS **
BK 2372 PG 262

** OFFICIAL RECORDS **
BK 2093 PG 1760

EXHIBIT C

East Pass Tract

FILE # 1571688 RCD: Aug 27 1997 3 02:56PM
Newman C. Brackin, Clerk, Okaloosa Cnty Fl

LEGAL DESCRIPTION:

LOT 10. OF "MORENO POINT MILITARY RESERVATION, OKALOOSA COUNTY, FLORIDA. SURVEY OF LOTS", AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIPE MARKING THE NORTHEAST CORNER OF THE LOT, SAID PIPE ALSO MARKING THE NORTHWEST CORNER OF LOT NO. 9, AND BEING IN THE SOUTHERLY RIGHT-OF-WAY LINE OF THE GULF COAST HIGHWAY SIXTY-SIX FEET (66') WIDE; SAID RIGHT-OF-WAY LINE BEING A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF ONE THOUSAND ONE HUNDRED AND FIVE FEET (1105') AND RUNNING THENCE BY MAGNETIC BEARINGS (MARCH 1930)

(1) SOUTH NINE DEGREES TWENTY-SIX MINUTES TWENTY SECONDS WEST (S 9°26'20" W) A DISTANCE OF FIVE HUNDRED THIRTEEN AND FIFTY HUNDREDTHS FEET (513.50'), MORE OR LESS. TO A POINT ON THE SHORE LINE OF THE EAST PASS TO THE GULF OF MEXICO, AN IRON PIPE BEING IN LINE FOUR HUNDRED SIXTY-EIGHT AND FIFTY HUNDREDTHS FEET (468.50') FROM BEGINNING OF COURSE: THENCE

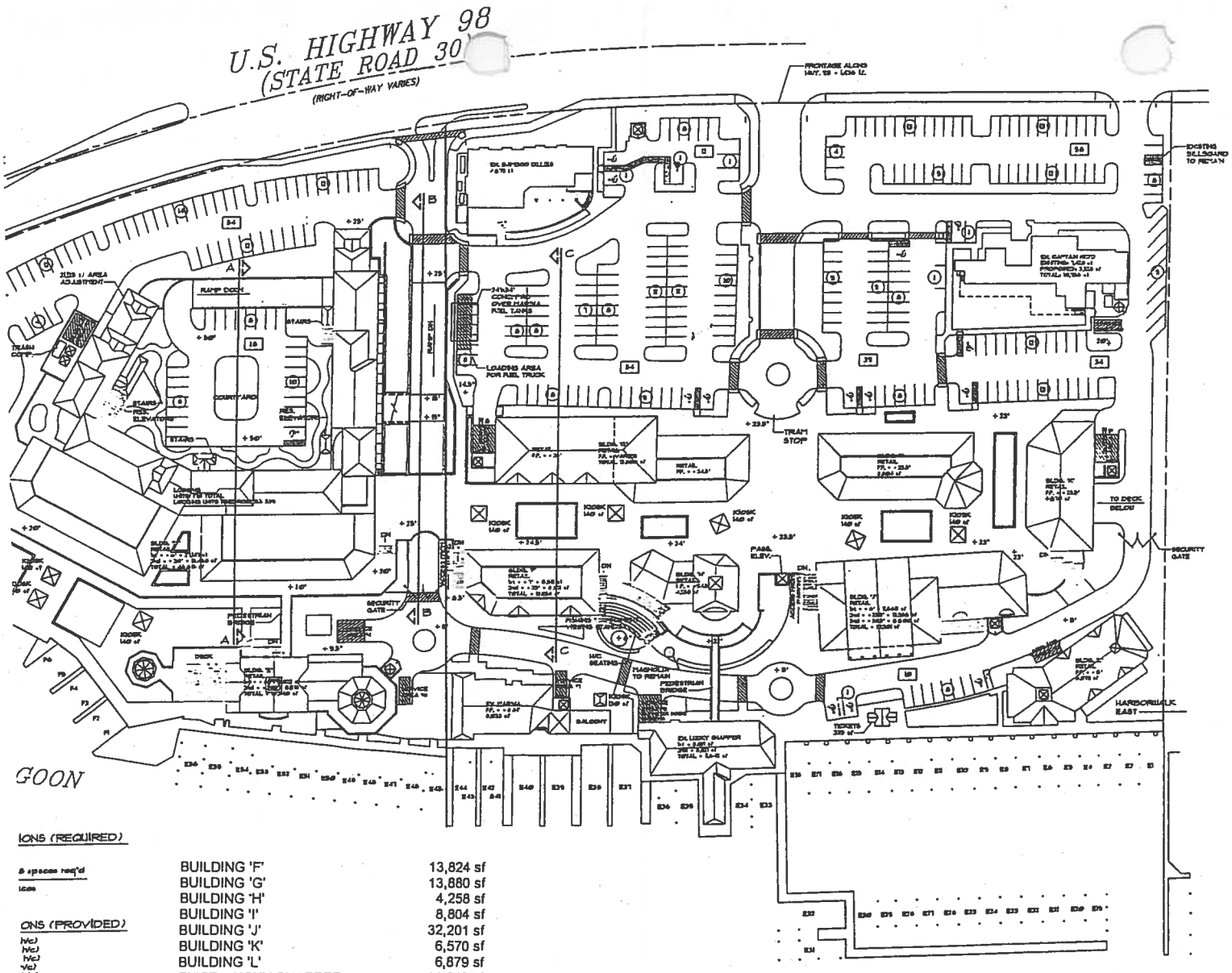
(2) IN A WESTERLY DIRECTION ALONG THE SAID SHORE LINE OF THE EAST PASS TO THE GULF OF MEXICO A DISTANCE OF TWO HUNDRED THIRTY-FIVE FEET (235') MORE OR LESS TO A POINT: THENCE

(3) NORTH NINE DEGREES TWENTY-SIX MINUTES TWENTY SECONDS EAST (N 9°26'20" E) A DISTANCE OF FOUR HUNDRED FOURTEEN AND FIFTY-EIGHT HUNDREDTHS FEET (414.58') MORE OR LESS. TO AN IRON PIPE IN THE AFORESAID SOUTHERLY RIGHT-OF-WAY LINE OF THE GULF COAST HIGHWAY, BEING A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF ONE THOUSAND ONE HUNDRED AND FIVE FEET (1105'), AN IRON PIPE BEING IN LINE EIGHTEEN AND FIVE TENTHS FEET (18.5'), MORE OR LESS, FROM THE BEGINNING OF COURSE; THENCE

(4) IN AN EASTERLY DIRECTION ALONG THE ARC OF SAID CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF ONE THOUSAND ONE HUNDRED AND FIVE FEET (1105'), BEING THE SAID SOUTHERLY RIGHT-OF-WAY LINE OF THE GULF COAST HIGHWAY.. A DISTANCE OF TWO HUNDRED FORTY AND SIX HUNDREDTHS FEET (240.06') TO THE POINT OF BEGINNING.

COPY

** OFFICIAL RECORDS **
BK 2372 PG 263



IONS (REQUIRED)

6 spaces req'd

ions

IONS (PROVIDED)

N/C)
N/C)
N/C)
Yes)
N/C)
N/C)
N/C)
Yes)

ices

BUILDING 'F'	13,824 sf
BUILDING 'G'	13,880 sf
BUILDING 'H'	4,258 sf
BUILDING 'I'	8,804 sf
BUILDING 'J'	32,201 sf
BUILDING 'K'	6,570 sf
BUILDING 'L'	6,879 sf
EXIST. LUCKY SNAPPER	11,642 sf
EXIST. BAMBOO WILLIES	4,679 sf
EXIST. CAPT. KIDD	10,756 sf
EXIST. MARINA	8,033 sf
EXIST. TICKET	325 sf
EXIST. KIOSK	130 sf
KIOSKS (5)	700 sf
TOTAL	122,681 sf

HARBORWALK

Destin, Florida

August 14, 2002

REVISED 08/14/02

A-1.1

21 SHEETS TOTAL

HARBORWALK

EXHIBIT D

City of Destin

March 19, 2004 **Order No. 04-13**

Final Development Order:

"HARBORWALKVILLAGE – 1st AMENDMENT":
A MODIFICATION TO PREVIOUSLY APPROVED
MAJOR DEVELOPMENT
(SP-00-57 and SP-04-04)

Based upon the City Council's approval of this amended development order on March 2, 2004, this document will serve as your Final Amended Development Order, to include all of the provisions of the attached Technical Review Committee Report and with the following conditions, as specified by the City Council:

BACKGROUND / ISSUE:

Applicant:	East Pass Investors, Inc., on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust.
Request:	The originally proposed project, "HarborWalk – Village," was a mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium. The proposed modifications requiring council consideration relate to the following: 1) An increase of 122 dwelling units on site. The increase is a result of adding 48 units to the approved 170-unit condominium and providing an additional 74 units distributed throughout the development site. 2) An increase in height of "Building D" from three stories to four stories. Additional modifications to the development involve revised ingress/egress points, improved interior accessibility and circulation, design modification to the main tower to create two separate towers within the required height envelope, and an additional permissible third story for "Buildings A, F, G, H, I, J, K, and L", which will house the added 74 dwelling units previously described. Note: For clarification, the developer has the right to distribute the additional 122 dwelling units throughout the development site so as to not increase the building height and/or footprint envelopes beyond the approved limits or increase the number of units beyond 292.
Location:	The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property Appraiser's parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A
Parcel Size:	The combined parcel area contains 14.70 acres, more or less
Future Land Use:	Mixed Use (MU)
Zoning District:	Business Tourism (BT)
Density:	Allowed: 19.9 dwelling units per acre Proposed: 292 dwelling units / 14.7 acres = 19.9 dwelling units per acre
Intensity:	Allowed: 1.07 Floor Area Ratio (FAR) Proposed: Code Definition: -0.08 (Typical FAR methodology = 1.07 FAR)

Modification Application Date:	December 18, 2003
TRC Date:	Not applicable for all TRC members to review this particular modification request
Approved Site Plan Date:	February 12, 2004
City Council Date:	March 2, 2004

DETERMINATIONS:

1. The Destin City Council held a public hearing on March 2, 2004. The Council voted 6-1, to approve the amended project as presented in the agenda package and subject to all applicable conditions identified within the Final Amended Development Order and TRC report dated August 26, 2002, and amended September 30, 2002, October 21, 2002, and February 12, 2004, with all necessary changes and updates, and contingent upon payment of all outstanding fees prior to the issuance of the Amended Development Order.

2. All the findings of the Technical Review Committee report dated August 26, 2002, and amended September 30, 2002, October 21, 2002, and February 12, 2004, are incorporated herein

CONDITIONS OF APPROVAL FOR "HARBORWALKVILLAGE – 1st AMENDMENT": A MODIFICATION TO A PREVIOUSLY APPROVED MAJOR DEVELOPMENT (SP-04-04):

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

   Construction must commence within one (1) year of approval date (date from which the Final Amended Development Order is issued by the Community Development Department) of the Amended Final Development Order on March 19, 2004 (no later than March 19, 2005), and must be completed as shown on plans approved by the Technical Review Committee.

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

   NOTE: An applicant/owner who desires to extend the twelve (12) month (1 year) deadline must submit a request to the Community Development Department, no less than thirty (30) days prior to the expiration of the twelve (12) month deadline to obtain a building permit and commence construction. The applicant may receive only one extension, and such extension shall not exceed one year. The applicant /owner should review Article 2, Section 2.15.00, of the Destin Land Development Code and City Ordinance 02-06-LC for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1 above, the concurrency capacity allocation status for "HaborWalk-Village, 1st Amendment" will be protected. **However, the protected concurrency status will be lost if:**

   A. Construction activity ceases for a period exceeding one (1) year at any time during the term of this Final Development Order so that concurrency is not maintained under section 6.02.00.B.3 of the Destin Land Development Code, or

   B. Construction permit(s) are not obtained in accordance with Section 2.09.00 of the Land Development Code to maintain concurrency.

3. The applicant must obtain City of Destin permits for the following activities on and off site (These may require appropriate bonding):

    A. Disturbance of the City's right-of-way (Must obtain ROW permit(s) from Engineering Department).
    B. Pavement cuts.
    C. Construction of any kind.
    D. Clearing, grubbing, or demolition.
    E. Paving, grading, drainage, sidewalks.
    F. Signage.
    G. Installation of utilities.
    H. Construction trailers.

Notes and Conditions Per Community Development Department:

***Please refer to pages 14 through 17 of the incorporated TRC Report.**

Attached are two letters dated June 27, 2003 (Attachment "A"), and November 7, 2003 (Attachment "B"), which provide further clarification in regards to conditions of the original Final Development Order No. 02-55.

Per Engineering Department (Derived from approval letter dated August 6, 2002):

***Please refer to page 17 through 19 of the incorporated TRC Report.**

TECHNICAL REVIEW COMMITTEE REPORT

"HARBORWALKVILLAGE – 1st AMENDMENT ": A MODIFICATION TO PREVIOUSLY APPROVED MAJOR DEVELOPMENT (SP-00-57 and SP-04-04)

TRC Report: August 26, 2002, Amended September 30, 2002, October 21, 2002, and February 12, 2004

ISSUE:

Applicant: East Pass Investors, Inc., on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust.

Request: The originally proposed project, "HarborWalk – Village," was a mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium. The proposed modifications requiring council consideration relate to the following: 1) An increase of 122 dwelling units on site. The increase is a result of adding 48 units to the approved 170 unit condominium and providing an additional 74 units distributed throughout the development site. 2) An increase in height of "Building D" from three stories to four stories. Additional modifications to the development involve revised ingress/egress points, improved interior accessibility and circulation, design modification to the main tower to create two separate towers within the required height envelope, and an additional permissible third story for "Buildings A, F, G, H, I, J, K, and L", which will house the added 74 dwelling units previously described. Note: For clarification, the developer has the right to distribute the additional 122 dwelling units throughout the development site so as to not increase the building height and/or footprint envelopes beyond the approved limits or increase the number of units beyond 292.

Location: The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property Appraiser's parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A

Parcel Size: The combined parcel area contains 14.70 acres, more or less

Future Land Use: Mixed Use (MU)

Zoning District: Business Tourism (BT)

Density: Allowed: 19.9 dwelling units per acre
Proposed: 292 dwelling units / 14.7 acres = 19.9 dwelling units per acre

Intensity: Allowed: 1.07 Floor Area Ratio (FAR)
Proposed: Code Definition: -0.08 (Typical FAR methodology = 1.07 FAR)

Modification Application Date: December 18, 2003

TRC Date: Not applicable for all TRC members to review this particular modification request

Approved Site Plan Date: February 12, 2004

City Council Date: March 2, 2004

DISCUSSION/FINDINGS:

East Pass Investors, Inc., on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust is requesting approval of a Modification (1st Amendment) to a previously approved Major Development identified as "HarborWalk – Village." The proposed modifications requiring council consideration relate to the following: 1) An increase of 122 dwelling units on site. The increase is a result of adding 48 units to the approved 170 unit condominium and providing an additional 74 units distributed throughout the development site. 2) An increase in height of "Building D" from three stories to four stories. Additional modifications to the development involve revised ingress/egress points, improved interior accessibility and circulation, design modification to the main tower to create two separate towers within the required height envelope, and an additional permissible third story for "Buildings A, F, G, H, I, J, K, and L", which will house the added 74 dwelling units previously described. Note: For clarification, the developer has the right to distribute the additional 122 dwelling units throughout the development site so as to not increase the building height and/or footprint envelopes beyond the approved limits or increase the number of units beyond 292. The proposed development will be generally located north of the Destin Harbor, south of U.S. Highway 98 East, and just east of the Destin "Marler" Bridge, more specifically known as Property parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A. The combined parcel area contains 14.70 acres, more or less.

The amended project, as required by the Comprehensive Plan and the Land Development Code, has undergone an amended compatibility review and meets the minimum requirements with conditions as described on pages 14 - 19. Refer to the Compatibility Analysis Addendum dated February 12, 2004.

The proposed request is consistent with the Comprehensive Plan and Land Development Code, which include an amended Compatibility review, Concurrency Management review, and a Level of Service review. This project is located within the "Harbor District" Community Redevelopment Agency District.

The applicable Technical Review Committee (TRC) members reviewed and approved the modified project with specific conditions.

COMPREHENSIVE PLAN/ZONING:

The property currently has a Future Land Use designation of Mixed Use (MU) and a Zoning designation of Business Tourism (BT). The proposed use is consistent with the MU Future Land Use designation and is a permitted principal use in the BT Zoning District.

COMPATIBILITY:

The amended project, as required by the Comprehensive Plan and the Land Development Code, has undergone an amended compatibility review and meets the minimum requirements with conditions as described on pages 11 - 16. Refer to the Compatibility Analysis Addendum dated February 12, 2004.

DENSITY:

Allowed: 19.9 dwelling units per acre
Proposed: 292 dwelling units / 14.7 acres = 19.9 dwelling units per acre

HEIGHT:

The BT Zoning District does not have a maximum building height. Building height in this district is determined by compatibility and whether the proposed structures are three stories or more, which require increased setbacks. The new tower configuration does not result in an increase in height from the previously approved design of 157' 0" (13 Residential Floors above the parking deck). As currently proposed, the modified tower configuration has been reduced to a height of 150' 0" as measured from the crown of U.S. Highway 98 East. Note: The height of tallest structures cannot exceed the maximum approved height of 157' 0". Refer to the Compatibility Analysis Report Addendum dated February 12, 2004, which describes the height and finds the proposed amended project remains compatible with the surrounding area in regards to height.

FLOOR AREA RATIO:

The Mixed Use Future Land Use designation has a maximum floor area ratio (FAR) of 1.07.

The FAR calculation methodology as defined in Article 3, Section 3.00.01 "Floor Area Ratio" of the Destin Land Development Code is as follows:

$$\frac{\text{(Total gross floor area) - (Total square feet of required setbacks and open space + parking)}}{\text{Total square feet of site}} = \text{FAR}$$

$$\frac{\text{(685,155 sq. ft.) – (735,483 sq. ft.)}}{\text{640,332 sq. ft.}} = \text{FAR}$$

-50,328 sq. ft. / 640,332 sq. ft. = -0.08 FAR

Utilizing the formula as defined above, the FAR of –0.08 is below the maximum of 1.07and thus is in compliance.

Utilizing the more common FAR calculation methodology as proposed in the Comprehensive Plan update results in an FAR of 1.07, which is equal to the maximum FAR allowed and is as follows:

Total square feet of existing and proposed buildings / square feet of subject parcel = FAR

685,155 sq. ft. / 640,332 sq. ft. = 1.07 FAR

RIGHT-OF-WAY DEDICATION:

No right-of-way dedication is required for this project at this time. Additional right-of-way dedication may be required as a result of the ingress/egress final design.

CONCURRENCY MANAGEMENT:

Concurrency requirements have been met:

Solid Waste: **X**
Potable Water: **X**
Sanitary Sewer: **X**
Traffic: **X**
Stormwater Management: **X**

TRAFFIC ANALYSIS:

According to the traffic review conducted by the City's Transportation Manager, the proposed modification to the development and the associated traffic analysis is satisfactory. Therefore, traffic concurrency is satisfied for this project.

SUBDIVISION OR PUD - PLAT:

Not applicable at this time.

WHITE SANDS ZONE:

The proposed project is located within White Sand Zone I.

PHASING:

The applicant is proposing to construct the project in phasing/zones: 1) Residential Zone, 2) Commercial Zone, and 3) Marina Zone. Each phasing/zone, when combined with all prior phase/zones, will comply with all applicable codes as of the date of the Overall Master Site Plan TRC approval (August 26, 2002). Prior to any building permit for each phase will require additional review and approval by City Staff for all applicable code compliance as of August 26, 2002. Working plans/drawings must be submitted to the Community Development Department for each phase in conjunction with the building permit application to the Building Department. The complete phasing plan is on Sheet A-1.8 of the approved plans as modified by the Applicant and Staff on September 5, 2002. Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to, setbacks, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002. In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropriate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestrian oriented impervious open space.

AIRPORT PROTECTION:

The subject site is not located within the airport protection area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

SETBACKS:

The buildings meet and exceed all of the required setbacks for the Business Tourism (BT) Zoning District. The BT Zoning District requires the following setbacks for a 16-story building, which includes 12 stories of residential floors and a 4 story parking deck: Front - 10 feet, Side – 20 feet + 2 feet for each story over four (44 feet), and Rear - 0 feet. The approximate setbacks provided for the proposed for the 16 story building are: Front – 71.0 feet +/- and Side (East) – 655 feet +/-.

SIGNS:

Although sign locations are proposed, no sign approval is part of this application. All future signs must comply with the applicable section of the Destin Land Development Code in effect at the time a sign application is submitted.

COX COMMUNICATIONS:

Not applicable at this time.

DESTIN FIRE CONTROL DISTRICT:

The Destin Fire Control District approved the project in a letter dated February 10, 2004, with conditions:

1. Add 3' to the road width because of the building.
2. The current site plan offer better circulation but a utility plan is needed to place the fire hydrants strategically.
3. It is my understanding that because of limited access that all principle buildings will be sprinklered with the exception of Bamboo Willies.
4. Fire Lane will be stenciled every 75' on the lower half.
5. Any power operated access gates are to be siren activated.

GULF POWER:

Not applicable at this time.

OKALOOSA GAS:

Not applicable at this time.

SPRINT:

Not applicable at this time.

WATER/SEWER PROVIDER:

Not applicable at this time.

UTILITIES:

Underground utilities are required.

STORMWATER:

Note: The proposed modifications requested do not impact the currently approved stormwater management plan. The City Engineer approved the stormwater plan in a letter dated August 6, 2002, and had the following stormwater related conditions, which have been amended as part of the applicant and City's agreed upon changes:

1. All site, parking & stormwater for each zone/phase shall meet the Destin LDC as of August 26, 2002, prior to each building permit per zone/phase.

2. **Prior to obtaining any city permit per Development Order**, provide copies of FDOT connection, FDEP stormwater permits, and NPDES stormwater permits.

3. Construct the proposed permanent stormwater management facilities prior to the issuance of a Certificate of Occupancy for each phase.

   City approved temporary stormwater management facilities may be utilized during construction of the permanent facilities for each phase. A reasonable review and approval timetable must be recognized by the applicant.

4. Re-locate utility and stormwater structures out of sidewalks and crosswalks.

5. A cross-access/drainage/utility easement and agreement has been approved by Applicant and City Attorney and recorded on July 29, 2002 in OR Book 2372, Page 248, the Public Records of Okaloosa County.

6. Provide a note on the exfiltration details on the Grading, Drainage, and Erosion Control Plan: The exfiltration beds shall be inspected by the engineer of record and the City Engineer prior to covering.

7. If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be deemed in non-compliance and the revised stormwater plan shall be resubmitted for review and approval.

8. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade." Such obligation may be subsequently assigned to another responsible party with notice to City.

INGRESS/EGRESS:

Currently there are seven (7) ingress/egress points into the existing property. Of those seven (7) existing ingress/egress points, two (2) will remain in there current location and one (1) shall be relocated and four (4) will be removed. The previously proposed right-in/right-out accessway between the proposed far western accessway and Stahlman Avenue has been removed from the plan.

At the far western accessway, the deceleration lane and a right in – right out with a raised island configuration shall provide enough of a physical deterrent to prevent motor vehicles traveling north from turning left. Additional right-of-way dedication may be required. The two eastern accessways exist and only minor improvements will be made. All unused curb cuts along U.S. Highway 98 East will be removed and replaced with type "F' curbs.

The proposed ingress/egress points meet the requirements of the Destin Land Development Code.

REFUSE COLLECTION:

Refuse collection is to be provided by dumpster service. The proposed dumpsters, if located outside, will be screened by an opaque fence or wall, no taller than eight feet. Dumpsters will not be visible from off-site.

SIDEWALKS:

A five (5) ft. wide sidewalk is required along U.S. Highway 98 East and must be replaced or built prior to the issuance of a Certificate of Occupancy. If any existing sidewalks are destroyed or damaged during construction, they must be replaced by the developer. All proposed internal pathways and pedestrian connections must be maintained on site.

LANDSCAPE:

The project meets or exceeds the landscape requirements of the Destin Land Development Code as indicated on the proposed plans and as follows:

Open Space Requirements:

640,332 sq. ft. of property x 18 %	= 115,260 sq. ft. required
Site plan provides 18 %	= 115,351 sq. ft. provided

Tree Requirements:

Credits for Existing Trees (2" to 6" diameter) on Site (67 trees x 2 credits per tree):	134
Credits for Existing Trees (7" to 12" diameter) on Site (28 trees x 3 credits per tree):	84
Credits for Existing Trees (13" to 19" diameter) on Site (0 trees x 4 credits per tree):	0
Credits for Existing Trees (20" to 24" diameter) on Site (1 trees x 5 credits per tree):	5
Total Reforestation Credits for saving Existing, Protected, or Preserved Trees:	223
Total Reforestation Credits for Trees Required on Site:	223
Reforestation Trees (1 per every .10 of an acre: 14.7 x 10 = 147) Required on Site:	147
Total Reforestation Trees (1 per every .10 of an acre minus credits) Required on Site:	0*

*Note: Per the Land Development Code, credit shall be received on the reforestation requirement of this section by preserving existing trees. Trees required for reforestation are in addition to other required trees within Article 12, Section 12.04.04.C.

Total Reforestation Trees Required on Site:	0
Front Perimeter Trees (1 per 25') Required on Site:	58
Parking Lot Trees (1 per end row and landscape island) Required on Site:	68
Vegetative Buffer Trees, if applicable, (1 per 25') Required on Site:	23
Replacement Trees (removal of trees over 12" d.b.h.) Required on Site:	46
TOTAL TREES REQUIRED:	**195**
TOTAL TREES PROVIDED (Does not include trees kept):	**521**

A five (5) foot Common Boundary Landscape Area is required along eastern property lines. A ten (10) foot Front Perimeter Landscape Area is required along the northern property line. The required five (5) foot Common Boundary landscaping shall provide a minimum of fifty percent (50%) opacity for that area between the finished grade level at the common boundary line and six (6) feet above said level and horizontally along the length of all common boundaries within three (3) years of planting. The required ten (10) foot Front Perimeter Landscape Buffer shall provide one (1) tree per twenty-five (25) linear feet of buffer. All required trees must be a minimum of six (6) feet high at time of planting and reach a crown of twenty (20) feet at maturity. If the twenty (20) foot crown requirement is not met, additional trees shall be added and grouped together to meet the twenty (20) foot crown. If shrubs are used in the required buffer areas, they must be a minimum of twelve (12) inches in height when measured immediately after planting.

PARKING:

The project meets or exceeds the parking requirements of the Destin Land Development Code as indicated on the approved plans.

Per code:

Multifamily Resort: 1.75 spaces per dwelling unit (Land Development Code August 26, 2002)

Retail (Shopping Center): 1 space per 250 square feet of gross floor area

Marina: In addition to parking requirements for other uses specified herein (see below), commercial marinas shall have 1 additional parking space for each boat slip housing non-fare carrying vessels.

Charter Boats: 5 spaces per boat
Sightseeing Boats: 1 space per 4 seats
Private Boats: 1 space per boat
Pontoon Boats: 2.2 spaces per boat
Personnel Watercraft (PWC): 0.26 spaces per PWC
Parasail/Snorkel Boat: 3 spaces per boat

Per site plan:

Multifamily Resort: 1.75 spaces per dwelling unit (Land Development Code August 26, 2002)

292 units x 1.75 = 511 spaces

Retail (Shopping Center): 1 space per 250 square feet of gross floor area

199,999 square feet / 250 = 800 spaces

Marina: In addition to parking requirements for other uses specified herein commercial marinas shall have 1 additional parking space for each boat slip housing non-fare carrying vessels.

Charter Boats: 5 spaces per boat x 18 boats = 90 spaces
Sightseeing Boats: 1 space per 4 seats (5 boats w/ a total of 353 seats) 353 / 4 = 88 spaces
Private Boats: 1 space per boat x 49 boats = 49 spaces
Pontoon Boats: 2.2 spaces per boat x 12 boats = 26 spaces
Personnel Watercraft (PWC): 0.26 spaces per PWC x 38 PWCs = 10 spaces
Parasail/Snorkel Boat: 3 spaces per boat x 4 boats = 12 spaces

Total for Marina: 275 spaces

TOTAL REQUIRED: 1,587 parking spaces (including 24 handicap spaces)
TOTAL PROVIDED: 1,768 parking spaces (including 28 handicap spaces)

LOADING SPACE (ZONE):

The project meets or exceeds the loading space requirements of the Destin Land Development Code as indicated on the approved plans and as follows:

TOTAL REQUIRED: 12 loading spaces
TOTAL PROVIDED: 12 loading spaces

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT

1. An FDOT connection permit is required and must be submitted.
2. A Florida Department of Environmental Protection general notice permit (for stormwater) and NPDES Phase I approval must be obtained.
3. Submit a joint U.S. ACOE/FDEP Dredge and Fill approval, where and if applicable.

IMPACT FEES:

The owner/applicant must pay the impact fees prior to the issuance of a Certificate of Occupancy, per phase. However, the following impact fee amounts are preliminary. Final impact fee amounts will be determinant and adjusted upon whether exemption or credits are applicable. Any claims for exemption or credits must be made no later than the time of application for a Certificate of Occupancy per phase. Refer to Article 19 of the Destin Land Development Code for specifics regarding impact fees:

Parks: The parks impact fees were calculated using the "Resort Residential Unit" $113.03 per unit category.

Resort Residential Unit:

292 units x $113.03 per unit = ***$33,004.76***

Public Library: The public library impact fees were calculated using the "Resort Residential Unit" $76.19 per unit category.

Resort Residential Unit:

292 units x $76.19 per unit = ***$22,247.48***

Police Protection: The police protection impact fees were calculated using the "Residential - U.S. Highway 98 Corridor Resort Residential Unit per unit = $14.64" category and "Non-residential – U.S. 98 Corridor Retail per 1,000 square feet = $47.59."

Resort Residential Unit:

292 units x $14.64 = ***$4,274.88***

Retail:

(199,999 square feet x $47.59) / 1,000 = ***$9,517.95***

Total for Police Protection: ***$13,792.83***

Road: The road impact fees were calculated using the "Multi-family Dwelling Unit (per unit.) = $334.00" category and "Retail > 100,000 square feet (per 1,000 square feet) = $5,438.00."

Multi-family Dwelling Unit:

292 units x $334.00 = ***$97,528***

Retail > 100,000 square feet (per 1,000 square feet):

(199,999 square feet x $5,438.00) / 1,000 = ***$1,087,594.56***
Total for Road: ***$1,185,122.56***

Parks:	=	**$33,004.76**
Public Library: (not applicable)	=	**$22,247.48**
Police Protection:	=	**$13,792.83**
Roads:	=	**$1,185,122.56**
***TOTAL:**	=	**$1,254,167.63**

***The above stated impact fee amounts are preliminary. Final impact fee amounts will be determinant and adjusted upon whether exemption or credits are applicable. Any claims for exemption or credits must be made no later than the time of application for a Certificate of Occupancy per phase.**

OTHER FEES:

The fees listed below are based on the most recent information available (2/25/04) and are required to be paid by the applicant as part of the cost recovery associated with the proposed project:

City Traffic Consultant:	**Paid**
City Compatibility Consultant:	**Paid**
City Surveyor:	N/A
Administrative Costs:	**Paid**
City Council Advertising:	**TBD**
TOTAL:	**TBD**

COMMENTS/CONDITIONS:

Public Input:

All public comments received by the Community Development Department are on file.

Per Community Development Department:

Note: All comments and conditions, as applicable, from Final Development Order No. 02-55 (Exhibit C) shall remain in affect:

The following conditions are required by the Community Development Department:

1. **Prior to the issuance of the Development Order**, all outstanding costs associated with this project that are owed to the City must be paid in full.

2. **Prior to the issuance of the Development Order**, the final set of plans will reference the Final Development Order and Amendments by notation.

3. No Commercial or Residential Marina is approved with the application. Final design and configuration of all docks and piers shall be in accordance with Destin Harbors and Waterways Board, FDEP, U.S. Army Corps of Engineer's, and Destin City Council approvals.

4. Marina development must adhere to requirements set forth in the LDC, Article 11, Section 11.05.00 and Appendix B, Article III.

5. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to, set backs, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002. In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropriate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestrian oriented impervious open space.

6. A note on sheet A-1.8 (Architectural Site Plan) shall state the following:

   Building heights for commercial zone = three stories maximum, excluding architectural features, such that village character maintained and no material obstruction of view corridors. Maximum building heights, including future and existing structures = 29'-0" from crown of Highway 98 at main entrance to eave of roof at the tallest occupiable portion of building. Height does not include architectural elements or ornamentation.

7. A note on sheet 4 of 11 (Civil Site Plan), sheet A-1.1 (Architectural Overall Site Plan), and sheet L1 (Landscape Plan) shall state the following, "All conditions identified within any and all HarborWalk Development Orders are applicable and shall be adhered to."

8. Each phase/zone, when combined with all prior phases/zones, will be required to comply with all applicable codes as of the date of the Overall Master Site Plan TRC approval (August 26, 2002). Prior to any building permit for each phase will require additional review and approval by City Staff for all applicable code compliance and cumulative code compliance. Working plans/drawings must be submitted to the Community Development Department for each phase in conjunction with the building permit application to the Building Department.

9. No above ground/below ground utility structures/materials or signage will interfere with the location of the required landscaping.

10. **Prior to the issuance of a Clearing/Grading Permit,** a clearing/grading plan must be submitted and approved by the Community Development Department.

11. **Prior to the issuance of any Building Permit (related to this Development Order),** any and all easement agreements needed for that permit must be recorded.

12. **Prior to the issuance of a Building Permit,** a Construction Crane Registration Form, which has been approved by Okaloosa County Airport Authority, must be submitted.

13. It is anticipated that the Applicant may desire to transfer, in the future, one or more parcels or phases within the Project to third parties. Prior to any such conveyance, the Applicant shall submit a signed and sealed survey of any such property to be conveyed ("Replatted Property"), which will be reviewed by City Staff for technical compliance with this development order as a Minor Replat Application. The Applicant shall not be required to seek Planning Commission or City Council approval. Any transferee of the Replatted Property shall not be subject to any additional material and substantial restrictions other than those described in this development order, and such Replatted Property shall have all benefits and obligations described in this development order.

14. All outdoor lighting must be reviewed by the City of Destin prior to installation. Detailed photometric plans, outdoor lighting location plans, and lighting fixture details will be required for review.

15. **Prior to the issuance of any Certificate of Occupancy on any individual phase or building,** all applicable impact fees must be paid on such phase or building.

16. **Prior to the issuance of a Certificate of Occupancy**, the developer will comply with all code landscape material, tree protection (LDC Article 12, Section 12.04.04.D.1) and installation requirements, which all must be reviewed and approved by the Community Development Department, per phase.

17. **Prior to obtaining a demolition permit for any building,** the Applicant shall provide the Community Development Department with an "existing condition" signed and sealed survey of any building to be demolished or relocated in order to determine appropriate credit for impact fees for new construction.

18. The developer/owner shall provide at least eighteen (18) slips devoted to the charter boat fishing fleet.

19. City review and approval shall be required for each phase/zone as defined on Sheet A-1.8, 4 of 11, and 8A of 11,and shall be subject to the following:

    A. Any deviation from this final development order, which exceeds the following thresholds, shall be subject to the process required for major deviations to a final development order and pursuant to Article 2, Section 2.06.00 of the City of Destin Land Development Code.

        i. Alteration of the location of any:

            a. Private road by more than five (5) feet. "Private road" shall be limited to the portion of a private road within the public right-of-way unless a change greater than (5) feet is required by Florida DOT in which case any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Any other private road/vehicular accessway may deviate to the extent that it remains consistent with the "Village Character" as defined in Exhibit "K," (See attached) and maintains the general character as set forth on Sheet L3 of approved plans; or

            b. Walkway that is not in general conformity with the walkway system as shown on Sheet L3 of the approved plans or which alteration thereof does not maintain substantial pedestrian connectivity from the public right-of-way to the harbor, from each road intersection, and which does not provide for a substantial pedestrian promenade along the harbor from Building "A" easterly to the east property line as delineated on Sheet L3 of the approved plans; or

            c. Landscaping areas (adjustments to planters and plant beds may vary in number, size, and shape) that are not in substantial conformity with Sheet L1 of the approved plans and which do not maintain at least 18% open space landscape area (unless modified by the Community Development Department Condition No. 8.); or

            d. Structures having a building footprint larger than 1,500 square feet that deviate more than 50 feet, or

e. Structures having a building footprint that are at or below the previously stated criteria ("d") and that do not remain consistent with the "Village Character" as defined in Exhibit "K" (See attached).

ii. Subject to Condition No. 8 on page 3 of 27 and Condition No. 5 on page 21 of 27, any reduction in the total amount of open space landscape area; or

iii. Any change or increase of the use of the site or buildings in total; or

iv. Any increase in height beyond the limits as outlined on Sheet A1.8; or

v. Any amendment to a condition in the final development order that was expressly imposed by the City Council.

B. Any deviation from this final development order and approved plans that is less than the thresholds specified above (minor deviation) shall be subject only to review and approval by the City Staff. No additional compatibility analysis will be required.

Per Engineering Department (Derived from approval letter dated August 6, 2002):

1. All site, parking, and stormwater design for each zone/phase shall meet the Destin LDC as of August 26, 2002 prior to each building permit per zone/phase.

2. The existing fuel tanks are in one location on existing engineering site plan (remove the note; to remain) and are shown in a different location on the proposed engineering site plan. Relocation of the existing fuel tanks shall require the appropriate Health Department permit sign off and soil contamination testing. Submit copies of approved permit and testing results prior to obtaining a building permit.

3. **Prior to obtaining a building permit**, the Site Demolition Plan appears to be incomplete. Provide all demolition information.

4. **Prior to obtaining a building permit**, all underground parking structures plans must be signed, sealed and dated by the structural engineer of record if plans are not created by the site civil engineer. Plans shall include but not be limited to, identifying individual parking spaces with dimensions, stormwater considerations (at ramps), accessibility, and loading spaces. → not w/in parking structure ✓ shown on plans ✓

5. **Prior to obtaining any city permit per Development Order**, provide copies of FDOT connection, FDEP stormwater permits, and NPDES stormwater permits.

6. **Prior to obtaining a city permit per zone/phase**, provide copies of Destin Harbor Board approval and FDEP submerged lands permit for Marina Zone only.

7. Column supports for parking areas shall not encroach more than 12" into the sides of any one parking space.

8. Provide a cross-section of parking structure in relation to the green space above the parking structures to provide adequate soil to support the anticipated plant material. A landscape architect shall certify this requirement.

9. At the west accessway, the deceleration lane and a right in – right out with a raised island configuration shall provide enough of a physical deterrent to prevent motor vehicles traveling north from turning left. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way or easement dedication may be required.

10. Project approval is based upon the creation of the new entrance and/or median located west of and immediately adjacent to Building 80A. Such improvements will provide "right-in" and "right-out" only access and prevent to whatever extent possible any west bound Highway 98 traffic entering into this location and further preventing people exiting this location heading west on Highway 98 East. It is understood that the preferred solution is "Alternative A," which provides among other things for the closure of the now existing median cut. In the event such closure is not permittable by FDOT, then "Alternative B" is an approved solution. Any changes required by FDOT shall also require City Engineering review and comment prior to issuance of the FDOT permit. Additional right-of-way dedications or easements may be required.

11. The Stahlman Avenue cut shall be regraded/reconstructed as part of the first zone/phase of construction.

12. The maximum width of the Stahlman Ave. cut shall be 36' from curb face to curb face.

13. Remove all unused portions of existing driveway access cuts and replace with Type 'F' curbing along U.S. Hwy 98 E.

14. Fencing may be required at bridge embankment.

15. Construct the proposed permanent stormwater management facilities prior to the issuance of a Certificate of Occupancy for each phase.

    City approved temporary stormwater management facilities may be utilized during construction of the permanent facilities for each phase. A reasonable review and approval timetable must be recognized by the applicant.

16. Ensure all handicap parking spaces are identified **(striping & signs)** and dimensioned on the site plan, including sign location.

17. Provide more exterior or well-marked interior ADA accessible routes to lower level and dock areas.

18. There appears to be substantial pedestrian traffic on the lower level of the site. Ensure crosswalks throughout and **pedestrian crossing signs** at either end of the lower level loop drive access.

19. All parking spaces adjacent to walkways which are flush with walkway or if walkway is less than 6-feet wide, provide wheel stops. Show on plans and provide details.

20. Re-locate utility and stormwater structures out of sidewalks and crosswalks.

21. Re-draw handicap parking space's ramp at Bamboo Willie's to show "as built" conditions.

22. Identify loading spaces with paint striping/signage. Show on striping/signage plan.

23. Dumpster cannot be included in the loading spaces.

24. Dumping operation, for dumpsters, shall not be in driving access lanes.

25. A cross-access/drainage/utility easement and agreement has been approved by Applicant and City Attorney and recorded on July 29, 2002 in OR Book 2372, Page 248, the Public Records of Okaloosa County.

26. Provide a note on the exfiltration details on the Grading, Drainage, and Erosion Control Plan: The exfiltration beds shall be inspected by the engineer of record and the City Engineer prior to covering.

27. If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be deemed in non-compliance and a revised stormwater plan shall be resubmitted for review and approval.

28. The project is in the White Sand Zone I. Any red clay or other staining material uncovered during demolition must be removed from the site within 92 hours of uncovering. Prior to importing any fill material onto the site, provide a sample of the fill to the City of Destin Environmental Officer for approval for White Sand Zone I use.

29. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade." Such obligation may be subsequently assigned to another responsible party with notice to the City of Destin.

30. It appears that a very large amount material (soil) will be leaving the site during construction. Provide a routing plan showing how this material will be excavated and removed from the site (truck, barge, etc.) and will be routed through the city. The plan shall include but not be limited to, dealing with wet material and traffic control, as necessary.

UNRESOLVED ISSUES:

There are no unresolved issues except for the conditions previously identified.

Gerald F. Mucci 3-22-04

Gerald F. Mucci, Date
Community Development Director

4/7/04

East Pass Investors, Inc., Date
Owner
Peter H. Bos,
President

4/7/04

HarborWalk, Inc. Date
Tenant
Peter H. Bos
President

4/7/04

Pelican Point Harbor, Inc. Date
Tenant
Peter H. Bos
President

*Kelly Boat Services, LLC
Owner
Paul Sims,
President

*Coleman L. Kelly Testamentary Trust
Amos & Erhart & Melvin Kelly Trust
Owner
Jarrett G. Melvin and Kent E. Amos
Trustees

*The identified property owners have signed a "Unity of Development Agreement (HarborWalk)" as acknowledged with the original Final Development Order No. 02-55.

CITY of DESTIN
4200 Two Trees Road • Destin, Florida 32541
www.cityofdestin.com

May 19, 2008

Order No. 08-19

Legendary, Inc.
Attn: Peter Bos, CEO
4100 Legendary Drive; Suite 200
Destin, FL 32541

Subject: SP-08-08, Harborwalk Village, 4th Amendment a Simple Deviation to a previously approved Major Development

Dear Mr. Bos:

A request has been made, through your agent Mr. Tim M. Martin, P.E. of Connelly & Wicker, Inc., for the City to approve a simple deviation to revise the previously approved Development Order and site plan to reflect the following changes to the site plan:

1. Construct a parking lot just to the east of the Emerald Grande East Tower. The parking lot includes 78 proposed new spaces including 4 handicap spaces.

2. Revised Stormwater Drainage Plan and Calculations to address the changes to the impervious surfaces.

The City has reviewed your request pursuant to the requirements of Article 2, Section 2.07.04, and has determined that the proposed amendment qualifies as a simple deviation, which has been provided to and approved by those applicable TRC members.

Staff has found that you have met all necessary requirements and conditions for the proposed site plan changes, and has granted approval of the amendment with the following notes/conditions:

1. All previous conditions and requirements of the existing development orders (D.O. 02-55 and DO-04-13) remain in effect unless specifically altered by this amended final development order.

Please keep a copy of this letter with the original Final Development Order and any subsequent amended development orders.

If I can be of any further assistance, please contact me at 837-4242.

Sincerely,

Gerald F. Mucci
Community Development Director

GFM/jlc

cc: City Clerk
Building and Permits Division
File: SP-00-57, SP-04-04 and SP-08-08
File: 2008 D. O. Log
File: Letter Log

CITY of DESTIN
4200 Indian Bayou Trail • Destin, Florida 32541 www.cityofdestin.com

December 18, 2009 **Order No. 10-02**

Final Amended Development Order:

"HARBORWALK – VILLAGE, 3rd AMENDMENT"
A TIER 2 MINOR DEVIATION TO A PREVIOUSLY APPROVED MAJOR DEVELOPMENT
(SP-06-02)

Based upon the City's approval and issuance of this Development Order, on November 5, 2009, this document will serve as your Final Amended Development Order, and includes all of the provisions and conditions in the attached Technical Review Committee Report.

PROJECT DESCRIPTION:

East Pass Investors, Inc., and HarborWalk, LLC, on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust is requesting approval of a Tier 2 Minor Deviation to a previously approved Major Development identified as "HarborWalk – Village." The proposed development amendment is a modification to the Phase 2 portion of the overall master plan development. The following details the sequence of this Master Planned Development to this point:

- Final Development Order No. 02-55: A mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium.
- Final Amended Development Order (1st Amendment) No. 04-13: The proposed modifications requiring council consideration relate to the following: 1) An increase of 122 dwelling units on site. The increase is a result of adding 48 units to the approved 170-unit condominium buildings and providing an additional 74 units distributed throughout the development site, for a total of 292 units. 2) An increase in height of "Building D" from three stories to four stories. Additional modifications to the development involve revised ingress/egress points, improved interior accessibility and circulation, design modification to the main tower to create two separate towers within the required height envelope, and an additional permissible third story for "Buildings A, F, G, H, I, J, K, and L", which will house the added 74 dwelling units previously described. Note: For clarification, the developer has the right to distribute the additional 122 dwelling units throughout the development site so as to not increase the building height and/or footprint envelopes beyond the approved limits or increase the number of units beyond 292.
- Final Amended Development Order (2nd Amendment) – Withdrawn by applicant.
- Amended Development Order (3rd Amendment) - **Tier 3 Proposal Phase 2** of the development proposes the following: 1) Addition of 237 multi-family short-term dwelling units (Building "K"); 2) Addition of 235,001 square feet of commercial space, which includes 175 condotel units (Building "I") (219 sleeping rooms), 20,001 square feet of retail space, and 25,000 square feet of office space. Other modifications include a redesigned main entrance feature, a "Grande Plaza" open space/park zone, alterations to Buildings "F", "G", "H", "J", "L" and "M", and pedestrian and vehicular connectivity. The maximum number of stories and height proposed is 15 stories, 157 feet. For the overall master plan development, which is inclusive of the previous vested plan (as being constructed) and the proposed changes to the portion of the overall plan

identified as Phase 2, the applicant is representing to the City Council their findings for Tier 3 compliance with Article 7, Section 7.09.03 (See "HarborWalk – Village Tier III Findings of Fact," dated January 27, 2008). More specifically, the applicant shall prove the overall site is technically compliant and able to achieve additional height of 57 feet beyond 100 feet, additional density of 147 units, and no additional intensity by qualifying for the Tier 3 standards of Section 7.09.03.G and the public benefits if approved by the City Council. **(Tier 3 Proposal DENIED March 6, 2008 by City Council)**

- Amended Development Order (3rd Amendment Resubmittal) – **Tier 2 Proposal Phase 2** of the development proposes the following: 1) Addition of 90 multi-family short-term dwelling units; 2) Addition of 382,090 square feet of non-residential space, which includes 251 hotel or condotel units (CTLA-Commercial Transient Living Accomodations) (502 sleeping rooms) and 25,001 square feet of retail space. Any changes to the Phase 1 approval shall be subject to all land development codes, impact fees and conditions as approved in Final Development Order No. 02-55 and 1st Amendment No. 04-13. Applicant reserves the right to build all unused density and intensity approved in Development Order No. 02-55 and 1st Amendment No. 04-13 and all request improvements. The maximum number of stories and height proposed is 9 stories, 100 feet within the "restricted zone".

DETERMINATIONS:

1. All the findings of the Technical Review Committee report dated November 5, 2009, are incorporated herein.

CONDITIONS OF APPROVAL:

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

   Construction of infrastructure has commenced as approved under the original final development order. This amendment to the original final development order does not alter the timeframes required to maintain construction activity on the site to ensure concurrency is maintained and so that the development order does not become null and void.

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

2. If the applicant fully complies with the requirements of Condition No. 1 above, the concurrency capacity allocation status for **"HarborWalk Village – 3rd Amendment"** will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**

   A. Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under Article 6 of the Destin Land Development Code.

3. The applicant must obtain City of Destin permits for the following activities on and off site (These may require appropriate bonding):

   A. Disturbance of the City's right-of-way (Note: Applicant must obtain the proper ROW permit(s) from the Public Services Department prior to issuance of building permits, unless otherwise exempted by the Public Services Director).
   B. Pavement cuts.
   C. Construction of any kind.
   D. Clearing, grubbing, or demolition.
   E. Paving, grading, drainage, sidewalks.
   F. Signage.
   G. Installation of utilities.
   H. Construction trailers.

4. All comments, notes and conditions of the Technical Review Committee members as stated within the attached TRC Report dated November 5, 2009.

SIGNATURE BLOCKS:

12/18/09
Kenrick S. Gallander, AICP Date
Community Development Director

3/5/10
HarborWalk, Inc. Date
Tenant
Peter H. Bos
President

3/5/10
Pelican Point Harbor, Inc. Date
Tenant
Peter H. Bos
President

*Kelly Boat Services, LLC
Owner
Paul Sims,
President

*Coleman L. Kelly Testamentary Trust
Amos & Erhart & Melvin Kelly Trust
Owner
Jarrett G. Melvin and Kent E. Amos
Trustees

*The identified property owners have signed a "Unity of Development Agreement (HarborWalk)" as acknowledged with the original Final Development Order No. 02-55.

TECHNICAL REVIEW COMMITTEE REPORT

"HARBORWALK – VILLAGE, 3rd AMENDMENT"
A TIER 2 MINOR DEVIATION TO A PREVIOUSLY APPROVED MAJOR DEVELOPMENT
(SP-06-02)

TRC Report: November 5, 2009

ISSUE:

Applicant: East Pass Investors, Inc., on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust.

Request: The proposed development amendment is a modification to the Phase 2 portion of the overall master plan development. The following outlines the specific components of the modification within Phase 2.

- Phase 2 of the development proposes the following: 1) Addition of 90 multi-family short-term dwelling units; 2) Addition of 882,090 (9 acres x 2.25) square feet of non-residential space, which includes 251 hotel or condotel units (CTLA-Commercial Transient Living Accomodations) (502 sleeping rooms) and 25,001 square feet of retail space which density and intensity shall be distributed within the 9 acres of Phase 2. The maximum number of stories and height proposed is 9 stories, 100 feet. The remainder of Phase 1 as approved in Development Order 02-55 and modified in 1st Amendment 04.13 shall be developed in accordance with the applicable ordinances in affect at the time of their approval.

Location: The proposed development is located north of the Destin Harbor, south of Harbor Boulevard (U.S. Highway 98 East), and just east of the Destin "Marler" Bridge, more specifically known as Property Appraiser's parcel I.D. numbers 00-2S-22-0630-0000-090A, 00-2S-22-0630-0000-0900, 00-2S-22-0630-0000-1000, 00-2S-22-0630-0000-10A0, and 00-2S-22-0630-0000-113A.

Parcel Size: The total site area is 14.7 acres (640,332 sq. ft.), more or less. The Phase 2 area is 9.00 acres (366,733 sq. ft.), more or less.

Future Land Use: South Harbor Mixed Use (SHMU)

Zoning District: South Harbor Mixed Use (SHMU)

Density: Previous Development Order (Total Site): Up to 19.9 dwelling units per acre
292 units approved for total site / 14.7 acres = 19.9 d.u./acre
Proposed Tier 2 (Total Site): Up to 26 dwelling units per acre
382 units proposed overall for total site / 14.7 = 25.9 d.u./acre

NOTE: The applicant is proposing to add 90 units to the existing 292 units previously approved on the site. These additional 90 units maximize the overall allowable density (26 units per acre) for the total site since the applicant has met Tier 2 requirements.

Intensity – Floor Area Ration (FAR):

Previous Development Order (Total Site): 1.07 FAR

Allowed Tier 2 FAR: Up to 1.75 FAR (with Tier 2 approval) and; Up to .50 FAR bonus for above grade parking structure(s) for a total FAR of 2.25 (provided the development has a parking deck of .50 FAR or greater)

The Phase 2 site has 9 acres or 392,040 which shall allow a maximum of 882,090 square feet, broken down as follows: This maximum shall include a bonus parking deck of 196,020 square feet (.50 FAR) and commercial (retail, hotel and additional parking deck) of 686,070 square (1.75 FAR).

The Proposed Tier 2 development shall not exceed the above.

NOTE: The previous FAR calculation of 1.07, under the existing approval, was calculated using the square footage of all structures. The FAR calculation methodology used under existing regulations does not include the gross floor area of the structures or portions of structures containing dwelling units.

Application Date:	October 28, 2005
TRC Date:	November 16, 2005
Approved TRC (Tier 3) Site Plan Date:	February 1, 2008
City Council Date (Tier 3):	February 11, 2008, and March 6, 2008 **(DENIED with approval of Tier 2 confirmed with TRC re-review required to ensure compliance.)**
Approved TRC (Tier 2) Site Plan Date:	November 5, 2009

DISCUSSION/FINDINGS:

East Pass Investors, Inc., on behalf of Pelican Point Harbor, Inc., Kelly Boat Services, LLC., and Amos, Erhart and Melvin Trustees/Coleman L. Kelly Testamentary Trust is requesting approval of a Tier 2 Minor Deviation to a previously approved Major Development identified as "HarborWalk – Village." The proposed development amendment is a modification to the Phase 2 portion of the overall master plan development. The following details the sequence of this Master Planned Development to this point:

- Final Development Order No. 02-55: A mixed-use development consisting of 199,999 sq. ft. of commercial shopping center and a 170-unit condominium.
- Final Amended Development Order (1st Amendment) No. 04-13: The proposed modifications requiring council consideration relate to the following: 1) An increase of 122 dwelling units on site. The increase is a result of adding 48 units to the approved 170-unit condominium buildings and providing an additional 74 units distributed throughout the development site, for a total of 292 units. 2) An increase in height of "Building D" from three stories to four stories. Additional modifications to the development involve revised ingress/egress points, improved interior accessibility and circulation, design modification to the main tower to create two separate towers within the required height envelope, and an additional permissible third story for "Buildings A, F, G, H, I, J, K, and L", which will house the added 74 dwelling units previously described. Note: For clarification, the developer has the right to distribute the additional 122 dwelling units throughout the development site so as to not increase the building height and/or footprint envelopes beyond the approved limits or increase the number of units beyond 292.

- Final Amended Development Order (2nd Amendment) – Withdrawn by applicant.
- Amended Development Order (3rd Amendment) - **Tier 3 Proposal Phase 2** of the development proposes the following: 1) Addition of 237 multi-family short-term dwelling units (Building "K"); 2) Addition of 235,001 square feet of commercial space, which includes 175 condotel units (Building "I") (219 sleeping rooms), 20,001 square feet of retail space, and 25,000 square feet of office space. Other modifications include a redesigned main entrance feature, a "Grande Plaza" open space/park zone, alterations to Buildings "F", "G", "H", "J", "L" and "M", and pedestrian and vehicular connectivity. The maximum number of stories and height proposed is 15 stories, 157 feet. For the overall master plan development, which is inclusive of the previous vested plan (as being constructed) and the proposed changes to the portion of the overall plan identified as Phase 2, the applicant is representing to the City Council their findings for Tier 3 compliance with Article 7, Section 7.09.03 (See "HarborWalk – Village Tier III Findings of Fact," dated January 27, 2008). More specifically, the applicant shall prove the overall site is technically compliant and able to achieve additional height of 57 feet beyond 100 feet, additional density of 147 units, and no additional intensity by qualifying for the Tier 3 standards of Section 7.09.03.G and the public benefits if approved by the City Council. **(Tier 3 Proposal DENIED March 6, 2008 by City Council)**
- Amended Development Order (3rd Amendment Resubmittal) – **Tier 2 Proposal Phase 2** of the development proposes the following: 1) Addition of 90 multi-family short-term dwelling units; 2) Addition of 382,090 square feet of non-residential space, which includes 251 hotel or condotel units (CTLA-Commercial Transient Living Accomodations) (502 sleeping rooms) and 25,001 square feet of retail space. Any changes to the Phase 1 approval shall be subject to all land development codes, impact fees and conditions as approved in Final Development Order No. 02-55 and 1st Amendment No. 04-13. Applicant reserves the right to build all unused density and intensity approved in Development Order No. 02-55 and 1st Amendment No. 04-13 and all request improvements. The maximum number of stories and height proposed is 9 stories, 100 feet within the "restricted zone".

The Technical Review Committee (TRC) has reviewed and approved the project with specific conditions as stated in applicable sections below.

COMPREHENSIVE PLAN/ZONING:

The property currently has a Future Land Use designation of South Harbor Mixed Use (SHMU) (Previously Mixed Use) and a Zoning designation of South Harbor Mixed Use (SHMU) (Previously Business Tourism). The "HarborWalk – Village" mixed use development is consistent with the SHMU Future Land Use designation of the Comprehensive Plan and is a permitted principal use in the SHMU Zoning District.

TIER 2 SUPPLEMENTAL DESIGN STANDARDS:

Comprehensive Plan: 2010 Policy 1-2.1.8 states that "*Height, intensity, and density bonus provisions are provided in the HDR, CMU, **SHMU**, NHMU, TCMU, GRMU, HIMU, and CBR Land Use Designations. These provisions shall be initiated to stimulate reinvestment in high standards of design through implementation of a tiered regulatory system that grants incentives for actions that are consistent with design criteria that cannot otherwise be mandated. The outcome shall result in high quality, innovative development that enhances site and building design, achieves land use compatibility, promotes non-motorized mobility, and provides the opportunity for achieving extraordinary public benefit.*" These standards are only applicable to density and intensity which is greater than what has been previously granted in Development Order No. 02-55 and as modified in 1st Amendment No. 04-13.

Section 7.09.03 of the Land Development Code contains supplemental design standards that shall be met in order to qualify for Tier 2 height, intensity, and density bonuses. These supplemental standards include:

- Design criteria
- Open space
- Setbacks
- Landscaping
- Pedestrian amenities
- Design initiatives that accommodate transit needs
- Pedestrian and/or vehicular access

Design criteria (Building footprint, Building mass, façade, and elevations, Roofline design, Roofscape design, and Other architectural features:

Refer to the "HarborWalk – Village Tier II Findings of Fact," dated October 2008 and Revised April 2009, for details on the project's design criteria.

Open space:

Tiered Land Use System developments proposed in the SHMU future land use designation shall provide an additional five percent open space in addition to the required minimum of 25 percent for a total of 30 percent. The 30 percent can be reduced to not less than 18 percent for Tier 2 proposals by adhering to requirements of the "Open Space Incentive Program." The applicant is proposing a minimum of 18% open space based on the incentive program (See Plan Sheet 2 of 15). The proposed amount of open space, as defined in the Land Development Code, for this development is as follows:

Total sq. ft. of provided open space / sq. ft. of subject parcel/development area = % open space

115,260 sq. ft. / 640,332 sq. ft. (Overall Development Area) = 18% open space provided

Setbacks & Buffers:

The following setbacks shall apply to developments proposed in the SHMU zoning district fronting on Harbor Boulevard.

PROPERTY LINE	REQUIRED SETBACK (Phase II)	PROVIDED (Phase II)
North (front)	• Min 15 ft. to max 25 ft. for any portion of a building having a height below 40 ft. • Min 35 ft. for any portion of a building having a height above 40 ft. NOTE: Setbacks shall be measured from the "frontage road" within the property that runs parallel to Harbor Boulevard.	• 15 ft to 25 ft. NOTE: A "Restricted Zone" is provided on the site plan to identify the restrictions set forth by the setbacks and where the building, once finally located within the zone, will be placed.
West (side)	• Not applicable. In accordance with prior final development order.	• Not applicable. Existing structures compliant with previous development order.
East (side)	• Min 0 ft. for any portion of a building having a height of 35 ft. or less • Min 15 ft. for any portion of a building having a height above 35 ft. but below 50 ft. • Additional 2 ft. setback for each 10 ft. or fraction thereof exceeding 50 ft. in height = 25ft. min for 100 foot structure.	• 32 ft. NOTE: A "Restricted Zone" is provided on the site plan to identify the restrictions set forth by the setbacks and where the building, once finally located within the zone, will b placed, unless lesser distance if east building is reduced in height
South (rear)	• 0 ft.	• Varies

The proposed amended development meets all of the required setbacks for a Tier 2 development located in the SHMU zoning district.

Buffers: A 6 foot wide buffer between the edge of street pavement/curbing and the sidewalk shall be in accordance with the MMTD regulations and finalized Harbor CRA Harbor Boulevard Implementation Plan design.

Landscaping:

All Tier 2 developments shall meet the following landscaping requirements.

Tree Requirements:

All required trees shall be a minimum of twelve (12) feet in height and have a three and one-half (3½) caliper at the time of planting. For those properties lying south of Harbor Boulevard and Emerald Coast Parkway palm trees cannot comprise more than 80 percent of the total number of all required trees. The number of required trees shall be increased by 20 percent above the minimum requirements for trees set forth in LDC Section 12.04.04. Trees having an average mature spread of crown less than 20 feet shall be arranged in groupings so as to create the equivalent of a 20-foot crown spread.

WARNING: A Certificate of Occupancy will not be issued until the required landscape material per the approved landscape plan for the specific building or sub-phase being built has been inspected and approved by the Community Development Department.
The tree requirements for this development have been calculated as follows:

Credits for Existing Trees (2" to 6" diameter) on Site (0 trees x 2 credits per tree):	0
Credits for Existing Trees (7" to 12" diameter) on Site (0 trees x 3 credits per tree):	0
Credits for Existing Trees (13" to 19" diameter) on Site (0 trees x 4 credits per tree):	0
Credits for Existing Trees (20" or 24" diameter) on Site (1 tree x 5 credits per tree):	5
Total Reforestation Credits for Existing, Protected, or Preserved Trees:	**5**
Reforestation Trees (1 per every .10 of an acre: 9 x 10 = 90) Required on Site:	90
Total Reforestation Credits:	5
Total Reforestation Trees Required on Site:	**85**
Total Reforestation Trees (1 per every .10 of an acre minus credits) Required on Site:	85
Replacement Trees (removal of trees over 12" d.b.h.) Required on Site:	0
Parking Lot Trees (1 per end row and landscape island) Required on Site:	13
Vegetative Buffer Trees, if applicable, Required on Site:	N/A
Trees Required on Site per LDC Section 12.04.04:	98
20 percent increase for Tier 2 Development (0.20 x 98 trees = 20)	20
TOTAL TREES REQUIRED:	**118**
TOTAL TREES PROVIDED :	**297**
TOTAL TREES (Sabal Palm Reduction – 99/2 = 49.5, 297-49.5 = 248) PROVIDED:	**248**

Shrub requirements:

All shrubs shall be sized in accordance to the following specifications: one-third shall be a minimum of 36 inches in height at the time of planting; one-third shall be a minimum of 18 inches in height at the time of planting; and one-third shall be ground cover plantings of a one gallon size. The number of required shrubs shall be increased by 20 percent above the minimum requirements for shrubs set forth in LDC Section 12.04.04.

Pedestrian amenities:

All Tier 2 developments "*shall provide gathering/sitting areas that at a minimum include the following decorative pedestrian amenities: benches, waste containers, planters, and pedestrian lighting fixtures. Other types of pedestrian amenities may be incorporated and include: decorative water fountains, sculptures, drinking fountains, phone booths and bicycle racks.*" [LDC, §7.09.03].

The proposed development provides an extensive pedestrian component, which incorporates a significant plaza area/open space mall, observation deck, pedestrian walkways, a portion of the Harbor Boardwalk, and pedestrian amenities along Harbor Boulevard. Throughout the plan, the applicant will provide benches, waste containers, planters, pedestrian lighting, fountains, bicycle racks, etc. in conformance with the adopted Multimodal Transportation District (MMTD) regulations and adopted Harbor CRA plans.

Design initiatives that accommodate transit needs:

"*All developments located within a one-quarter mile radius of a transit stop shall contribute to the success of the transit system through contributions toward amenities and the creation of a safe and inviting pedestrian and transit atmosphere at all transit stop locations…*" "*Provision of additional transit infrastructure elements (e.g., transit shelter, street furniture, transit signs, contribution towards the transit operating fund, etc.) may be used as a multi-modal transportation mitigation measure for developments.*" [LDC, §7.09.03].

The applicant is proposing an on-site transit stop located just east of "Building M." (See Sheet 2 and 5 of 15). The proposed transit stop shall be in conformance with current transit stop standards as defined within Article 7, Section 7.09.03.G.2.a.iv of the Land Development Code and/or the adopted Multimodal Transportation District regulations (8.09.03.A.8).

Pedestrian and/or vehicular access:

The applicant has provided pedestrian and vehicular access throughout the property. For a north/south dedicated public access, a proposed 5' wide dedicated public pedestrian corridor "B" easement is abutting the east property line and terminating at the proposed dedicated public east/west pedestrian corridor easement. The east/west dedicated public pedestrian corridor easement begins at the far west end of the property and meanders east along the southern portion of the development following what the applicant has deemed the "Harbor Walk – Pedestrian Way." See approved site plans indicating the locations of the easements on the property. In conjunction with the "Pedestrian Way", the applicant is also constructing their portion of the Harbor Boardwalk further south of the "Pedestrian Way", which shall be 15 feet minimum with an average width of 25 feet. In combination with the portion of the Harbor Boardwalk and the "HarborWalk – Pedestrian Way", a significant pedestrian corridor is provided. See the approved site plans identifying the green space, "Harbor Boardwalk & HarborWalk – Pedestrian Way", and other pedestrian circulation/connectivity on the property.

Condition: Prior to issuance of any Certificate of Occupancy as part of the phase 2 area, all components and design of the Harbor Boardwalk east of the existing "Lucky Snapper" structure shall be constructed in compliance with the yet to be adopted Harbor Boardwalk CRA plans, standards and specification. It is the request of the applicant to the CRA Board that the Harbor CRA plans for the Harbor Boardwalk, standards and specifications shall include an alternate that matches the existing Phase 1 HarborWalk Village components and design of the Harbor Boardwalk. The applicant also requests the Harbor CRA plans for the Harbor Boardwalk shall also allow the existing concrete fish cleaning areas to remain, subject to agreed cosmetic improvements to the concrete portion, as an alternative walking surface. It is understood that the initial construction of the Harbor Boardwalk shall have elements that are temporary, allowing for modification that shall adhere to the approved Harbor CRA plans during Phase 2 build out. Alternatively; the Harbor Boardwalk area east of the Lucky Snapper bridge may be completed as approved in the existing Development Order for Phase I to match that area west of the Lucky Snapper bridge which has already been constructed. Should the CRA Board deem the materials and specifications are not compatible with the, yet to be selected, materials and specifications for the Harbor Boardwalk and the applicant does not construct the Harbor Boardwalk east of the existing "Lucky Snapper" structure in compliance with the CRA adopted materials and specifications, limited or no CRA funds or funding mechanisms shall be used to assist in the construction.

CONCURRENCY MANAGEMENT:

Concurrency requirements have been met:

Solid Waste: **X**
Potable Water: **X**
Sanitary Sewer: **X**
Traffic: **X**
Stormwater Management: **X**

TRANSPORTATION ANALYSIS:

According to the transportation/traffic concurrency review conducted by the City's Transportation Manager, currently represented by Renaissance Planning Group (RPG), Inc., and approved on May 14, 2009, the proposed development will not degrade the level of service of those major transportation modes and facilities in the City of Destin and complies with the goals, objectives, and policies of the multimodal transportation district as found in the City's Comprehensive Plan: 2010.

As a requirements of the City's multimodal transportation district, as adopted in Comprehensive Plan: 2010, the City's Transportation Manager, currently represented by Renaissance Planning Group (RPG), Inc., has reviewed and approved the applicant's traffic impact analysis dated April 14, 2009.

SUBDIVISION OR PUD - PLAT:

Not applicable.

WHITE SANDS ZONE:

The project property is located in White Sand Zone I.

PHASING:

The proposed development remains a multi phased master development. The project also is under a sub-phase plan, which is in place to help direct construction based on economic and logistical factors.

AIRPORT PROTECTION:

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

SIGNS:

No overall sign approval is part of this application. All future signs must comply with the applicable section of the Destin Land Development Code in effect at the time a sign application is submitted.

UTILITIES:

Underground utilities/service (existing and proposed) are required within the property and from the right-of-way onto the property.

COX COMMUNICATIONS:

Cox Communications approved the project in a letter dated November 3, 2005.

DESTIN FIRE CONTROL DISTRICT:

The Destin Fire Control District approved the project in a letter dated May 5, 2009.

GULF POWER:

Gulf Power approved the project in a letter dated October 3, 2005.

OKALOOSA GAS:

Okaloosa Gas approved the project in a letter dated November 16, 2005.

EMBARQ:

Sprint approved the project in a letter dated November 14, 2005.

WATER/SEWER PROVIDER:

Destin Water Users, Inc. approved the project in a letter dated May 18, 2009, with the following conditions:

1. **Condition**: All revisions to the water and/or sewer utilities of any previously approved project must be re-approved by Destin Water Users, Inc. in writing at least 24 hours prior to implementation.

2. **Condition**: Field verified and scaled "as-built" plans including all utility infrastructures must be submitted to the City of Destin and forwarded to Destin Water Users, Inc. for final inspection by Destin Water Users, Inc. A written approval shall then be submitted to the City of Destin prior to issuance of Certificate of Occupancy by the City of Destin if there are no outstanding issues.

PUBLIC SERVICES DEPARTMENT:

The City of Destin Public Services Department approved the project with conditions in a memo dated August 27, 2009.

STORMWATER MANAGEMENT:

The stormwater management plan was found acceptable and approved with conditions on May 27, 2009.

INGRESS/EGRESS:

The main entrance has been revised to include dual ingress lanes and a dedicated right egress and a straight/left egress lane. The plan also provides a cross access connection with the parcel to the east via the frontage road.

PARKING:

The overall site is currently required to provide 1,586 parking spaces based on the uses and the requirements applicable to the existing development order. The added land uses attributable to this amendment and their associated parking requirements are based on the multimodal transportation district regulations adopted on January 20, 2009.

Per MMTD Ordinance:

Multi-family attached dwelling (Short-term): 90, 2-3 bedroom units x 2 spaces per unit = 180 spaces
Bicycle Parking – 180 x 0.10 = 18 bicycle spaces
SubTotal: 180 spaces and 18 bicycle spaces

Hotel/CTLA: 251 keyed units (2 sleeping rooms within each keyed unit = 502 sleeping rooms)
251 x 1 space per 1st sleeping room = 251 spaces
251 x 0.50 spaces per additional sleeping room = 125.5 spaces
1 space per 20 units (251 keyed units) for staff = 12.6 spaces
Bicycle Parking – 389 x 0.05 = 19 bicycle spaces
SubTotal: 389 spaces and 19 bicycle spaces

Conference Area: 1 space per 45 sq. ft. of area (15,000 sq. ft.) / 45 = 333 spaces
SubTotal: 333 spaces

Retail: 1 space per 300 sq. ft. (25,001) / 300 = 83 spaces
Bicycle Parking – 83 x 0.10 = 8 bicycle spaces
SubTotal: 83 spaces and 8 bicycle spaces

Marina: Fare carrying vessels – 33 x 5 = 165 spaces
Bicycle Parking – 165 x 0.1 = 16.5 bicycle spaces
Sightseeing vessels – 600 seats total / 4 seats = 150 spaces
Bicycle Parking – 150 x 0.1 = 15 bicycle spaces
Pontoon Boats – 18 (10 seats) 180 seats total / 4 seats = 45 spaces
Bicycle Parking – 45 x 0.1 = 4.5 bicycle spaces
Personal Watercraft (Waverunner/Jetskis) – 34 / 4 = 8.5 spaces
Bicycle Parking – 8.5 x 0.1 = 0.85 bicycle spaces
Private vessels – 2 vessels = 2 spaces
SubTotal: 371* spaces and 37 bicycle space
***371 spaces include the 275 spaces required for the existing marina.**

TOTAL Phase 2 Max Required: 1,356 vehicle spaces and 82 bicycle spaces
TOTAL Project Max Required: 1,356 + Existing Spaces of 1,311 (less 275 existing marina spaces) = 2,667 vehicle spaces and 82 bicycle spaces

TOTAL Phase 2 Required (20% reduction): 1,085 vehicle spaces and 82 bicycle spaces
TOTAL Project Required (20% reduction) 1,085 vehicle spaces + Existing Spaces of 1,311 (less 275 existing marina spaces) = 2,396 vehicle spaces and 82 bicycle spaces

TOTAL Required with MMTD reduction and approved Internal Capture and Shared Parking Analysis: 1,629 vehicle spaces and 82 bicycle spaces.

LOADING SPACE (ZONE):

The project meets or exceeds the loading space requirements of the Land Development Code

REFUSE COLLECTION:

Refuse collection is to be provided by dumpster service. All proposed dumpsters must be screened by a gated opaque enclosure at least six feet tall. The gates shall remain closed at all times except for when waste management services are collecting refuse from the site. If necessary, post a sign on the gates requesting that these gates remain closed.

SIDEWALKS:

An existing 5' wide sidewalk extending west from the main entrance to the "Marler Bridge" has been constructed per the original approved development order plan. The applicant has indicated on the plans that a 10' wide sidewalk extending east from the main entrance will be constructed. This sidewalk and the adjacent pedestrian features shall be in compliance with the Harbor CRA Harbor Boulevard Implementation Plan as adopted by the Harbor CRA Board and the Multimodal Transportation District regulations.

IMPACT FEES:

The application for a Tier 3, Major Deviation to a previously approved Major Development was made on October 28, 2005. Final impact fee amounts will be determinant upon the number of units and gross floor area receiving a certificate of occupancy (C.O.) or certificate of completion (C.C.) based on the fee schedule in place on October 28, 2005. The amounts identified below are estimated based on the data provided with the approved amended final development order. Final impact fee amounts will also be determinant whether exemption or credits are applicable and reevaluated at the time a C.O. or C.C. is requested. Any claims for exemption or credits must be made no later than the time a C.O. or C.C. is requested. Refer to the applicable fee schedule in affect on October 27, 2005 of the Destin Land Development Code for specifics regarding impact fees.

The land uses identified below are from the "Fee Schedule" tables found in the relevant fee schedules for the applicable phase of development of the Land Development Code and are those deemed most closely related to the land uses proposed in this development. The fee payer has the option of paying the fees identified below for the identified land use or they shall prepare and submit to the City Manager an independent fee calculation study for the land development activity for which a C.O. or C.C. is sought. The determination made by the City Manager may be appealed to the City Council by filing a written request with the City Manager within 10 days of the City Manager's determination.

Parks: The parks impact fees were estimated using the following rates and fees.

Resort Residential Unit (Short-term Units): $113.03 x 90 units = $10,172.70
Hotel/Motel: $50.46 per keyed unit x 251 keyed unit = $12,665.46

Total Parks Impact Fees to be paid: **$22,838.16**

Public Library: The public library impact fees were estimated using the following rates and fees.

Resort Residential (Short-term Units): $76.19 x 90 units = $6,857.10

Total Public Library Impact Fees to be paid: **$6,857.10**

Police Protection: The police impact fees were estimated using the following rates and fees.

Resort Residential w/in 98 Corridor (Short-term Units): $14.64 x 90 units = $1,317.60
Hotel/Motel w/in 98 Corridor (Hotel Units): $13.07 x 251 keyed units = $3,280.57
Retail w/in 98 Corridor: $47.59 per 1,000 Square Feet
Impact Fee for Retail = 25,001 S.F./1,000 S.F. x $47.59 per 1,000 S.F. = $1,189.80

Total Police Impact Fees to be paid: **$5,787.97**

Transportation: The transportation impact fees were calculated using the following rates and fees.

Multi-family (Short-term Units): $577.00 per dwelling unit
Impact Fee for Multi-family = 90 d.u. x $577.00 per d.u. = $51,930.00
Hotel/Motel: $1,365.00 per room (keyed units)
Impact Fee for Hotel = 251 (502 rooms) keyed units x $1,365.00 = $342,615.00
Retail 100,000 Square Feet (Overall Site Retail): $9,400 per 1,000 Square Feet
Impact Fee for Retail = 25,001 S.F./1,000 S.F. x $9,400 per 1,000 S.F. = $235,009.40

Total Transportation Impact Fees to be paid: **$629,554.40**

Totals:

Parks:	=	**$22,838.16**
Public Library:	=	**$6,857.10**
Police Protection:	=	**$5,787.97**
Roads:	=	**$629,554.40**
TOTAL:	=	**$665,037.63**

OTHER FEES:

The fees listed below are subject to change and are based on the most recent information available November 12, 2009. The fees must be paid by the applicant as part of the cost recovery associated with the proposed project:

City Traffic Consultant:	**$0.00**
City Surveyor:	**N/A**
Re-Review Fees (Community Dev.)	**$0.00**
Re-Review Fees (Engineering)	**$0.00**
Administrative Costs:	**$0.00**
City Council Advertising:	**N/A**
TOTAL (November 20, 2009) =	**$0.00**

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT

FDEP stormwater and NPDES approvals shall be forwarded to the city engineer's office for stamp received and then forwarded to the Community Development Department.

COMMENTS/NOTES/CONDITIONS:

Public Input:

No public comments have been presented to staff at the time of this report.

Per Community Development Department:

1. All comments, notes, and conditions, as applicable, from Final Development Order No. 02-55 and Final Amended Development Order No. 04-13 shall remain in effect.

2. **Condition: Prior to issuance of any Certificate of Occupancy as part of this phase area,** a 6 foot wide buffer between the edge of street pavement/curbing and the sidewalk shall be designed, approved, and constructed in accordance with the MMTD regulations and finalized Harbor CRA Harbor Boulevard Implementation Plan design.

3. **Condition:** Prior to issuance of any Certificate of Occupancy as part of the phase 2 area, all components and design of the Harbor Boardwalk east of the existing "Lucky Snapper" structure shall be constructed in compliance with the yet to be adopted Harbor Boardwalk CRA plans, standards and specification. It is the request of the applicant to the CRA Board that the Harbor CRA plans for the Harbor Boardwalk, standards and specifications shall include an alternate that matches the existing Phase 1 HarborWalk Village components and design of the Harbor Boardwalk. The applicant also requests the Harbor CRA plans for the Harbor Boardwalk shall also allow the existing concrete fish cleaning areas to remain, subject to agreed cosmetic improvements to the concrete portion, as an alternative walking surface. It is understood that the initial construction of the Harbor Boardwalk shall have elements that are temporary, allowing for modification that shall adhere to the approved Harbor CRA plans during Phase 2 build out. Alternatively; the Harbor Boardwalk area east of the Lucky Snapper bridge may be completed as approved in the existing Development Order for Phase I to match that area west of the Lucky Snapper bridge which has already been constructed. Should the CRA Board deem the materials and specifications are not compatible with the, yet to be selected, materials and specifications for the Harbor Boardwalk and the applicant does not construct the Harbor Boardwalk east of the existing "Lucky Snapper" structure in compliance with the CRA adopted materials an

specifications, limited or no CRA funds or funding mechanisms shall be used to assist in the construction.

4. **Condition:** Prior to issuance of any Certificate of Occupancy as part of the phase 2 area, the Harbor Boulevard improvements east of the main entrance to HarborWalk Village shall be designed and constructed in compliance with the adopted Harbor CRA plans, standards and specifications. It is the request of the applicant to the CRA Board that the Harbor CRA plans for the Harbor Boulevard improvements, standards and specifications shall include an alternate that matches the existing Phase 1 HarborWalk Village design along Harbor Boulevard.

5. **Condition: Prior to the issuance of any Certificate of Occupancy as part of this phase area,** the transit stop shall be properly designed, approved and constructed in accordance with the MMTD requirements.

6. **Condition: Prior to the issuance of final Certificate of Occupancy as part of this phase area,** the developer shall erect and maintain a historical or informational display board for every 150 linear feet or fraction thereof of Harbor Boardwalk. Historical or information display boards shall be constructed per the standards and specifications approved by the CRA Board.

7. **Prior to the Certificate of Occupancy**, assigned address numbers for principal buildings shall be dislayed and clearly visible and legible, preferably reflective, from the street or private way on which the bulding fronts. *Ref. LDC Section 7.18.04.*

8. **Prior to the issuance of any Certificate of Completion/Occupancy,** the landscaping and any outdoor lighting, if installed, must be inspected and approved by the Community Development Department. The lighting plan must provide specifications for the proposed outdoor lighting, including photometrics. All lighting must be shielded downward and away from adjacent properties in order to avoid spill-over and illumination into the night sky.

9. **Condition: Prior to issuance of any Certificate of Occupancy for any area or building containing hotel or condo hotel units,** provide appropriate documentation indicating from the State of Florida compliance as a "Commercial Transient Living Accommodation."

10. **Condition:** Complete design of the site plan, proposed structures and buildings have yet to be finalized at this review stage of the development Phase area. The applicant has provided artist renderings and computer aided renderings to provide staff a general understanding of the architectural design. **Prior to issuance of any building permit for buildings over and above the density and intensity as approved in Development Order No. 02-55, as amended in the 1st Amended Development Order No. 04-13** all structures and building design, when finalized by the applicant, shall be submitted to the City for review to ensure compliance with all MMTD regulations, specifically, Article 8, Section 8.09.03.A.1, (Setbacks, Building orientation, Facades, and Transparency).

11. **Condition:** The property owner shall continue to attempt to coordinate with the adjacent land owner to the east to discuss any proposed redevelopment, the need for, and to finalize a shared ingress/egress, cross access, and all necessary easements. The shared egress/ingress drive will allow the elimination of the right out exit. All changes shall be subject to FDOT approval. Applicant shall make a reasonable effort to provide continuous public pedestrian and vehicular easement/right-of-way to the waterfront as design and illustrated on Connelly Wicker plans, sheet 2 of 15.

12. **Condition**: All non-construction related dumpsters, trashcans and recycling bins shall be placed in solid waste collection areas and shall be shielded from the view of adjacent properties. *Ref. LDC Section 7.09.02(B)(3).*

13. **Condition**: Outdoor mechanical equipment, such as heating, air conditioning, and ventilation systems, must be placed on the roof, in the rear or to the side of the building, or otherwise visually screened. In no case shall mechanical equipment be located between the principal structure and the front property line facing a right of way unless properly and completely screened. All mechanical equipment located on the roof shall not be visible from adjacent properties or rights-of-way from heights equal to or less than the equipment. All mechanical equipment located in the rear or to the side of the building shall be enclosed by opaque fence, wall or hedge a minimum of six (6) feet in height or to the highest point of the equipment, whichever is lower. For air conditioning or other equipment requiring airflow, a lattice screen of at least 50 percent opacity shall be sufficient to meet this requirement.

14. **Condition**: **Prior to installation,** all outdoor lighting must be inspected and approved by the Community Development Department. The lighting plan which shall be submitted prior to the issuance of any city permit must provide specifications for the proposed outdoor lighting, including photometrics. All lighting must be shielded downward and away from adjacent properties in order to avoid spill-over and illumination into the night sky.

15. **Note:** Signage, if installed, must be approved by the Community Development Department. All signage shall require the issuance of city permit. All signage shall meet the requirements set forth in Article 16 of the City's Land Development Code.

16. **Note**: Each handicap accessible parking space must be prominently outlined with blue paint, and must be posted with a permanent above-grade sign bearing the international symbol of accessibility and containing the caption "PARKING BY DISABLED PERMIT ONLY." Such sign shall also indicate the penalty for illegal use of the space, which shall be a minimum fine of $250.

17. **Note**: Curb ramps complying with Section 11-4.7 of the Florida Accessibility Code shall be provided wherever an accessible route crosses a curb.

18. **Note:** The slab for all structures shall be constructed a minimum of 12 inches above the crown of the nearest street, except where topography will provide adequate drainage as certified by a professional engineer registered in the State of Florida. *Ref. LDC Section 10.03.02(A)(5).*

19. **Condition:** There will be no direct discharges of stormwater runoff to the Harbor before retention and treatment for both Phase I and Phase II of this project, with the exception of the existing pedestrian way along the Harbor which shall remain as is. Certificates of Occupancy will be contingent on final inspection and certification by the City of Destin that the installed Stormwater Management System meets these criteria.

20. **Condition:** Prior to obtaining a Certificate of Occupancy, the Stormwater Operation/Maintenance Plan (SWOMP) shall be acknowledged and signed by the Owner.

21. **Condition:** Prior to obtaining any City permit, a copy of the FDEP stormwater and a NPDES Stormwater Construction Generic Permit (if applicable) approval shall be forwarded to the City Engineer's office and then forwarded to the Community Development Department.

22. **Note:** If groundwater is observed standing in the storm structures, the SWMP shall be considered in non-compliance and a revised stormwater plan shall be resubmitted for review and approval.

23. **Note:** Please abide by the general guidelines set forth in the FDEP's "Florida Development Manual: A Guide to Sound Land and Water Management," particularly those guidelines set forth for the construction and maintenance of exfiltration trenches.

24. **Condition:** All perforated piping and exfiltration beds shall be inspected and approved by the Engineer of Record and the City of Destin prior to backfilling. Prior to inspection by the City, the Engineer of Record shall submit an inspection report that certifies the compliance.

25. **Note**: The Engineer of Record is cautioned to review the construction documents as submitted to assure thorough information is provided to allow proper construction. All stormwater management facilities shall be required to be constructed per the Codes of the City of Destin.

26. **Note**: Please abide by the general guidelines set forth in the FDEP's "Florida Development Manual: A Guide to Sound Land and Water Management."

Per Public Services Department

1. **Condition**: Prior to obtaining any City permits, obtain a City of Destin Right-of-Way Construction Permit from the Public Services Department.

2. **Condition**: Prior to obtaining a City of Destin Right-of-Way Construction Permit, obtain a FDOT Connection & drainage permits and submit copy to the Public Services Director.

3. **Condition**: Set up pre-application meeting with FDOT & Public Services Director to review proposed right-of-way modifications. **There was not enough right-of-way information provided to properly review the amendment. More comments and/or conditions may be forthcoming pending resubmittal.**

4. **Condition:** All improvements required by the City are required to be shown on the plans and are dependent on FDOT approval. Provide FDOT approval to the City prior to any ROW work.

5. **Condition**: Refer to LDC Article 8, Transportation, - The developer/owner, engineer of record and the contractor shall make themselves familiar with these codes and comply with the codes prior to obtaining a Certificate of Occupancy.

6. **Condition**: Refer to LDC Article 11.09.00., Illicit Discharge - The developer/owner, engineer of record and the contractor shall make themselves familiar with these codes and comply with the codes prior to obtaining a Certificate of Occupancy.

7. **Condition**: Intersection Alternate "A" at Stahlman Ave & Harbor Blvd will not be acceptable with the City.

8. **Condition**: Provide a landscaping & irrigation plan for the modified medians to the extent and in the areas modified.

9. **Condition**: Provide power and outlets for the new medians within the ROW to the extent and in the areas modified.

10. **Condition**: Contractor shall not be allowed to utilize **ANY** public right-of-ways for any loading/unloading, staging or storage of construction materials, equipment or vehicles or unauthorized construction. Authorization may be given on a case by case basis, if the contractor can prove that it is necessary for public AND job site safety. Each case may require additional permitting. **Failure to comply with this requirement may void your city right-of-way construction permit until the violation is corrected. Voided permits must be reapplied for and application fees shall be assessed.**

11. **Condition**: Prior to obtaining any city permit, provide a debris & soil hauling plan (truck route) through the City. Any road damage that is determined to be caused by this project operation shall be repaired prior to obtaining any Certificate of Occupancy (C.O.).

12. **Condition**: During construction crane booms shall not swing out over the ROW or adjacent private properties on either side of the project. These areas are open to the public and not part of the construction site. Authorization may be given if the contractor can prove that it is necessary for public safety. The City can not authorize encroachments over adjacent private properties, the developer must obtain the affected property owner's consent.

13. **Condition**: Prior to obtaining any city permit, provide a material lay down area and construction parking **ON SITE**; show on the engineering plans and/or may provide facilities off site and off of the ROW.

14. **Condition**: Sidewalk area crossing the drive access shall meet ADA flatness & slope requirements.

15. **Condition:** All exterior lighting must meet appropriate codes.

CITY of DESTIN

4200 Indian Bayou Trail • Destin, Florida 32541 www.cityofdestin.com
OFFICE OF PLANNING DIVISION
Voice 850.837.4242 Fax 850.650.0693 agrana@cityofdestin.com

December 8, 2010

Via: U.S. Mail

Legendary, Inc.
Attn: Mr. Howard Long
4100 Legendary Drive
Suite 200
Destin, Florida 32541

Subject: HarborWalk Village, 3rd Amendment – Final Development Order No. 10-02 Extension Request

Dear Mr. Long:

This letter is in response to your correspondence received in my office on November 17, 2010. As required, your request for an extension to Final Development Order No. 10-02 was received at least 30 days prior to the expiration date of December 18, 2010. Based on meeting this criterion and by adhering to the criteria of the extension as stated in Article 2, Section 2.21.01.B and C (See attached), the 12-month deadline to obtain a building permit and commence construction is conditionally granted.

I recommend consulting with your engineer of record as to the affects of the extension request due the requirements of Article 2, Section 2.21.01.C. Changes to the code may benefit or could result in site design changes that you may feel are detrimental to your currently approved plan. I would advise you and your engineer of record to periodically contact the City Clerk's Office to obtain any newly adopted ordinances and review them to determine the effects on the property. I understand the constraints you are facing. However, I would advise you to seriously consider moving forward with your project sooner rather than later so as to not be affected by any subsequent code requirements adopted after the issuance of your final development order.

I suggest you meet with my staff to discuss your existing plan, any changes required, and the review process involved several weeks prior to your application for any city permit to ensure compliance with Article 2, Section 2.21.00. Please don't hesitate to call me if you have any further questions or concerns.

If you feel any of these determinations or decisions have been made in error, you have the right to appeal the decision to the City's Board of Adjustment. The Administrative Appeal application is available at Destin City Hall in the Community Development Department and must be received completed within 30 calendar days from the date of this letter. The appeal process is typically a two or three month process.

Please don't hesitate to call me if you have any further questions or concerns.

Sincerely,

R. Ashley Grana

R. Ashley Grana
Planning Manager

RAG/

Attachments:
Article 2, Section 2.21.01.B and C

cc: Greg Kisela, City Manager
Ken Gallander, Community Development Director
Larry Ballard, Building Official
File: Letter Log
File: 2010 DO Log Book
File: SP-06-02

b. Cashiers check;

c. Money order; or

d. Cash.

3. The amount of payment shall be 120 percent of the total construction cost for the required improvements ("future improvement payment").

4. In addition to the future improvement payment, developer shall pay an administrative fee.

D. *Future improvement payment* shall be made prior to the to issuance of a development order for commercial projects or a building permit for residential projects.

E. *Future improvement payment.* At such time that the improvements can be made to the public right-of-way, easement, or City-owned property, the City shall construct such improvements and use the future improvement payment to pay for the costs of the improvements. After completion of the improvements, any unused portion of the future improvement payment shall be returned to developer. If the future improvement payment is not sufficient to pay for the improvements, developer shall pay any shortfall to the City.

(Ord. No. 04-23-LC, § 3, 8-16-04; Ord. No. 07-32-LC, § 5, 5-7-07)

2.21.00. Final development order and extension of the commencement of construction deadline.

A final development order is valid for a period of one year from the date of issuance. However, a building permit must be issued for either the construction of infrastructure or construction of the entire project and construction must commence within said one year period after which the permitted development activity may be completed provided the conditions of this section continue to be satisfied. If a building permit is not issued within one year from the date of issuance of the final development order or a building permit is issued and construction has not commenced within one year from the date of issuance of the final development order, then the development order becomes null and void. "Construction of infrastructure" shall be defined as site work, grading, or other construction activity (not including land clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations. If construction activity ceases for a period of one year after a building permit for construction of the infrastructure or construction of the entire project has been issued, the development order will be considered null and void. No extensions to this deadline shall be allowed, except as set forth in section 2.21.01.

2.21.01. *Criteria for a request to extend the 12-month deadline to obtain a building permit and commence construction.*

A. An applicant who desires to extend the 12-month deadline shall submit a written request to the community development department, no less than 30 days, prior to the expiration of the 12-month deadline to obtain a building permit and commence construction.

B. An applicant may receive only one extension, and such extension shall not exceed one year.

C. As a condition of approval for such an extension, the applicant's project shall meet any and all applicable code requirements that were adopted subsequent to the approval of the final development order for which an extension is being requested. The applicant will have to file an application, to amend to the previously approved development order, with the City prior to the issuance of any City permit for the subject property.

D. Special economic condition extension. An applicant who desires to extend a previously approved active final development order shall submit a written request to the community development department, no later than December 31, 2009, which extension shall be deemed automatically granted. The extension shall commence from the date of the formal written request and shall terminate on December

31, 2011. Nothing herein shall be deemed to affect any other extension otherwise allowed by either this code or general law.

2.21.02. *Determination regarding request for extension.* All applications for extensions, as identified in section 2.21.01, shall be reviewed by the community development director with input from the appropriate technical review committee members for approval, approval with conditions, or disapproval.

2.21.03. *Establishing an application fee.* The City reserves the right to establish, by resolution, an application fee, for processing and reviewing requests for extensions of time authorized by section 2.21.01.
(Ord. No. 04-23-LC, § 3, 8-16-04; Ord. No. 09-17-LC, § 3, 10-19-09)

2.22.00. Appeals.

When it is alleged that there is error in any order, requirement, decision, or determination made by an administrative official or the local planning agency in the enforcement of any requirement of this code, the Code of Ordinances or Land Development Code, now existing or to be promulgated in the future by the City, the issue in dispute shall be taken before the Board of Adjustment. Such issue may include, but it not limited to, a finding of concurrency deficiency or refusal on the part of the City to issue a final development order.

2.22.01. Any appeal by any citizen must be filed in writing with the City Manager, or designee, within 30 calendar days of rendition of the decision in question, and the reasons for such appeal shall be set forth therein. The City Manager, or designee, shall arrange for an appeal hearing before the Board of Adjustment and notify the appellant in writing of the date, time and place of the hearing.

2.22.02. The appellant shall have the burden of affirmatively demonstrating that the decision in question was in error. The administrative official(s) involved, or chairman of the Planning Commission, shall have the opportunity to present information and argument to support their decision.

2.22.03. The Board of Adjustment shall base its decision on the requirements of the City's Comprehensive Plan and this code. The Board shall make its decision based upon its usual voting procedures, the decision shall be issued in writing stating the reasoning involved, and it shall be rendered within 60 days of the close of the hearing. No further administrative appeal is available beyond this stage, though the appellant retains the right of appeal through the judicial system as provided by law.
(Ord. No. 04-23-LC, § 3, 8-16-04)

2.23.00. Reserved.

Editor's note—Ord. No. 04-26-LC, § 3, adopted Sept. 8, 2004, repealed § 2.23.00, which pertained to deviations to a final development order. See also the Land Development Code Comparative Table.

2.24.00. Development agreements.

A. *Definitions.* For the purpose of this section, the definitions set forth in F.S. § 163.3221, are hereby adopted by reference and shall apply and control all development agreements entered into by the City of Destin.

B. *Development agreement requirements.*

1. All development agreements shall, at a minimum, include the following:

   a. A legal description of the land subject to the agreement.

   b. A statement identifying the legal and equitable interest of all persons having any interest in the property described in a. above. The statement of ownership interests of any joint ventures, partnerships or corporations shall reveal all principals or directors and officers, as appropriate. Such statements shall be certified by a title company or an attorney-at-law licensed to practice in the State of Florida.

   c. The duration of the agreement, which shall meet the terms set forth in subsection C. of this section.

Community Development

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | Fax: 850-650-0693 | www.cityofdestin.com

October 26, 2011

Mr. Peter Bos
Legendary, Inc.
4100 Legendary Drive, Suite 200
Destin, Florida 32541

Subject: **HarborWalk Village, 3rd Amendment – Final Development Order No. 10-02 "Special Economic Condition" Extension Request**

Dear Mr. Bos:

This letter is in response to your email dated October 17, 2011, requesting an extension to the above referenced final development order.

An initial request for a development order extension was provided to the City on November 17, 2010, which was granted and thus extended the development order another year to December 18, 2011. Under staff's interpretation based on legal guidance of Section 46 (1) of Ch. 2010-147 Laws of Florida, and the fact development order No. 10-02 was legally extended in 2010 prior to the deadline of December 31, 2010, this development order is extended to the fullest extent possible to December 18, 2013. This determination enables the holder of the final development order to delay commencement or continuance of construction, if necessary, until December 18, 2013.

Should you have any further questions or concerns, please do not hesitate to contact me or the Planning Division.

Sincerely,

Kenrick S. Gallander, AICP
Community Development Director

KSG/

cc: DO Book, Project File: SP-06-02, Building File & Letter Log

Community Development
Planning Division

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-337-3123 | Fax: 850-650-0693 | www.cityofdestin.com

October 2, 2012

Mr. Peter H. Bos
4100 Legendary Drive
Suite 200
Destin, Florida 32541

SUBJECT: **HarborWalk Village – Final Development Order No. 10-02 "Special Economic Condition" Extension Request – 100 Harbor Boulevard**

Dear Mr. Bos:

This letter is in response to your letter dated September 14, 2012, requesting a "special economic condition" extension to the above referenced development order. Based on the legal guidance set forth in Section 24 (1) of Ch. 2012-205 Laws of Florida this development order is extended to the fullest extent possible to December 18, 2015. This determination enables the holder of the final development order to delay commencement or continuance of construction, if necessary, until December 18, 2015.

Should you have any further questions or concerns, please do not hesitate to contact me either via e-mail (agrana@cityofdestin.com) or phone (850-582-4525).

Sincerely,

R. Ashley Grana

R. Ashley Grana
Planning Division Manager

RAG/

cc: 2010 DO Book
Project File: SP-06-02
Building File: 100 Harbor Blvd.
Letter Log

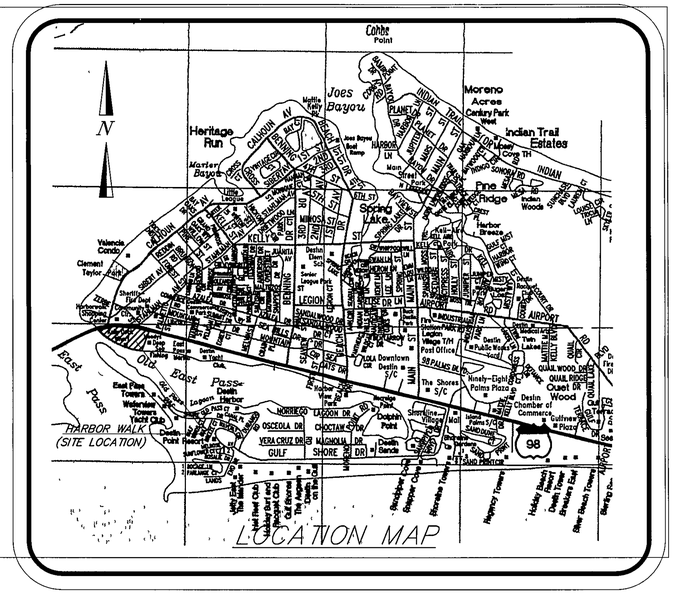
HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

CITY OF DESTIN, FLORIDA
CONSTRUCTION PLANS

PREPARED FOR

HARBORWALK®
VILLAGE
DESTIN, FLORIDA

SECTION MORENO POINT TOWNSHIP 2 SOUTH RANGE 22 WEST


Cobbe Point
Joes Bayou
Moreno Acres
Century Park West
Indian Trail Estates
Heritage Run
Marler Bayou
Pine Ridge
Second Lake
Harbor Breeze
Indian Woods
Valencia Condo
Clement Taylor Park
Shirley Hut Dest
Destin Commons
Destin Commons Sch
Destin Elem Sch
Destin Jr High Sch
Destin Fire Station
Destin Library
Destin Post Office
Destin Public Works
Destin Chamber of Commerce
Destin Downtown Dr S/C
The Shores S/C
Ninety-Eight Palms Plaza
Quail Ridge
Quail Wood Drive
Quiet Oak Wood
Quail Run
Destin Airport
Old East Pass
East Pass
East Pass Towers
Waterview Towers
Yacht Club
Destin Harbor
Destin Pass
Harbor Docks
Harbor Docks Inn & Suites
Crab Trap
Dolphin Point
Destin Bands
Sandpiper Cove
Sterling Cove
Miramar Towers
Regency Towers
Holiday Beach Resort
Destin Beach Resort
Brooke Mist
Silver Shells Towers
Sandpiper Inn
Harbor Walk Villas
Destin Commons
Destin Commons Parking
Destin Commons Theatre
Destin Commons Fountain
Destin Commons Clock Tower
Destin Commons Gazebo
Destin Commons Pavilion
Destin Commons Amphitheater
Destin Commons Parking Garage
Destin Commons Parking Lot
Destin Commons Parking Lot
Destin Commons Parking Lot

EXISTING HARBOR WALK NORTH

U S. HIGHWAY 98 (STATE ROAD 30) RIGHT-OF-WAY VARIES

WEST BOUND LANES

EAST BOUND LANES

U S HIGHWAY 98 (S R 30) RIGHT-OF-WAY VARIES

SHELL CONVENIENCE STORE

STAHLMAN AVENUE

ALTERNATE "A" ENTRANCE

EXISTING WHATABURGER

AREA OF REFUGE (PENDING FDOT APPROVAL)

EXISTING FANTASEA SCUBA HQ & PLAYGROUND OPTICAL

CALHOUN DRIVE

MilePost 17 541

MilePost 17 678

MilePost 17 685

MilePost 17 745

A=790 25'
R=1712 95'
D=26 25'58"
B=N 86 15'18" E
C=783 26'

460' SIGHT DISTANCE

6" THERMOPLASTIC SKIP STRIPING

24" WIDE WHITE THERMOPLASTIC STOP BAR

FRONTAGE ROAD

FOUND 1/2" IRON ROD NO ID

POSSIBLE FUTURE DRIVE CONNECTION (SEE DETAIL THIS SHEET)

5' SIDEWALK

IN ACCORDANCE WITH SECTION 7 12 08 P OF THE LDC THE SIDE SETBACK MAY BE REDUCED TO 15' WITH ADDITIONAL TOWER OFFSET 3

RESTRICTED ZONE
FRONT SETBACKS IN THIS ZONE WILL BE AS MEASURED FROM THE FRONTAGE ROAD AND SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN LDC 7 0903F, 7 12 08PII AND THE ADOPTED MULTI-MODAL ORDINANCE.

FUTURE 5' SIDEWALK ADJACENT TO HARBORWALK'S 5' SIDEWALK ALONG PROPERTY LINE

IN ACCORDANCE WITH SECTION 7 12 08 P OF THE LDC THE SIDE SETBACK MAY BE REDUCED TO 15' WITH ADDITIONAL TOWER OFFSET 3

FUTURE PEDESTRIAN CROSSING (SEE NOTE FOR ADJACENT PROPERTY COORDINATION)

APPROVED BY TRC DATE/INITIALS 11/5/09 JWB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy

FLOOD ZONE "AE" (8' MINIMUM)

FLOOD ZONE "VE" (12' MINIMUM)

FLOOD ZONE "AE" (19' MINIMUM)

FLOOD ZONE "VE" (11' MINIMUM)

FLOOD ZONE "AE" (NO MINIMUM)

FLOOD ZONE "X" (NO MINIMUM)

FLOOD ZONE "AE" (9' MINIMUM)

FLOOD ZONE "VE" (11' MINIMUM)

LOT 11

LOT 10

LOT 9

LOT 8

LOT 7L

HOTEL

TALL BUILDING ZONE 100' FROM CROWN OF U S HWY 98 (S R 30) 9 STORIES

POOL DECK

CONDO TOWER

21 SPACE BIKE RACK & PARKING SIGNAGE (D4-3) 2'-3" MIN FROM BLDG

PHASE I

PHASE II

PHASE III

PHASE IV

HARBOR WALK PEDESTRIANWAY

HARBOR WALK

WATER GRILL (RELOCATED EL BLDG.)

EL MARINA

EL LUCKY SNAPPER

TICKET BOOTH (TYP.)

FUEL PUMPS (TYP.)

RETAIL

RESTAURANT

TERRACE

RAMP

ELEVATOR

SHED

GREEN SPACE

PEDESTRIAN CIRCULATION / CONNECTIVITY (ROUTE SUBJECT TO CHANGE)

OPEN SPACE INCENTIVE PROPOSED

• PEDESTRIAN INFORMATION KIOSK	1%
• TRANSIT STOP	5%
• 5% OVER 20% OF BOATS FOR FARE CARRYING/TRANSIENT	4%
• DEVELOPMENTS WITH 170% OF PARKING IN STRUCTURE	6%
TOTAL OPEN SPACE INCENTIVE	16%
Total open space required for D O compliance, Tier 2 (30% -12% Incentives)	18%
Total minimum open space to be provided (115,260 sf open space / 640,332 sf overall development)	18%
Total impervious area (640,332 sf -115,260 sf = 525,072 sf total impervious)	82%

NOTES

1 ALL PAVEMENT STRIPING SHALL BE THERMOPLASTIC PER FDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, SECTION 711 & 713

2 REFER TO LDC ARTICLE 8 01 00 B 2 SCREENING VEGETATION SHALL NOT BE PLACED WITHIN FIVE FEET AND MAINTAIN A MINIMUM FOLIAGE CLEARANCE OF THREE FEET FROM ANY UTILITY STRUCTURE(S) INCLUDING BUT NOT LIMITED TO WATER METERS, VALVES, ELECTRICAL/COMMUNICATION PANELS OR POLES, AND SHALL NOT BE PLACED AROUND ANY WATER HYDRANT THAT COULD BE USED FOR FIRE PROTECTION

3 REFER TO LDC ARTICLE 8 01 00 C SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS SHALL BE PERMISSIBLE IN ROWs

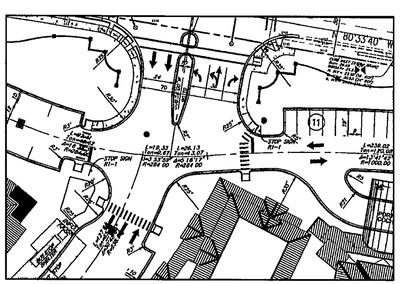
A LANDSCAPING LOCATED ON ABUTTING PROPERTIES TO SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS SHALL NOT CREATE A SAFETY HAZARD, AND SHALL BE TRIMMED OR PRUNED TO ALLOW FULL WIDTH PLUS ONE FOOT ON EACH SIDE OF THE SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS, AND THE MINIMUM VERTICAL HEIGHT OF TEN FEET ABOVE GRADE, IS CLEAR

B TREES OR SHRUBS SHALL NOT BE PLANTED WITHIN FIVE FEET FROM ALL STREETS OR SIDEWALKS, RECREATIONAL TRAILS, AND BICYCLE WAYS

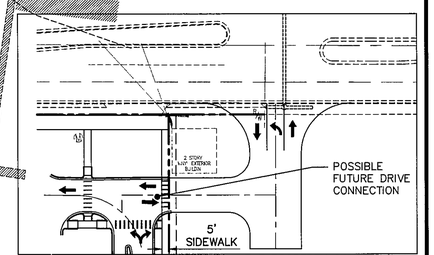
4 CONTRACTOR SHALL NOT BE ALLOWED TO UTILIZE ANY PUBLIC RIGHT-OF-WAYS FOR ANY LOADING/UNLOADING, STAGING OR STORAGE OF CONSTRUCTION MATERIALS, EQUIPMENT OR VEHICLES OR UNAUTHORIZED CONSTRUCTION FAILURE TO COMPLY WITH THIS REQUIREMENT MAY VOID YOUR COUNTY RIGHT-OF-WAY CONSTRUCTION PERMIT UNTIL THE VIOLATION IS CORRECTED

5 SOLID WASTED COLLECTION AREAS SHALL CONFORM TO ARTICLE 7, SECTION 7 09 02 B 3 100 OPAQUE ENCLOSURE AND A GATE A MINIMUM OF SIX FEET IN HEIGHT

6 PRIOR TO OBTAINING ANY CITY PERMIT, CONTRACTOR TO PROVIDE ENGINEER AND CITY OF DESTIN WITH A PLAN SHOWING A MATERIAL LAY DOWN AREA AND ON SITE CONSTRUCTION PARKING AREA



ALTERNATE "B"
SUBJECT TO CITY AND STATE APPROVAL



POSSIBLE FUTURE DRIVE CONNECTION & PEDESTRIAN CROSSING THE PROPERTY OWNER SHALL CONTINUE TO ATTEMPT TO COORDINATE WITH THE ADJACENT LAND OWNER TO THE EAST TO DISCUSS ANY PROPOSED REDEVELOPMENT, THE NEED FOR, AND TO FINALIZE A SHARED INGRESS/EGRESS, CROSS ACCESS, AND ALL NECESSARY EASEMENTS THE SHARED EGRESS/INGRESS DRIVE WILL ALLOW THE ELIMINATION OF THE RIGHT OUT EXIT ALL CHANGES SHALL BE SUBJECT TO FDOT APPROVAL

Designed	WP/TM
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request

Connelly & Wicker, Inc.
Consulting Engineers
Jacksonville Beach & Destin, Florida
Certificate Authorization Number 3650
4008 Legendary Drive, Suite #300
Destin, Florida 32541
Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Overall Site Plan

No	Date	Revision	By
7	11/05/09	MOVED SIDEWALK ON EAST SIDE OF PROPERTY	JW
6	10/24/08	REVISIONS PER CITY COMMENT LETTER DATED NOV 24 2008	JW
5	09/23/08	REVISED OPEN SPACE TABLE PER CLIENT	JW
4	05/01/08	ADDED REVISED PARKING AREA	JW
3	03/06/07	REVISED PARK ZONE & VIEW CORRIDOR PER CLIENT	JW
2	05/04/06	ADDED CONDUITS IN MEDIAN	CD
1	12/02/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 05 2009
TIMM W MARTIN, P E
FL P E # 64450
Reg Engineer

Project No 9902-21

Scale 1" = 50'

Date 09/14/05

Drawing

Sheet 2 of 15

J \99\9902-21B\CW-Site-13-PHASE-I dwg, 7/28/2009 11 39 56 AM, johnw

HarborWalk Village
Phasing Chart

17-Oct-08

	Current Approved DO		Currently Built as Part of Currently Approved DO Phase 1A		Balance to Be Completed in Currently Approved DO Phase 1B [1]			Proposed Amendment [1]		
Building	Retail	Units	Retail	Units	Retail	Units	Hotel	Retail	Units	Hotel
A	13 000	12	13 012	7						
B	-	125 [2]	-	125	-	-				
C	-	144 [2]	-	144	-	-				
D	47 202	11	46 331	15						
E	17 750	-	3 825	-		-				
E1 (Water Grill)	-	-	5 158	-		-				
*	10 000	-	-	-	10 000	-				
*	8 000		-	-	8 000	-		0	0	0
*	6 000	-	-	-	6 000	-		0	0	0
>	-	-	-	-	-	-		15 001	0	201 [3]
*	-	-	-	-	46 626	-		0	10	0
>	-	-	-	-	-	1		0	67	50 [3]
*	46 626		-	-	9 626	-		0	3	0
*	15 000	-	-	-	15 000	1		10 000	10	0
Existing Manna	9 579	-	9 579	-	-	-				
Lucky Snapper	11 642	-	10 478	-	1 164	-				
Boogies	1 200	-	-	-	1 200	-				
Ticket Booths	5 000	-	-	-	5 000	-				
Kiosks	9 000	-	200	-	8 800	-				
Total	199 999	292	88 583	291	111 416	1		25,001	90	251

Summary Additional Residential 90 - 3 bedrooms per key
Proposed Additional Conference Hotel 251 - 2 sleeping rooms per key
Proposed Additional Office 0
Proposed Additional Commercial 25 001
* - Possible Future Building

4

THE PHASE 2 OF HARBORWALK VILLAGE CONTAINS 9 ACRES OR 392,040 SQUARE FEET

ALLOWED TIER 2 FAR

UP TO 1 75 FAR (WITH TIER 2 APPROVAL) AND,
UP TO 50 FAR BONUS FOR ABOVE-GRADE PARKING STRUCTURE(S)

PROPOSED TIER 2 FAR

NON-RESIDENTIAL USES (RETAIL, HOTEL AND ADDITIONAL
ABOVE-GRADE PARKING STRUCTURE) 686,070 SQUARE FEET (1 75 FAR)
ABOVE-GRADE PARKING STRUCTURE 196,020 SQUARE FEET (50 FAR)

THE PROPOSED TIER 2 DEVELOPMENT SHALL NOT EXCEED THE ABOVE-STATE FAR

3

Project Notes

[1] Sub-Phasing size and timing will be determined by market conditions When each phase is complete that phase when combined with all prior phases will be in compliance of all applicable codes

[2] Condo component includes 58 052 square feet of Facilities, Lobby and Amenities not included in FAR

[3] Hotel and conference area square footages are an estimate based on conceptual drawings Actual will be adjusted within FAR thresholds

[4] See Harbor Manna Parking Analysis, Includes future growth of 3 future excursion boats with approximately 450 seats Final adjustment will be made once final boat sizes are determined

[5] See Shared Parking Analysis for Harborwalk dated August 20, 2009 by Connelly & Wicker

[6] All conditions previously approved as Harborwalk Village - 1st Amendment A modification to Previously Approved Major Development (SP-00-57 and SP-04-04) shall remain in full force and effect When each phase is complete, that phase, when combined with all prior phases, will be in compliance of all applicable codes

[7] With regard to Phase 1A and 1B, a direct quote from the 2002 Development Order states "A note on sheet A-1 8 (Architectural Site Plan) shall state the following Each phase upon completion, when combined with prior phasing, will be in compliance with all codes, including but not limited to setbacks, parking, landscaping, open space, stormwater retention, floor area ratio, site lighting, pedestrian access ways, loading zones and dumpster location requirements per the City of Destin Land Development Code in effect on August 26, 2002 In the event that, at a subsequent date, any credits of reduction in Open Space Landscape (see Landscape Site Plan, L-3) are given for the Harborside Pedestrian Walk (L-3), then an appropnate pro rated amount of Open Space Landscape lying below 10 feet NGVD may be converted to other walkways or pedestnan onented impervious open space " All fees and associated costs shall be calculated per the City of Destin Land Development Code in effect on August 26, 2002

[8] With regard to Phase 2 This 3rd Amended Development Order ("3rd Amended D O ") is being approved by the City pursuant to the Tier 2 Criteria established in the City Comprehensive Plan ("Comp Plan') and Land Development Code ("LDC') for approximately 9 acres This 3rd Amended D O , and all subsequent applications filed by the Developer for city permits issued pursuant to this 3rd Amended D O , including without limitation building permits, impact fees, land development codes, shall be governed by the Comp Plan, LDC and City ordinances in effect as of October 27 2005, except as may be modified by the City's proposed Multimodal Transportation Districts Ordinance, #08-14-LC, adopted January 20, 2009 "

[9] Phase 2 and the remainder of Phase 1 will be built in sub-phases as market conditions allow, and all timing requirements for commencement of construction for all future phases of the code have been met The Project Construction Activity, as specified in Article 2 21 00 of the City of Destin's LDC, shall be deemed as any construction within Phase I, II, or the Manna of the total 14 7-acre Development

[10] The density and intensity of development approved as part of this Third Amended Development Order for Harborwalk ("Project") is below the current DRI threshold If the state legislature increases the DRI threshold, the applicant reserves the right to seek a further modification of the Development Order to increase density and intensity of use for the Project Any such modification request would require that the applicant continue to meet the Tier Two criteria in effect as of October 27, 2005, except as may be modified by the City's Multimodal Transportation Districts Ordinance, #08-14-LC, adopted January 20, 2009 "

HARBORWALK - DENSITY OF PROJECT:

TOTAL PROJECT SITE AREA = 14 7 AC (640,332 S F)
14 7 ACRES X 26 UNITS PER ACRE = 382 UNITS ALLOWED
TOTAL PROPOSED SHORT TERM UNITS = 382 PROPOSED

PARKING

PHASE I

Retail	199,999 square feet at 4 per 1000	800 spaces	
Residential	292 units at 1 75 per unit	511 spaces	
Manna		275 spaces (to be used as a part of Phase II utilitzing MMTD)	
		1586 SPACES REQUIRED Phase I	
PHASE II	(UTILIZING MMTD REQUIREMENTS)		20% reduction
Retail	25 001 square feet at 1 space per 300	83 spaces	66 4 spaces
Hotel	251 keyed units with 2 sleeping rooms per key 1 5 spaces for each keyed unit plus 1 space per 20 keyed unit for staff parking	389 spaces	311 2 spaces
Hotel	Conference area 15,000 square feet at 1 space per 45 (As 531120 Conference Center)	333 spaces	266 4 spaces
Residential Condominiums			
	90 units at 2 spaces per unit	180 spaces	144 spaces
Manna	Adjustment	371 [4] spaces	296 8 spaces
	Phase II Totals	1356 spaces	1085 SPACES REQUIRED Phase II
Total required prior to adjusting with shared parking analysis			2396 spaces (Less Ex Manna)
Net required per shared parking analysis			1629 spaces

BICYCLE PARKING: SUMMARY OF UNADJUSTED PARKING DEMAND

Land Use	Total Vehicle Parking	Required Bike %	Required Bike Parking
Retail	83	10%	8
Residential Condominiums	180	10%	18
Hotel	389	5%	19
Hotel Conference Area	333	0%	0
Manna	371	10%	37
GRAND TOTAL BICYCLE PARKING			82

The above total vehicular parking values are based on the maximum values given in the MMTD parking requirements These values may be adjusted to 80% of the maximum values For Bicycle parking no adjustment is allowed

3

OFF STREET LOADING .

Phase II	(UTILIZING MMTD REQUIREMENTS)	
Retail	25,001 square feet at 1/10 000 SF + 1/20 000 SF Additional	2 spaces
Hotel	Conference area 15,000 square feet at 1/20 000 SF + 1/100,000 SF Additional	1 space
Hotel & Residential Condominiums		
	357,089 square feet at 1/100,000 SF + 1/100,000 SF Additional	4 spaces

HarborWalk Marina Parking Analysis

Area	Number	Use	Seats	MMTD Designation	MMTD Max Requirement (/seat or /boat)	MMTD Spaces (Maximum)	MMTD Spaces (Minimum Required 80%)	**Shared Use Adjustment	Total Requirement	Bicycle Requirement (percentage of MMTD spaces required)	Bicycle Parking	Notes
HarborWalk	34	Jetskis (20)*		713930 (g) Mannas	0 25	8 5	6 8	-0 68	6 12	10%	0 85	
	18	Pontoon Boats (8)*	10	713930 (e) Mannas	0 25	45	36	-3 6	32 4	10%	4 50	
	1	Glass Bottom Boat	149	713930 (d) Mannas	0 25	37 25	29 8	-2 98	26 82	10%	3 73	Currently at East Pass
	1	Beach Shuttle	16		0	0	0	0	0		0 00	
	1	Water taxi	16		0	0	0	0	0		0 00	
	4	Charter Boats		713930 (c) Mannas	5	20	16	-1 6	14 4	10%	2 00	
	12	Transient		None	0	0	0	0	0		0 00	
Total Slips	47					110 75	88 6	-8 86	79.74		11.08	

4

* There are 20 jetski slips and 8 pontoon boat slips However, the concession operator is licensed to operate 34 jetskis and 18 pontoon boats

East Pass	1	Legendary (Private)		713930 Mannas	1	1	0 8	-0 16	0 64	0%	0 00	
	1	Emerald Dancer	49	713930 (d) Mannas	0 25	12 25	9 8	-0 98	8 82	10%	1 23	
	1	Nathaniel Bowditch	30	713930 (d) Mannas	0 25	7 5	6	-0 6	5 4	10%	0 75	
	7	Transient		None	0	0	0	0	0		0 00	
Total Slips	10					20 75	16 6	-1 74	14.86		1.98	

Kelly Docks	29	Charter Boats		713930 (c) Mannas	5	145	116	-11 6	104 4	10%	14 50	
	2	Swoops I and II	49	713930 (d) Mannas	0 25	24 5	19 6	-1 96	17 64	10%	2 45	
	1	Innkeeper (Private)		713930 Mannas	1	1	0 8	-0 08	0 72	0%	0 00	
	1	Southern Star	149	713930 (d) Mannas	0 25	37 25	29 8	-2 98	26 82	10%	3 73	
	1	Sea Blaster	125	713930 (d) Mannas	0 25	31 25	25	-2 5	22 5	10%	3 13	
	4	Transient			0	0	0	0	0		0 00	
	1	Jet Party Barge		N/A			0	0	0		0 00	
	4	Fuel Docks					0	0	0		0 00	
Total Slips.	43					239	191 2	-19 12	172.08		23.81	

Combined HarborWalk Marina

			Maximum Spaces Allowed	Total Spaces Required	**Shared Use Adjustment	Total Requirement	Bicycle Requirement
Grand Total	100	Slips	371	296 40	-29 72	267	37

** Based on Connelley & Wicker *Shared Parking Analysis for HarborWalk* , dated October 25, 2005, Revised August 20, 2009 The analysis recommends a 10% reduction for Mode of Transportation (other than autos) and another 20% and 10% reduction for Internal Capture (Retail & Manna, respectively)

Conclusion Under the new MMTD, 80% of 371 or 296 parking spaces are now required for the Phase II, also a 10% reduction for internal capture for the Manna

APPROVED BY TRC
DATE/INITIALS 11/5/09 JWB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.

CONTRACTORS NOTE:
NO WORK SHALL COMMENCE WITHIN THE FDOT RIGHT OF WAY UNTIL ALL PERMITS ARE IN PLACE.

ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE FDOT SPECIFICATIONS AND ROADWAY AND TRAFFIC DESIGN STANDARDS LATEST EDITIONS.

ALL PAINT WITHIN THE FDOT RIGHT OF WAY SHALL BE THERMOPLASTIC

ALL LOW PROFILE MANAGEMENT SIGNS SHALL BE IN COMPLIANCE WITH CITY OF DESTIN LAND DEVELOPMENT CODE.

ALL SUBSEQUENT BUILDINGS WILL COMPLY WITH ADA ACCESSIBILITY

GENERAL NOTES

A) ANY BUILDING AT THE TIME OF PULLING THE CONSTRUCTION PERMIT WILL COMPLY WITH THE THEN-APPROVED FLOOD PLAIN ELEVATION

B) ALL CONDITIONS IDENTIFIED WITHIN ANY AND ALL HARBORWALK DEVELOPMENT ORDERS ARE APPLICABLE AND SHALL BE ADHERED TO

C) EXISTING LAND USE COMMERCIAL, RESTAURANT & RETAIL
FUTURE LAND USE MAP DESIGNATION SOUTH HARBOR MIXED USE (SHMU)
ZONING DISTRICT SOUTH HARBOR MIXED USE (SHMU)

STREET LIGHTING TO COMPLY WITH MMTD REQUIREMENTS

Designed	WP
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

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Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

SITE NOTES

No	Date	Revision	By
7	10/27/09	REVISED NOTES	JW
6	10/26/09	REVISED NOTES	JW
5	10/24/09	REVISED NOTES	JW
4	10/21/09	REVISED NOTES	JW
3	10/16/09	REVISED NOTES PER ARCHITECT	JW

NOV 05 2009
WM M MARTIN, P E
FL P E # 64450
Reg Engineer

Project No 9902-21

Scale N/A

Date 09/14/05

Drawing

Sheet 3 of 15

FLOOD ZONE "AE" (8' MINIMUM)

FLOOD ZONE "VE" (12' MINIMUM)

FLOOD ZONE "VE" (19' MINIMUM)

FLOOD ZONE "AE"

FLOOD ZONE "VE" (11' MINIMUM)

FLOOD ZONE "X" (NO MINIMUM)

LOT A1

LOT 10

LOT 9

LOT 8

LOT 7

LOT 6

LOT 5

LOT 4

LOT 3

LOT 2

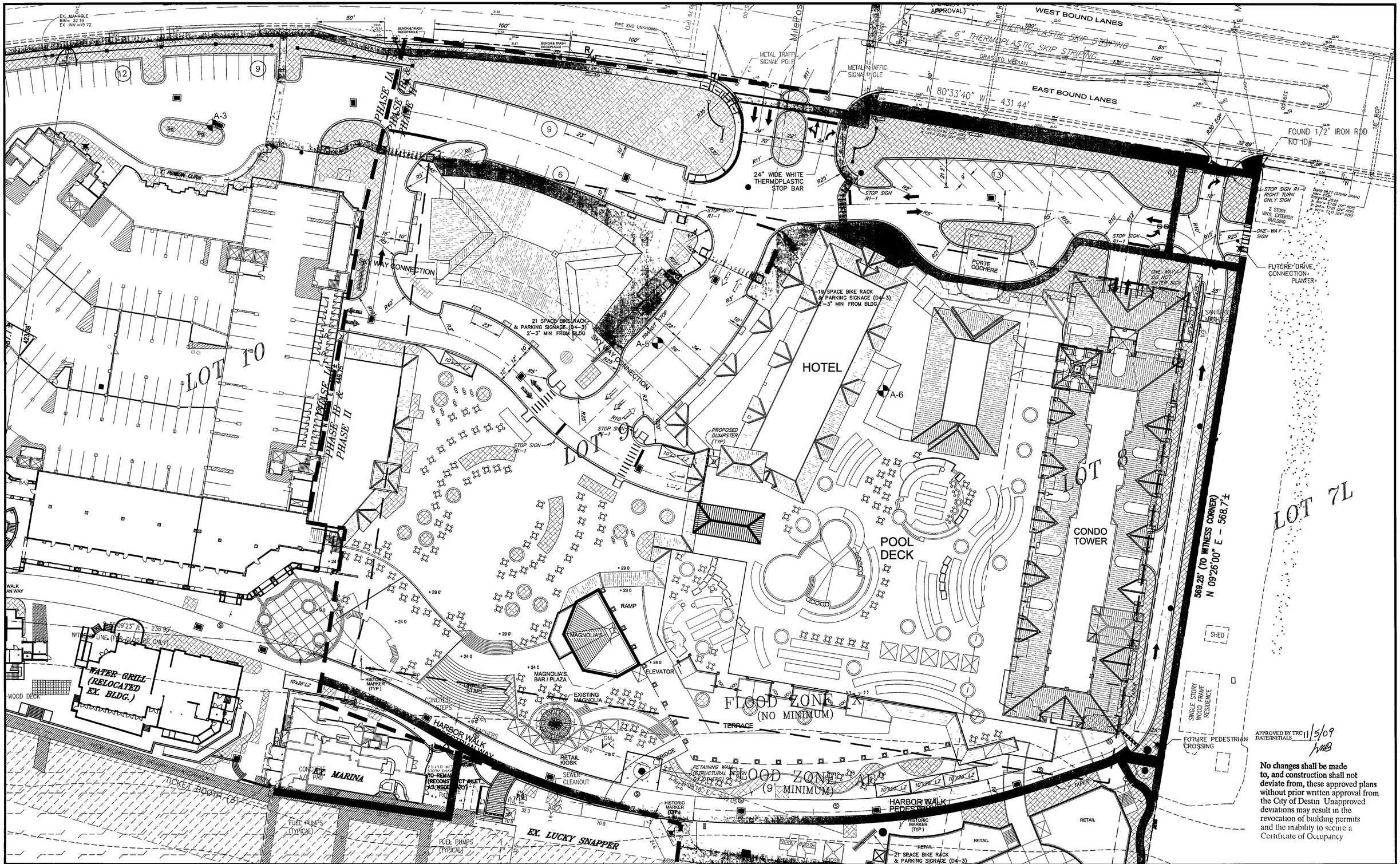
LOT 1

PHASE IA

PHASE IB & PHASE II

PHASE IB & PHASE II

PHASE IB & PHASE II



APPROVED BY TRC DATE/INITIALS 11/5/09

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Designed	WP	Released For Construction	
Drawn	JW	By	
Checked	JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request	
O C	JNL		

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HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL
Prepared For
HarborWalk, Inc.

Site Plan
Sheet 2 of 2

No	Date	Revision	By
4	07/20/09	MOVED SIDEWALK ON EAST SIDE OF PROPERTY	JW
3	05/12/08	ADDED REVISED PARKING AREA	JW
2	01/05/06	REVISIONS PER ARCHITECT & CITY COMMENTS	JW
1	12/02/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 05 2009
TIM M MARTIN, P E
FL P E # 64450
Reg Engineer

Project No 9902-21
Scale 1" = 30'
Date 09/14/05
Drawing
Sheet 5 of 15

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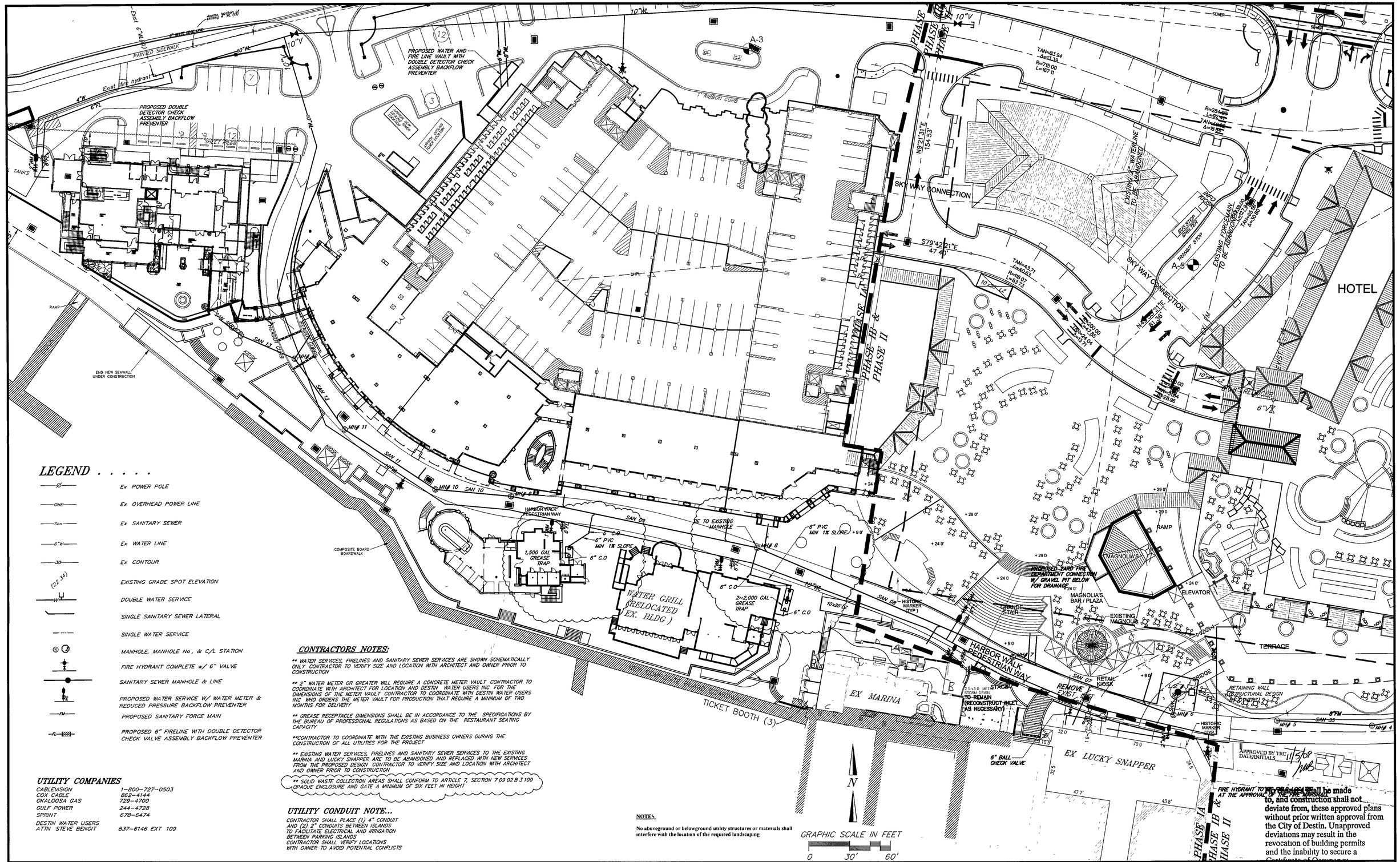

LEGEND . . . . .

- Ø — Ex POWER POLE
- OHE — Ex OVERHEAD POWER LINE
- San — Ex SANITARY SEWER
- 6"W — Ex WATER LINE
- 30 — Ex CONTOUR
- (22.34) — EXISTING GRADE SPOT ELEVATION
- W — DOUBLE WATER SERVICE
- SINGLE SANITARY SEWER LATERAL
- SINGLE WATER SERVICE
- MANHOLE, MANHOLE No, & C/L STATION
- FIRE HYDRANT COMPLETE w/ 6" VALVE
- SANITARY SEWER MANHOLE & LINE
- PROPOSED WATER SERVICE W/ WATER METER & REDUCED PRESSURE BACKFLOW PREVENTER
- FM — PROPOSED SANITARY FORCE MAIN
- PROPOSED 6" FIRELINE WITH DOUBLE DETECTOR CHECK VALVE ASSEMBLY BACKFLOW PREVENTER

UTILITY COMPANIES

CABLEVISION	1-800-727-0503
COX CABLE	862-4144
OKALOOSA GAS	729-4700
GULF POWER	244-4728
SPRINT	678-6474
DESTIN WATER USERS ATTN STEVE BENOIT	837-6146 EXT 109

CONTRACTORS NOTES:

** WATER SERVICES, FIRELINES AND SANITARY SEWER SERVICES ARE SHOWN SCHEMATICALLY ONLY. CONTRACTOR TO VERIFY SIZE AND LOCATION WITH ARCHITECT AND OWNER PRIOR TO CONSTRUCTION

** 2" WATER METER OR GREATER WILL REQUIRE A CONCRETE METER VAULT CONTRACTOR TO COORDINATE WITH ARCHITECT FOR LOCATION AND DESTIN WATER USERS INC FOR THE DIMENSIONS OF THE METER VAULT CONTRACTOR TO COORDINATE WITH DESTIN WATER USERS INC WHO ORDERS THE METER VAULT FOR PRODUCTION THAT REQUIRE A MINIMUM OF TWO MONTHS FOR DELIVERY

** GREASE RECEPTACLE DIMENSIONS SHALL BE IN ACCORDANCE TO THE SPECIFICATIONS BY THE BUREAU OF PROFESSIONAL REGULATIONS AS BASED ON THE RESTAURANT SEATING CAPACITY

**CONTRACTOR TO COORDINATE WITH THE EXISTING BUSINESS OWNERS DURING THE CONSTRUCTION OF ALL UTILITIES FOR THE PROJECT

** EXISTING WATER SERVICES, FIRELINES AND SANITARY SEWER SERVICES TO THE EXISTING MARINA AND LUCKY SNAPPER ARE TO BE ABANDONED AND REPLACED WITH NEW SERVICES FROM THE PROPOSED DESIGN CONTRACTOR TO VERIFY SIZE AND LOCATION WITH ARCHITECT AND OWNER PRIOR TO CONSTRUCTION

** SOLID WASTE COLLECTION AREAS SHALL CONFORM TO ARTICLE 7, SECTION 7 09 02 B 3 100 OPAQUE ENCLOSURE AND GATE A MINIMUM OF SIX FEET IN HEIGHT

UTILITY CONDUIT NOTE...

CONTRACTOR SHALL PLACE (1) 4" CONDUIT AND (2) 2" CONDUITS BETWEEN ISLANDS TO FACILITATE ELECTRICAL AND IRRIGATION BETWEEN PARKING ISLANDS CONTRACTOR SHALL VERIFY LOCATIONS WITH OWNER TO AVOID POTENTIAL CONFLICTS

NOTES

No aboveground or belowground utility structures or materials shall interfere with the location of the required landscaping

APPROVED BY TRC DATE/INITIALS 11/3/08 MW

FIRE HYDRANT TO BE RELOCATED AT THE APPROVAL OF THE FIRE MARSHALL

Any variations from these approved plans must be approved in writing by the City of Destin. Failure to obtain such approval shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.

Designed	WP
Drawn	JW
Checked	JNL
O.C.	JNL

Released For Construction

By

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HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Utility Plan Sheet 1 of 2

No	Date	Revision	By
1	01/28/09	ADDED NOTE PER CITY OF DESTIN COMMENTS	JW
2	06/08/07	ADDED 750 GALLON GREASE TRAPS	CDD
3	12/08/05	REVISED WATER SERVICE LOCATION FOR PAT O'BRIEN'S BUILDING	JW
4	12/02/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 05 2009

TIM M. MARTIN, P.E.
FL P.E. # 64450
Reg. Engineer

Project No 9902-21

Scale 1" = 30'

Date 09/14/05

Drawing Sheet 6 of 15

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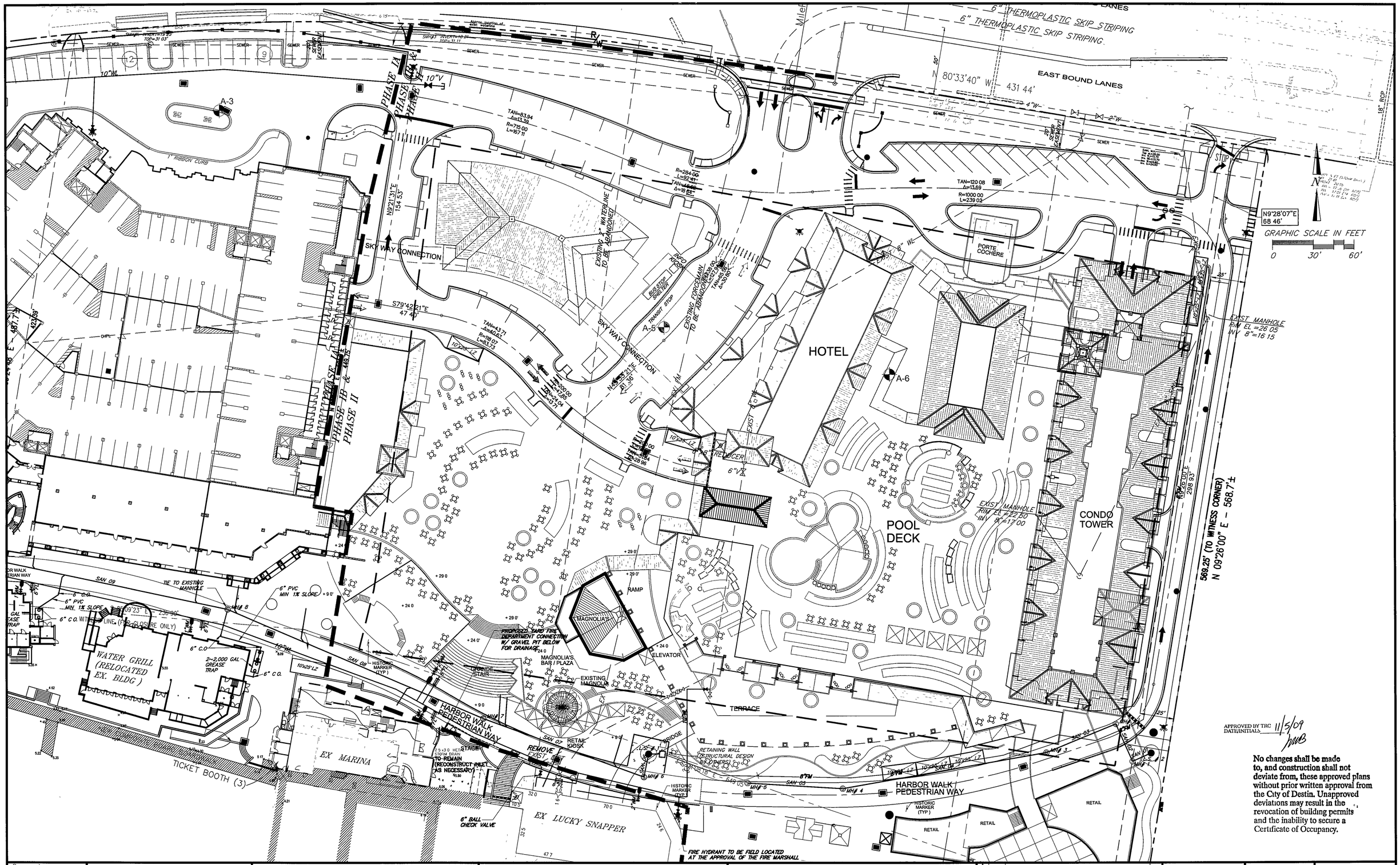

APPROVED BY TRC DATE/INITIALS 11/5/09

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Designed WP	Released For Construction	Connelly & Wicker, Inc. Consulting Engineers	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL
Drawn JW	By	Jacksonville Beach & Destin, Florida	Prepared For
Checked JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part. It is not to be used on any other project and is to be returned on request	Certificate Authorization Number 3650	HarborWalk, Inc.
O C JNL		4008 Legendary Drive, Suite #300 Destin, Florida 32541	
		Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM	

Utility Plan Sheet 2 of 2

No	Date	Revision	By
2	02/07/07	REVISED PROPOSED WATER LINE	JW
1	12/02/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 0 5 2009
TIM M MARTIN, P E
FL P E # 64450
Reg Engineer

Project No 9902-21
Scale 1" = 30'
Date 09/14/05
Drawing
Sheet 7 of 15

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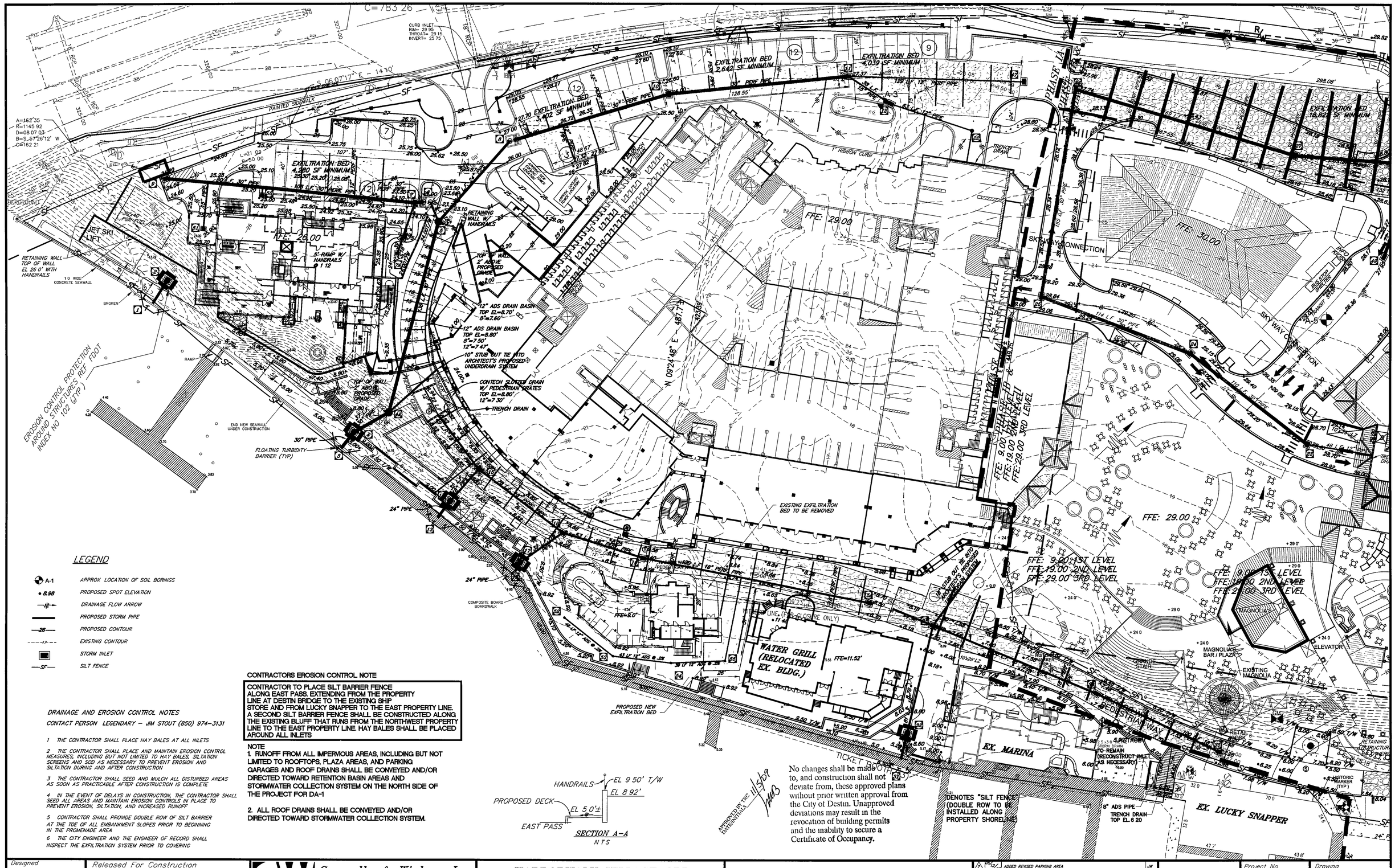

LEGEND

- A-1 — APPROX LOCATION OF SOIL BORINGS
- • 8.98 — PROPOSED SPOT ELEVATION
- DRAINAGE FLOW ARROW
- PROPOSED STORM PIPE
- 26 — PROPOSED CONTOUR
- 17 — EXISTING CONTOUR
- STORM INLET
- SF — SILT FENCE

DRAINAGE AND EROSION CONTROL NOTES

CONTACT PERSON LEGENDARY – JIM STOUT (850) 974-3131

1. THE CONTRACTOR SHALL PLACE HAY BALES AT ALL INLETS
2. THE CONTRACTOR SHALL PLACE AND MAINTAIN EROSION CONTROL MEASURES, INCLUDING BUT NOT LIMITED TO HAY BALES, SILTATION SCREENS AND SOD AS NECESSARY TO PREVENT EROSION AND SILTATION DURING AND AFTER CONSTRUCTION
3. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AS SOON AS PRACTICABLE AFTER CONSTRUCTION IS COMPLETE
4. IN THE EVENT OF DELAYS IN CONSTRUCTION, THE CONTRACTOR SHALL SEED ALL AREAS AND MAINTAIN EROSION CONTROLS IN PLACE TO PREVENT EROSION, SILTATION, AND INCREASED RUNOFF
5. CONTRACTOR SHALL PROVIDE DOUBLE ROW OF SILT BARRIER AT THE TOE OF ALL EMBANKMENT SLOPES PRIOR TO BEGINNING IN THE PROMENADE AREA
6. THE CITY ENGINEER AND THE ENGINEER OF RECORD SHALL INSPECT THE EXFILTRATION SYSTEM PRIOR TO COVERING

CONTRACTORS EROSION CONTROL NOTE

CONTRACTOR TO PLACE SILT BARRIER FENCE ALONG EAST PASS, EXTENDING FROM THE PROPERTY LINE AT DESTIN BRIDGE TO THE EXISTING SHIP STORE AND FROM LUCKY SNAPPER TO THE EAST PROPERTY LINE. A SECOND SILT BARRIER FENCE SHALL BE CONSTRUCTED ALONG THE EXISTING BLUFF THAT RUNS FROM THE NORTHWEST PROPERTY LINE TO THE EAST PROPERTY LINE. HAY BALES SHALL BE PLACED AROUND ALL INLETS

NOTE

1. RUNOFF FROM ALL IMPERVIOUS AREAS, INCLUDING BUT NOT LIMITED TO ROOFTOPS, PLAZA AREAS, AND PARKING GARAGES AND ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD RETENTION BASIN AREAS AND STORMWATER COLLECTION SYSTEM ON THE NORTH SIDE OF THE PROJECT FOR DA-1
2. ALL ROOF DRAINS SHALL BE CONVEYED AND/OR DIRECTED TOWARD STORMWATER COLLECTION SYSTEM.

SECTION A-A
NTS

APPROVED BY: TRC DATE: 1/5/09

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.

Designed	WP
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

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Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

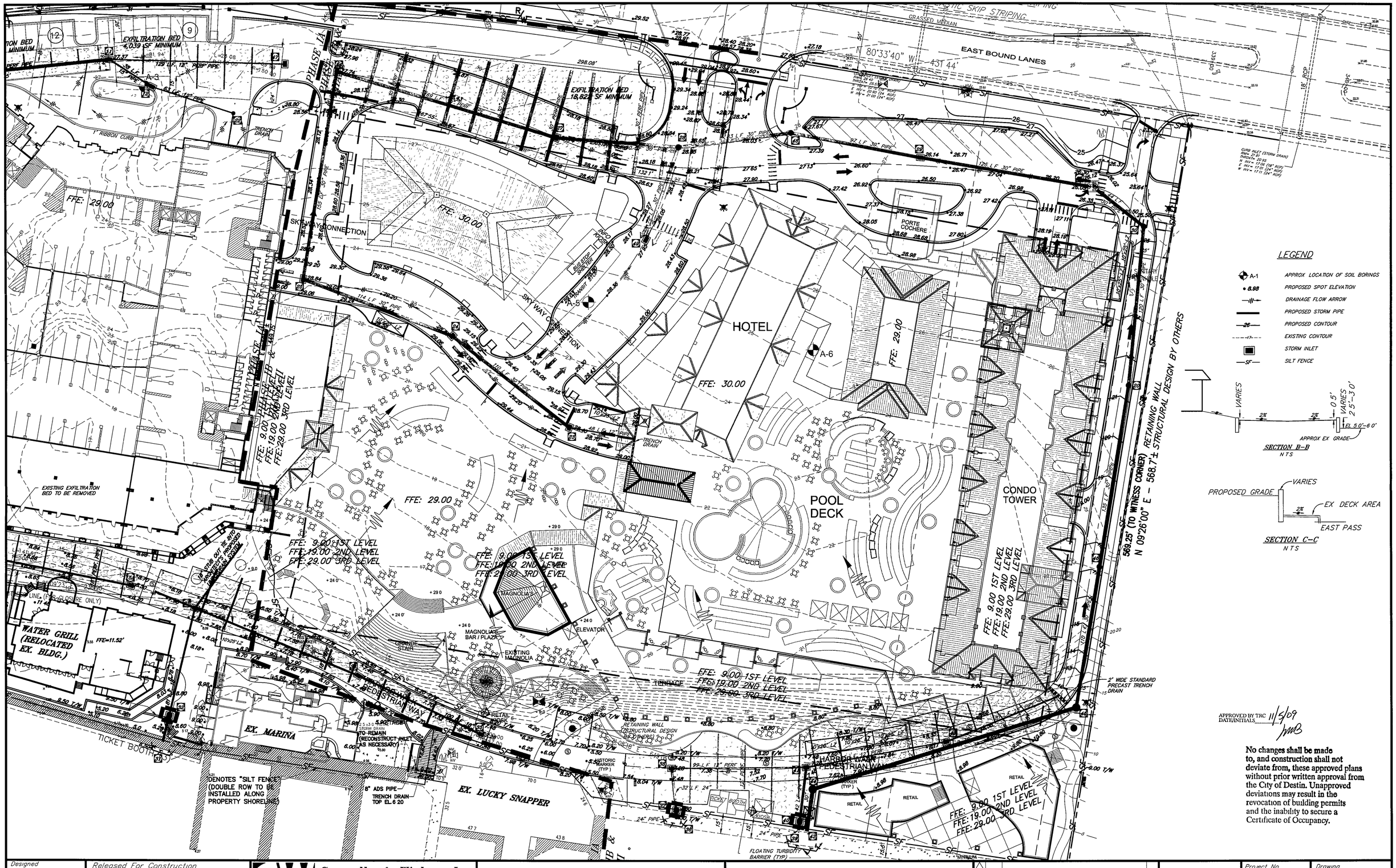
Grading and Drainage Plan Sheet 1 of 2

No	Date	Revision	By
7	10/12/09	ADDED REVISED PARKING AREA	JW
6	08/24/07	REVISED GRADING.	DP
5	06/08/07	REVISIONS TO GRADING AND EXFILTRATION BED AT LIGHTHOUSE BAR	CDD
4	03/30/07	REVISIONS TO CURB & GRADING AT TOWER ENTRANCE	JW
3	02/02/07	REVISIONS TO EXFILTRATION BED LAYOUT	JW
2	12/04/06	REVISIONS TO GRADING FOR CHANGES TO SITE LAYOUT	JW
1	12/06/05	REVISIONS PER CITY COMMENT LETTER DATED NOV. 16, 2005	JW

NOV 0 5 2009
TIM M MARTIN, P E
FL PE # 64450
Reg Engineer

Project No	9902-21
Scale	1" = 30'
Date	09/14/05
Drawing Sheet	9 of 15

J 9902\9902-21B\CW-Site-13-PHASE1 dwg, 7/27/2009 9 00 55 AM, johnw



APPROVED BY TRC DATE/INITIALS 11/5/09

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.

Designed WP	Released For Construction	Connelly & Wicker, Inc. Consulting Engineers	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL	Grading and Drainage Plan Sheet 2 of 2			Project No 9902-21	Drawing
Drawn JW	By	Jacksonville Beach & Destin, Florida	Prepared For				Scale 1" = 30'	
Checked JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request	Certificate Authorization Number 3650	HarborWalk, Inc.				Date 09/14/05	Sheet 10 of 15
O C JNL		4008 Legendary Drive, Suite #300 Destin, Florida 32541 Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM						

No	Date	Revision	By
3	05/12/08	ADDED REVISED PARKING AREA	JW
2	12/04/06	REVISIONS TO GRADING FOR CHANGES TO SITE LAYOUT	JW
1	12/02/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW

NOV 0 5 2009
TIM M. MARTIN, P E
FL P E # 64450
Reg Engineer

J:\99\9902-21B\CW-Site-13-PHASE-I.dwg, 7/27/2009 9 01 58 AM, johnw

GENERAL NOTES:

All workmanship and materials shall be in accordance with the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition, hereinafter referred to as the Florida Department of Transportation Specifications, except as modified herein

Perform all clearing and grubbing excavation, filling, backfilling, and grading indicated on the drawings and as necessary to accomplish the work

All unsuitable material from clearing, grubbing, and other activities shall be disposed of off-site by the Contractor

Any excess suitable material remaining from project excavation shall be disposed of off-site

Excavated material that is suitable, as determined by the Engineer, may be used for filling and backfilling Additional material, if necessary shall be approved by the Engineer

Excavation likely to dislocate, damage, or impair the strength of other structures already in place shall be done only after adequate protection has been provided for the in-place structures

Clear and grub to remove stumps, roots, trees, vegetation, organic material, and other obstructions to the work Grub out all roots larger than 1/4 inch in diameter, matted roots, and other organic material at least 12 inches below the surface within the grading limits shown on the drawings

Contractor shall grade all areas as indicated or directed by Owner Fill shall be brought to finish grades as shown and shall be graded to drain water away from structures

The Contractor shall be responsible for locating and protecting existing utilities and structures until all construction is complete The Contractor shall repair or pay for all damages made to existing facilities and structures

Pavement subgrade shall have all unsuitable materials removed to a depth of two feet below top of subgrade, and 2 5 feet beyond edge of pavement or back of curb Backfill with suitable material

The subgrade shall be prepared in accordance with Section 160 of the Florida Department of Transportation Specifications

The base shall be in accordance with applicable sections of the Florida Department of Transportation Specifications Allowable base materials are indicated on the drawings

All excavation and embankment construction shall be in accordance with Section 120 of the Florida Department of Transportation Specifications

Where damaged or required to be cut by the Contractor's operations, sidewalks and driveways shall be repaired to conform to the existing type of construction in accordance with the Florida Department of Transportation Specifications

All lengths of pipes shown are scaled only Drainage, endwalls, and pipes shall be constructed to conform with the low points and other pertinent features

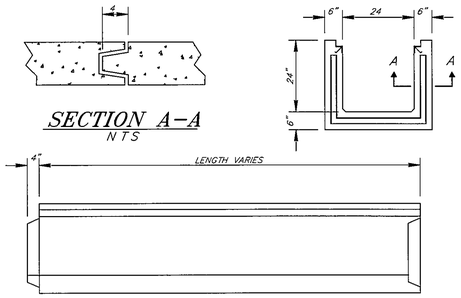
Storm drainage facilities are to be constructed as shown on the drawings and in accordance with the Florida Department of Transportation Specifications

The Contractor shall take whatever steps are necessary to prevent erosion resulting from increased runoff during sitework construction

The Contractor shall protect the retention basins and swales from sedimentation during construction with hay bales as necessary

Provide contraction joints at 10' O C and expansion joints at 50' O C on all exterior curbing

Provide contraction joints at 5' O C and expansion joints at 20' O C on all exterior sidewalks

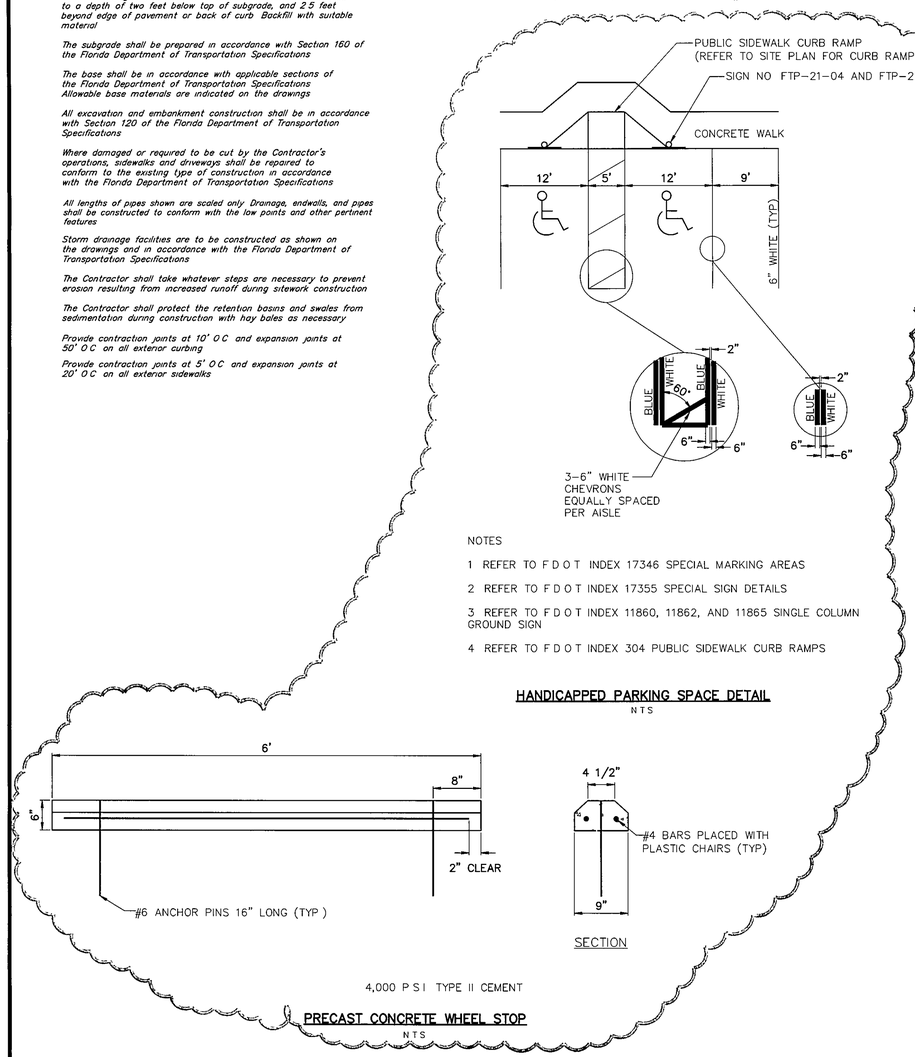


SECTION A-A
N T S

TYPICAL PRECAST TRENCH DRAIN DETAIL
N T S

NOTE

1 USE STANDARD PRECAST, INC STANDARD PRECAST TRENCH & STANDARD TRENCH GRATE #USF 6212



NOTES

1 REFER TO F D O T INDEX 17346 SPECIAL MARKING AREAS

2 REFER TO F D O T INDEX 17355 SPECIAL SIGN DETAILS

3 REFER TO F D O T INDEX 11860, 11862, AND 11865 SINGLE COLUMN GROUND SIGN

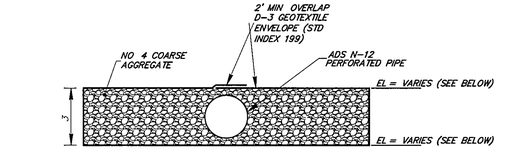
4 REFER TO F D O T INDEX 304 PUBLIC SIDEWALK CURB RAMPS

HANDICAPPED PARKING SPACE DETAIL
N T S

SECTION

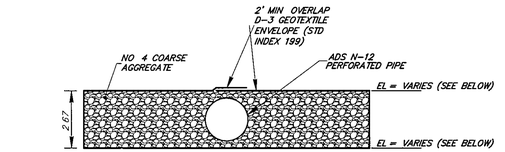
4,000 P S I TYPE II CEMENT

PRECAST CONCRETE WHEEL STOP
N T S



NOTE
THE ENGINEER OF RECORD & THE CITY ENGINEER SHALL INSPECT EXFILTRATION SYSTEM PRIOR TO COVERING

DRAINAGE AREA 1
TOP OF EXFILTRATION BED EL = 23 25'
BOTTOM OF EXFILTRATION BED EL = 20 25'
30" INV = 20 50'

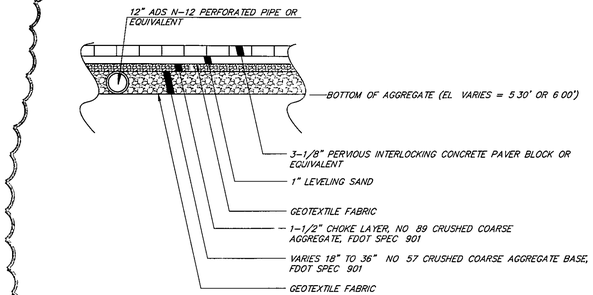


NOTE
THE ENGINEER OF RECORD & THE CITY ENGINEER SHALL INSPECT EXFILTRATION SYSTEM PRIOR TO COVERING

DRAINAGE AREA 2
TOP OF EXFILTRATION BED EL = 17 00'
BOTTOM OF EXFILTRATION BED EL = 14 33'
30" INV = 14 50'

DRAINAGE AREA 3
TOP OF EXFILTRATION BED EL = 22 00'
BOTTOM OF EXFILTRATION BED EL = 19 33'
30" INV = 19 50'

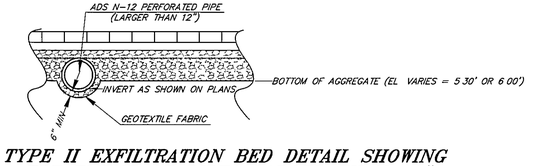
TYPE I EXFILTRATION BED DETAIL
NTS



TYPE II EXFILTRATION BED & INTERLOCKING CONCRETE PAVER DETAIL

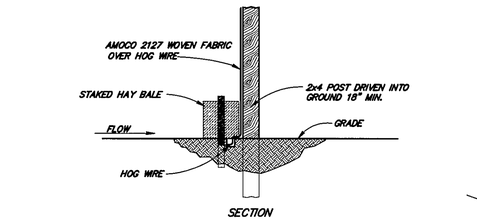
THE PAVEMENT SECTION SHALL MEET THE GUIDELINES FOR CONCRETE GRID PAVEMENTS WITH OPEN GRADED AGGREGATE BASE, INTERLOCKING CONCRETE PAVEMENT INSTITUTE
IN ADDITION TO THE ABOVE, THE INTERLOCKING CONCRETE PAVER BLOCK CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK IN CONSTRUCTING THE INTERLOCKING CONCRETE PAVER BLOCK SYSTEM, INCLUDING SUBGRADE, BASE, LEVELING COURSE, PAVER BLOCK, FILLER SAND, EDGE RESTRAINTS, AND ALL OTHER APPURTENANCES TO THE WORK IN ORDER TO PROVIDE A STRUCTURALLY AND AESTHETICALLY SOUND SYSTEM FOR THE INTENDED USE

THE EXFILTRATION BEDS SHALL BE INSPECTED BY THE ENGINEER OF RECORD AND THE CITY ENGINEER PRIOR TO COVERING

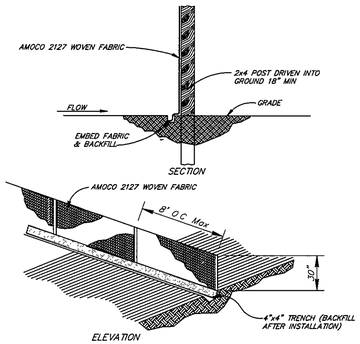


TYPE II EXFILTRATION BED DETAIL SHOWING TREATMENT OF PIPES LARGER THAN 12"

THE EXFILTRATION BEDS SHALL BE INSPECTED BY THE ENGINEER OF RECORD AND THE CITY ENGINEER PRIOR TO COVERING

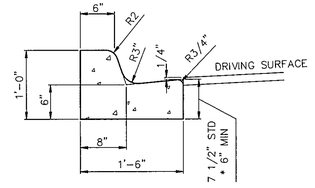


SILT BARRIER DETAIL
N.T.S.



SILT FENCE DETAIL
N.T.S.

NOTE SILT FENCE TO BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION ANY PLACE WHERE SEDIMENTS COULD LEAVE THE SITE & AT LOCATIONS SHOWN ON SHEET 5 OF 12



* NOTE WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS

MODIFIED TYPE "F" CURB DETAIL
N T S

APPROVED BY TRC DATE/INITIALS 11/5/09 JWB

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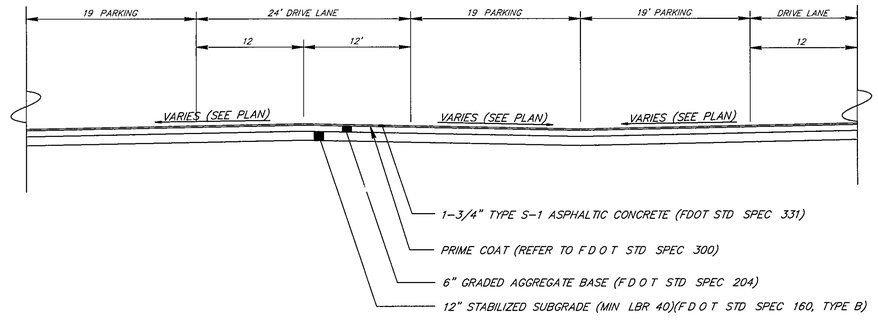


TYPICAL ASPHALT PAVEMENT SECTION
N T S

NOTE THE INTENT OF THE 1-3/4" ASPHALT COURSE THICKNESS IS TO PROVIDE 1-1/2" MINIMUM THICKNESS IN ACCORDANCE WITH CITY OF DESTIN REQUIREMENTS

Designed WP	Released For Construction	Connelly & Wicker, Inc. Consulting Engineers	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL
Drawn JW	By	Jacksonville Beach & Destin, Florida	Prepared For
Checked JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request	Certificate Authorization Number 3650	HarborWalk, Inc.
O C JNL		4008 Legendary Drive, Suite #300 Destin, Florida 32541 Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM	

Details & General Notes Sheet 1 of 2

No	Date	Revision	By
1	09/14/05	ADDED HANDICAP AND CONC WHEEL STOP DETAILS	JW

NOV 05 2009
TIM M MARTIN, P E
FL P E # 64450
Reg Engineer

Project No 9902-21
Scale AS SHOWN
Date 09/14/05
Drawing
Sheet 11 of 15

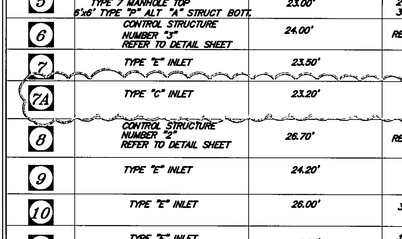
J \9901\9902-21B\CW-Cover-Details dwg, 4/17/2009 11 31 33 AM, johnw

STORM INLET DATA

INLET NO	TYPE	TOP EL	INV EL.
1	24" RCP (OUTFALL)	N/A	24" = 0.00'
2	TYPE "C" INLET	5.50'	24" S= 0.30'
3	30" RCP (OUTFALL)	N/A	30" = 0.00'
4	TYPE "E" INLET MCNICHOLS GR-200 GRATE	9.00'	30" N = 2.00' 30" S = 0.30'
4A	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x6' TYPE "P" ALT. "A" STRUCT BOTT.	9.00'	30" N & S = 5.50' 10" N = 6.75"
5	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x6' TYPE "P" ALT "A" STRUCT BOTT.	23.00'	18" W = 18.50' 24" N = 14.20' 30" S = 6.00'
6	CONTROL STRUCTURE NUMBER "3" REFER TO DETAIL SHEET	24.00'	REFER TO DETAIL SHEET
7	TYPE "E" INLET	23.50'	30" E & W= 19.50'
7A	TYPE "C" INLET	23.20'	18" = 20.50'
8	CONTROL STRUCTURE NUMBER "2" REFER TO DETAIL SHEET	26.70'	REFER TO DETAIL SHEET
9	TYPE "E" INLET	24.20'	30" E.= 19.50'
10	TYPE "E" INLET	26.00'	30" = 14.50'
11	TYPE "E" INLET 5'x5' TYPE "P" ALT "A" STRUCT BOTT	27.37'	15" = 15.00' 30" = 14.50' 12" S = 15.25'
12	TYPE "E" INLET	27.48'	15" = 15.40' 12" = 15.65'
13	24" RCP (OUTFALL)	N/A	24" = 0.00'
14	TYPE "E" INLET MCNICHOLS GR-200 GRATE	9.00'	WEIR EL.= 7.50' 18" = 6.00' 24" = 0.30'
15	TYPE "E" INLET MCNICHOLS GR-200 GRATE	8.50'	18" = 6.00'
15A	TYPE "C" INLET MCNICHOLS GR-200 GRATE	8.50'	18" = 6.00'
16	24" RCP (OUTFALL)	N/A	24" = 0.00'
17	TYPE "E" INLET MCNICHOLS GR-200 GRATE	8.80'	WEIR EL.= 7.50' 18" = 6.00' 24" = 0.30'
18	TYPE "C" INLET MCNICHOLS GR-200 GRATE	8.50'	18" E&W&S = 6.00'
19	TYPE "C" INLET MCNICHOLS GR-200 GRATE	8.40'	18" = 6.00'
20	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 4'x4' TYPE "J" ALT "B" STRUCT BOTT	21.33'	30"S. & W=14.00
21	CONTROL STRUCTURE NUMBER "1" REFER TO DETAIL SHEET	26.05'	REFER TO DETAIL SHEET
22	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP TYPE "J" ALT. "B" STRUCT. BOTT	28.30'	12" = 15.85'
23	TYPE "E" INLET	28.40'	12" E = 25.75' 30" = 20.87'

STORM INLET DATA

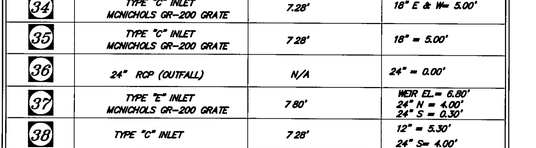
INLET NO		TOP EL.	INV. EL
24	TYPE "E" INLET 4'x4' TYPE "P" ALT "A" STRUCT BOTT.	28.84'	30" E & W= 20.76'
25	TYPE "E" INLET	28.84'	30" E & W= 20.65'
26	TYPE "E" INLET	27.74'	30" E = 20.50' 30" S = 20.50'
27	TYPE "E" INLET	27.74'	30" E & W= 20.50'
28	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x5' TYPE "P" ALT. "A" STRUCT BOTT.	28.55'	30" E & W= 20.50'
29	TYPE "E" INLET	26.14'	30" E & W= 20.68'
30	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x5' TYPE "P" ALT "A" STRUCT BOTT.	25.60'	30" = 20.50'
31	24" RCP (OUTFALL)	N/A	24" = 0.00'
32	TYPE "E" INLET	8.50'	WEIR EL.= 6.80' 18" N = 5.00' 24" S = 0.30'
33	TYPE "C" INLET MCNICHOLS GR-200 GRATE	7.60'	18" E = 5.00' 18" NE = 5.00' 18" S = 5.00'
34	TYPE "C" INLET MCNICHOLS GR-200 GRATE	7.28'	18" E & W= 5.00'
35	TYPE "C" INLET MCNICHOLS GR-200 GRATE	7.28'	18" = 5.00'
36	24" RCP (OUTFALL)	N/A	24" = 0.00'
37	TYPE "E" INLET MCNICHOLS GR-200 GRATE	7.80'	WEIR EL.= 6.80' 24" N = 4.00' 24" S = 0.30'
38	TYPE "C" INLET	7.28'	12" = 5.30' 24" S= 4.00'
39	24" RCP (OUTFALL)	N/A	24" = 0.00'
40	TYPE "E" INLET MCNICHOLS GR-200 GRATE	8.10'	WEIR EL.= 6.80' 24" N = 4.00' 24" S = 0.30'
41	TYPE "C" INLET MCNICHOLS GR-200 GRATE	7.28'	12" E & W= 5.30' 24" S= 4.00'
42	TYPE "C" INLET MCNICHOLS GR-200 GRATE	8.28'	12" W = 5.30' 15" E = 5.30'
43	30" RCP (OUTFALL)	N/A	30" = 0.00'
44	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x6' TYPE "P" ALT. "A" STRUCT. BOTT.	7.80'	30" E & S = 0.20'
45	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x6' TYPE "P" ALT. "A" STRUCT BOTT.	12.50'	30" N = 1.50' 30" S = 0.62'
46	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x6' TYPE "P" ALT "A" STRUCT BOTT.	17.15'	30" N & S = 9.00'
47	TYPE "C" INLET MCNICHOLS GR-200 GRATE	27.68'	12" W = 24.50'
48	TYPE I FRAME & COVER TYPE 7 MANHOLE TOP 5'x5' TYPE "P" ALT "A" STRUCT BOTT.	28.20'	30" E & W = 20.58'
49	TYPE "E" INLET MCNICHOLS GR-200 GRATE	27.95'	30" N = 20.65'
50	TYPE "C" INLET	24.50'	15" = 20.00'
51	TYPE "C" INLET	25.40'	15" = 20.00'
52	15" ADS YARD DRAIN (2815AG) W/ 15" PEDESTRIAN GRATE 1-12" OUTLET	8.74'	12" =6.26' E
53	15" ADS YARD DRAIN (2815AG) W/ 15" PEDESTRIAN GRATE 2-12" AND 1-6" ADAPTERS	8.74'	12" = 6.16' E/W 6" = 6.16' N
54	15" ADS YARD DRAIN (2815AG) W/ 15" PEDESTRIAN GRATE 2-12" ADAPTERS	8.74"	12" = 6.08' E/W
55	15" ADS YARD DRAIN (2815AG) W/ 15" PEDESTRIAN GRATE 2-12" ADAPTERS	8.74'	12" = 6.00' W/N
56	PIPE END-12" ADS	N/A	12" = 9.00
57	18" ADS DRAIN BASIN #2812AG	16.00	12" = 12.00



GRATE SEAT DETAIL

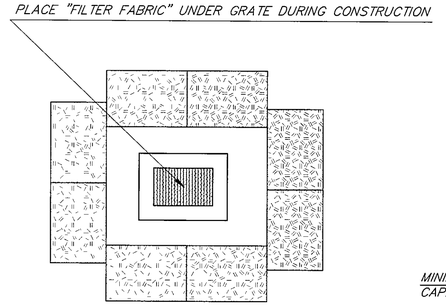
DETAILS FOR STORM SEWER TYPE "E" INLET

N T S



TYPICAL SIDEWALK SECTION

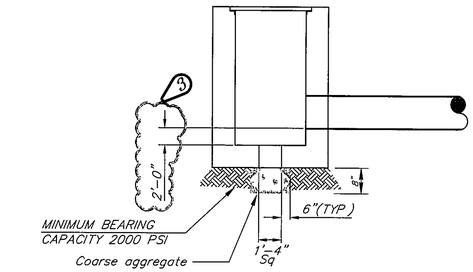
N T S



TYPICAL HAYBALE PROTECTION AROUND INLETS

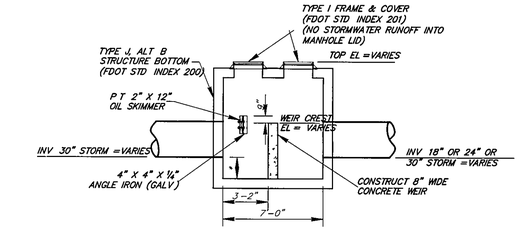
N T S

NOTE
ANCHOR HAY BALES WITH 2-2"X4' STAKES PER BALE



INLET SUMP DETAIL

N T S



* - INLET SUMP (SEE DETAIL)

CONTROL STRUCTURE DETAIL

(SEE DATA BELOW)

2 CONTROL STRUCTURE #1

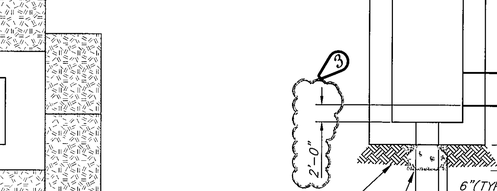
7' X 7' TYPE J, ALT B BOTTOM
TOP EL = 26.05'
WEIR CREST EL = 23.25'
30" INV (E & W)= 20.80'

8 CONTROL STRUCTURE #2

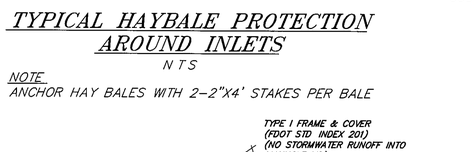
5' X 7' TYPE J, ALT B STRUCTURE BOTTOM
TOP EL = 26.70'
WEIR CREST EL = 17.00'
30" INV (E)= 14.50', 24" INV (S)= 14.50'
BOTTOM OF BED= 14.33'
SUMP EL = 11.33'

6 CONTROL STRUCTURE #3

4' X 7' TYPE J, ALT B STRUCTURE BOTTOM
TOP EL = 24.00'
WEIR CREST EL = 22.00'
30" INV (W)= 19.50', 18" INV (E)= 19.50'
BOTTOM OF BED= 19.33
SUMP EL = 17.33'



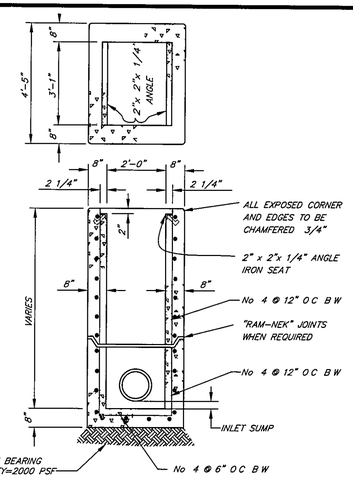
INTEGRAL CURB & WALK DETAIL



SCHEMATIC UTILITY LOCATION DETAIL

NOTES

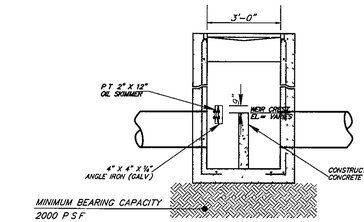
1. WATERLINE SHALL MAINTAIN 36" MIN CLEARANCE FROM BOTTOM OF PERVIOUS PAVEMENT AT LOWER LEVEL
2. WATERLINE SHALL MAINTAIN 36" MIN COVER IN UPPER LEVEL
3. LOCATION OF SANITARY LINES AND WATERLINES VARIES (REFER TO SITE UTILITY PLAN SHEETS)
4. REFER TO RESPECTIVE UTILITY COMPANY PLANS FOR EXACT LOCATION



STORM SEWER TYPE "C" INLET

N T S

NOTE
1 CONC DESIGN STRENGTH 4,000 P S I
2 PIPE MUST NOT BE IN CONSTRUCTION JOINT
3 ALL INLETS SHALL HAVE TRAFFIC BEARING RETICULINE STEEL GRATES AND ANGLE IRON FRAMES

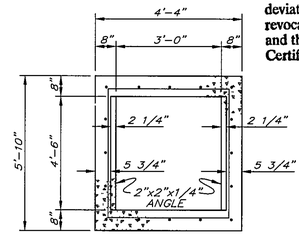


TYPE "E" CONTROL STRUCTURE INLET INLETS 14, 17, 32, 37 & 40

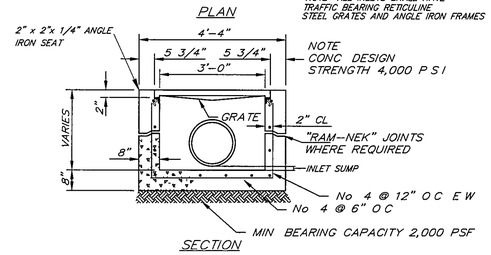
N T S

APPROVED BY TRC DATE/INITIALS 11/5/09 MMB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.



NOTE ALL INLETS SHALL HAVE TRAFFIC BEARING RETICULINE STEEL GRATES AND ANGLE IRON FRAMES



STORM SEWER TYPE "E" INLET

N T S

Designed	WP
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

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Certificate Authorization Number 3650
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Destin, Florida 32541
Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Details & General Notes Sheet 2 of 2

No	Date	Revision	By
6	08/01/07	ADDED GREASE TRAPS AND DRAINAGE STRUCTURES S2 S3,S4,S5	CDD
5	11/01/06	CHANGED INVERTS IN STRUCTURES 4A AND 5	JW
4	08/22/06	ADDED INLET 7A	JW
3	07/01/05	REVISIONS PER CITY COMMENT LETTER DATED NOV 16, 2005	JW
2	5/29/05	REVISED STORM INLET DATA	MP
1	5/20/05	REVISED STORM INLET DATA	MP

NOV. 05 2009
TIMOTHY M. KRONE
FL P E # 64450
Reg Engineer

Project No	9902-21
Scale	AS SHOWN
Date	09/14/05
Drawing Sheet	12 of 15

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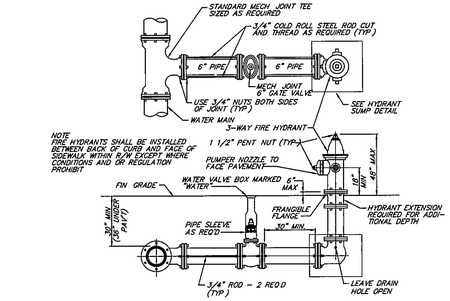
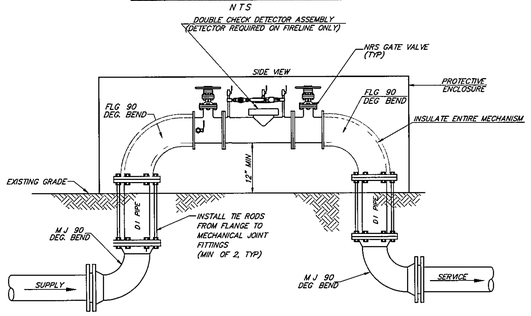


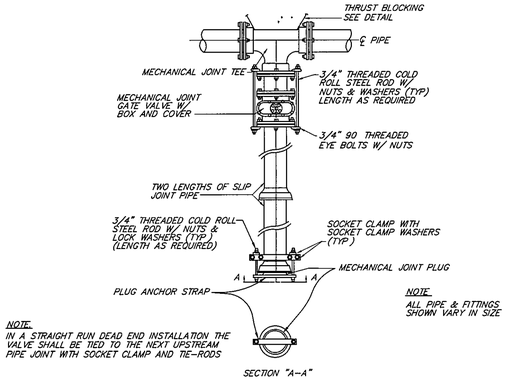
FIRE HYDRANT NOTE:
ALL HYDRANTS WILL HAVE A STANDARD PENTAGON 1 1/2" OPERATING NUT AND A TAMPER PROOF BONNET NO THREADED RODS WILL BE ALLOWED BETWEEN THE HYDRANTS ISOLATION VALVE AND THE HYDRANT

TYPICAL FIRE HYDRANT INSTALLATION
N T S

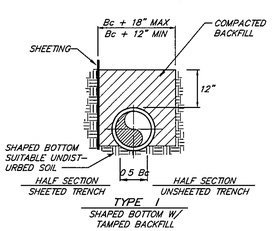


DOUBLE CHECK DETECTOR ASSEMBLY
N T S

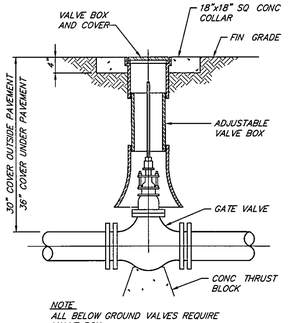
NOTE
IF FIRE SPRINKLER SYSTEM IS CHEMICALLY TREATED, A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY WITH A DETECTOR CHECK VALVE SHALL BE PROVIDED



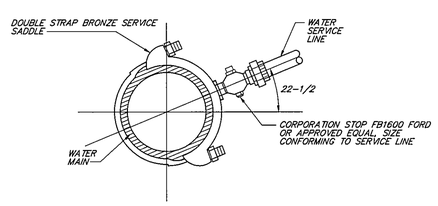
DEAD END STUB DETAIL
N T S



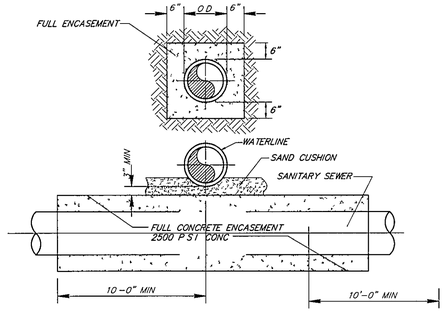
CLASS "B"
TYPICAL BEDDING DETAIL
N T S



VALVE AND BOX DETAIL
N T S



TYPICAL WATER SERVICE CONNECTION
N T S



NOTE
FOR POTABLE WATER LINE CROSSING, 1-1/2" DIA AND LARGER A HORIZONTAL SEPARATION OF A MINIMUM OF 10 FEET SHALL BE MAINTAINED BETWEEN PARALLEL WATER MAINS AND SEWER MAINS (INCLUDES FORCE MAINS) WHERE WATER AND SEWER MAINS CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, ALL PVC PIPE SHALL BE ENCASED IN CONCRETE THIS SITUATION MAY OR NOT BE NOTICED ON DRAWINGS

FOR ALTERNATE
CAST IRON OR DUCTILE IRON PIPE MAY BE USED IN LIEU OF CONCRETE ENCASEMENT AT WATER LINE CROSSING, WITH A LENGTH OF PIPE CENTERED AT THE POINT OF CROSSING, SO AS TO LOCATE JOINTS AT A MAXIMUM DISTANCE FROM THE WATER LINE

TYPICAL ENCASEMENT DETAIL
N T S

GENERAL NOTES - POTABLE WATER CONSTRUCTION

1 CONTRACTOR SHALL COORDINATE INSTALLATION OF POTABLE WATER MAINS WITH ALL OTHER UTILITIES PRIOR TO COMMENCING CONSTRUCTION

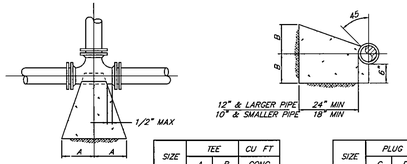
2 HYDROSTATIC AND LEAKAGE TESTS, AND DISINFECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARDS OF THE UTILITY COMPANY PROVIDING POTABLE WATER SERVICES TO THE PROJECT

3 NO POTABLE WATER MAIN CONSTRUCTION SHALL COMMENCE UNTIL SHOP DRAWINGS HAVE BEEN APPROVED

4 PROVIDE FIROMATIC #5 LOCKS AND KEYS ON ALL CURB STOPS

5 CONTRACTOR SHALL NOTIFY UTILITY COMPANY 48 HRS PRIOR TO COMMENCEMENT OF CONSTRUCTION UTILITY REPRESENTATIVES MUST WITNESS ALL TIES TO EXISTING LINES AND TESTS OF NEW LINES.

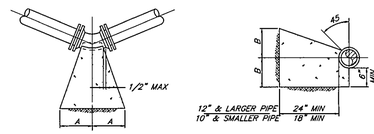
6 IT IS REQUIRED THAT ALL NEW AND RELOCATED WATER AND PLUMBING SHALL BE IN CONFORMANCE WITH THE STATE PLUMBING CODE THAT ALL PIPE AND PIPE FITTINGS FOR NEW AND RELOCATED WATER SERVICES AND PLUMBING CONTAIN NO MORE THAN EIGHT PERCENT LEAD, AND THAT ALL SOLDERS AND FLUX FOR NEW AND RELOCATED WATER SERVICES AND PLUMBING CONTAIN NO MORE THAN 0.2 PERCENT LEAD



SIZE	TEE		CU FT
	A	B	CONC
2"	6"	5"	1.5
4"	8"	6"	2.0
6"	10"	12"	3.5
8"	13"	16"	5.4
10"	16"	20"	9.4
12"	18"	24"	16.6
14"	22"	27"	23.2
16"	24"	30"	28.6
18"	26"	32"	
20"			

SIZE	PLUG		CU FT
	C	D	CONC
2"	6"	9"	1.5
4"	8"	11"	2.0
6"	10"	21"	2.6
8"	12"	29"	4.5
10"	14"	36"	6.9
12"	16"	41"	9.0
14"	18"	48"	12.3
16"	20"	54"	15.2
18"	22"	60"	
20"			

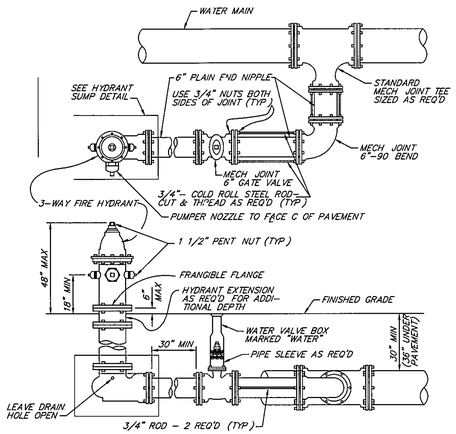
NOTES:
1 ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED SOIL
2 THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL (A-1 THRU A-3, CLEAN SAND AND GRAVELS)
3 POOR SOIL (A-4 THRU A-8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS.



SIZE	1/4 BENDS		CU FT	1/8 BENDS		CU FT	1/16 BENDS		CU FT
	A	B	CONC	A	B	CONC	A	B	CONC
2"	6"	5"	1.5						
4"	8"	6"	2.0						
6"	16"	10"	3.2	9"	10"	3.0	6"	8"	1.3
8"	22"	13"	7.2	12"	13"	3.7	8"	10"	2.1
10"	26"	17"	11.5	14"	17"	5.9	10"	13"	3.6
12"	29"	21"	21.1	16"	21"	8.6	11"	16"	6.6
14"	35"	24"	29.8	19"	24"	14.9	12"	20"	8.9
16"	39"	27"	37.8	21"	27"	19.1	12"	24"	11.2
18"	42"	29"		22"	29"		13"	26"	
20"	47"								

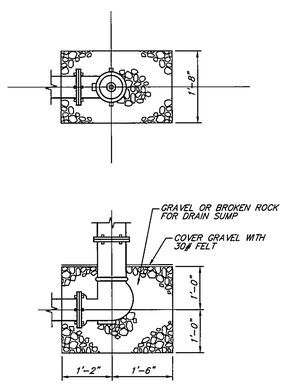
NOTES:
1 ALL BEARING SURFACES TO BE CARRIED TO UNISTURBED SOIL
2 THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL (A-1 THRU A-3, CLEAN SAND AND GRAVELS)
3 POOR SOIL (A-4 THRU A-8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS.

THRUST BLOCK DETAIL
N T S

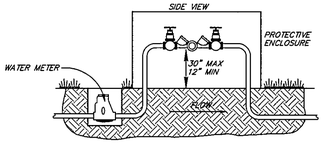


TYPICAL LIMITED SPACE FIRE HYDRANT INSTALLATION
N T S

FIRE HYDRANT NOTE:
ALL HYDRANTS WILL HAVE A STANDARD PENTAGON 1 1/2" OPERATING NUT AND A TAMPER PROOF BONNET NO THREADED RODS WILL BE ALLOWED BETWEEN THE HYDRANTS ISOLATION VALVE AND THE HYDRANT



HYDRANT SUMP DETAIL
N T S



REDUCED PRESSURE ASSEMBLY
N T S

RESIDENTIAL BACKFLOW REQUIREMENTS

RESIDENTIAL SERVICE TAPS ARE NOT REQUIRED TO INSTALL A BACKFLOW ASSEMBLY, HOWEVER AS A PROTECTIVE MEASURE, DESTIN WATER USERS HAS INSTALLED A RESIDENTIAL DUAL CHECK BACKFLOW ON ALL RESIDENTIAL POTABLE WATER TAPS.

FLORIDA ADMINISTRATIVE CODE DOES REQUIRE ADDITIONAL PROTECTION FOR THE FOLLOWING SITUATIONS.

1 ANY IRRIGATION TAPS MADE ON THE POTABLE DRINKING WATER MUST BE PROTECTED BY A MINIMUM PRESSURE VACUUM BREAKER BACKFLOW ASSEMBLY THE INSTALLATION REQUIREMENTS ARE VERY CRITICAL, AND MUST BE FOLLOWED
A THERE MUST BE NO TEES BETWEEN THE BACKFLOW ASSEMBLY AND THE TAP FROM THE POTABLE WATER
B IF THE ASSEMBLY IS A PRESSURE VACUUM BREAKER IT MUST BE INSTALLED IN THE VERTICAL POSITION
C AND, MOST IMPORTANTLY, THE BACKFLOW ASSEMBLY MUST BE INSTALLED AT LEAST TWELVE (12) INCHES ABOVE THE HIGHEST OUTLET ON THE IRRIGATION SYSTEM (HOSE BIB, SPRINKLER HEAD, ETC.)

2 POOLS SHOULD HAVE EITHER AN APPROVED AIR GAP OF A MINIMUM PROTECTION OF A PRESSURE VACUUM BREAKER BACKFLOW ASSEMBLY ONCE AGAIN INSTALLATION MUST BE CORRECT

3 THE POTABLE WATER SYSTEM MUST BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY, IF A PRIVATE WELL IS CONNECTED IN ANY WAY THE INSTALLATION REQUIREMENTS ARE AS FOLLOWS
A THE BACKFLOW ASSEMBLY MUST BE INSTALLED IN THE HORIZONTAL POSITION
B IT MUST BE INSTALLED AT THE WATER METER, ON THE PROPERTY OWNERS SIDE, UNLESS SPECIFIED OTHERWISE BY DESTIN WATER USERS
C THERE CAN BE NO TEES BETWEEN THE BACKFLOW ASSEMBLY AND THE WATER METER
D THE BACKFLOW ASSEMBLY MUST BE INSTALLED BETWEEN TWELVE (12) AND THIRTY (30) INCHES ABOVE THE FLOOD PLAIN, WITH AT LEAST EIGHTEEN

COMMERCIAL BACKFLOW INSTALLATION REQUIREMENTS.

ALL COMMERCIAL WATER SERVICE CONNECTIONS ARE REQUIRED TO BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY THE ASSEMBLY MUST BE INSTALLED NEAR THE WATER METER ALL ASSEMBLIES MUST BE INSTALLED HORIZONTALLY, UNLESS APPROVED OTHERWISE BY DESTIN WATER USERS EACH ASSEMBLY MUST BE READILY ACCESSIBLE WITHOUT OBSTRUCTION, AD HAVE A VERTICAL CLEARANCE OF AT LEAST 12" ABOVE FLOOD PLAIN AND 18" OR MORE AROUND AND ABOVE THE ASSEMBLY TO PROVIDE FOR TESTING AND MAINTENANCE

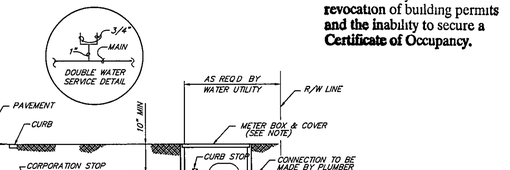
1 DEDICATED FIRE LINES, PRESENTING NO OTHER HAZARD(S) OR POTENTIAL HAZARD(S), SUCH AS TREATMENT CHEMICALS OR ANTIFREEZE ARE REQUIRED TO BE PROTECTED BY A MINIMUM DOUBLE CHECK VALVE ASSEMBLY IF PRIVATE FIRE HYDRANTS ARE PRESENT, A DOUBLE DETECTOR CHECK VALVE ASSEMBLY WILL BE REQUIRED AS A MINIMUM FIRELINES WHICH HAVE ELEMENTS CONSIDERED HAZARDOUS, MUST BE PROTECTED BY A REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY

2 IRRIGATION SYSTEMS SUPPLIED BY POTABLE WATER, REQUIRE A MINIMUM PRESSURE VACUUM BREAKER ASSEMBLY THE ASSEMBLY MUST BE INSTALLED VERTICALLY, AT LEAST 12" ABOVE THE HIGHEST OUTLET (HOSE BIB, SPRINKLER, ETC.) THERE MUST ALSO BE 18" CLEARANCE AROUND AND ABOVE THE ASSEMBLY

3 IRRIGATION SYSTEMS, DEDICATED FIRE LINES, OR ANY COMBINATION SYSTEMS SUPPLIED BY RECLAIMED WATER OTHER THAN SINGLE FAMILY RESIDENCES, REQUIRE IMMEDIATE UPGRADE OF PROTECTION OF THE POTABLE WATER SUPPLY BY INSTALLING A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY

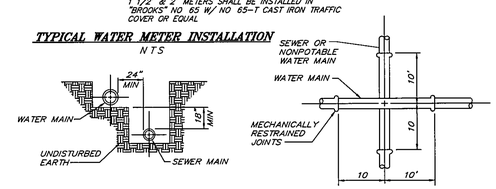
4 RESIDENTIAL TAPS, ARE CURRENTLY NOT REQUIRED TO HAVE A BACKFLOW PREVENTER, HOWEVER AS A PROTECTIVE MEASURE, DESTIN WATER USERS HAS INSTALLED RESIDENTIAL DUAL CHECK BACKFLOWS AS PER STATE GUIDELINES, DESTIN WATER USERS RESERVES THE RIGHT TO ELIMINATE ANY AND ALL CROSS CONNECTIONS.

DESTIN WATER USERS PHONE (850) 654-4826



NOTE
5/8", 3/4", & 1" METERS SHALL BE INSTALLED IN "BROOKS" NO 37 W/ NO 37-T CAST IRON TRAFFIC COVER METER BOX OR EQUAL
1 1/2" & 2" METERS SHALL BE INSTALLED IN "BROOKS" NO 85 W/ NO 85-T CAST IRON TRAFFIC COVER OR EQUAL

TYPICAL WATER METER INSTALLATION
N T S



NOTES
1 WHERE A 10 FOOT PARALLEL SEPARATION CANNOT BE MAINTAINED BETWEEN A WATER MAIN AND A SEWER MAIN OR NONPOTABLE WATER MAIN, THEN THE WATER MAIN SHALL BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER MAIN OR NONPOTABLE WATER MAIN THE SEWER OR NONPOTABLE WATER MAIN SHALL BE DUCTILE IRON UNTIL THE PROPER SEPARATION DISTANCE OF AT LEAST 10 FEET IS OBTAINED

2 WHERE A 18 INCH VERTICAL SEPARATION DISTANCE CANNOT BE MAINTAINED BETWEEN A WATER MAIN AND A SEWER MAIN OR NONPOTABLE WATER MAIN THEN THE WATER MAIN SHALL PASS OVER THE SEWER MAIN OR NONPOTABLE WATER MAIN WITH A MINIMUM VERTICAL CLEARANCE OF 6 INCHES THE SEWER OR NONPOTABLE WATER MAIN SHALL BE 20 FEET OF DUCTILE IRON PIPE CENTERED ON THE POINT OF CROSSING AND THE WATER MAIN SHALL BE 20 FEET OF DUCTILE IRON PIPE WITH MECHANICALLY RESTRAINED JOINTS

SEWER SEPARATION DETAIL
N T S

APPROVED BY TRC DATE/INITIALS 11/3/09 JMB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin Unapproved **deviations** may result in the **revocation** of building permits **and the inability to secure a Certificate of Occupancy.**

Designed	WP
Drawn	JW
Checked	JNL
QC	JNL

Released For Construction

By

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Connelly & Wicker, Inc.
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Destin, Florida 32541
Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Potable Water Standard Details

No	Date	Revision	By

NOV 05 2009
TIM M. MARTIN, P.E.
FL. P.E. # 64450
Reg. Engineer

Project No 9902-21

Scale N/A

Date 09/14/05

Drawing Sheet 13 of 15

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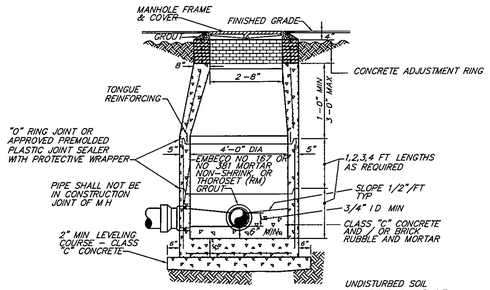
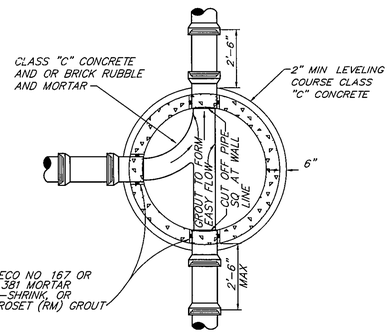


SECTION VIEW

NOTES

1 PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITION OF ASTM C 478 WITH 4,000 LB CONCRETE, TYPE II CEMENT

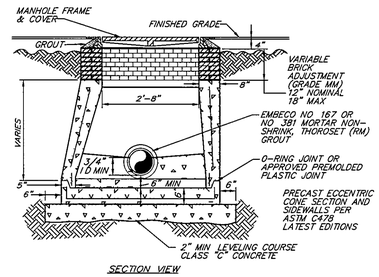
2 THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OF PIPE OPENING SURFACES



PLAN VIEW

SANITARY SEWER STANDARD MANHOLE

N T S (8"–21" SEWERS)



SECTION VIEW

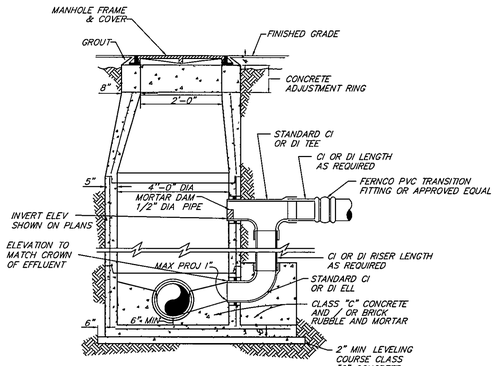
NOTES

1 PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITIONS OF ASTM C-478 WITH 4,000 LB CONCRETE, TYPE II CEMENT

2 THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OR PIPE OPENING SURFACES

SANITARY SEWER SHALLOW MANHOLE

N T S (8"–21" SEWERS)



SECTION VIEW

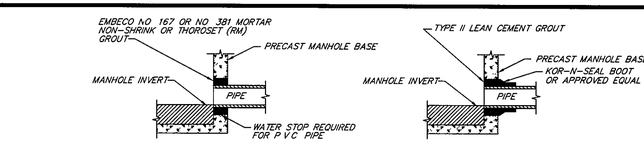
NOTES

1 PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH LATEST EDITION OF ASTM C 478 WITH 4,000 LB CONCRETE, TYPE II CEMENT

2 THE INTERIOR AND EXTERIOR OF MANHOLE SHALL BE GIVEN TWO COATS OF FABERTITE BITUMINOUS WATERPROOFING MATERIAL, DO NOT COAT JOINT OF PIPE OPENING SURFACES

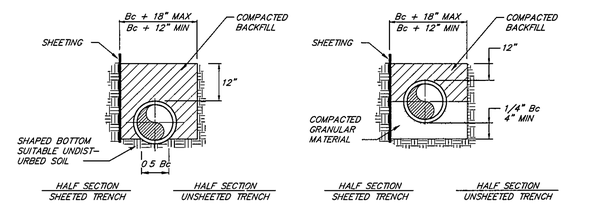
SANITARY SEWER DROP MANHOLE

N T S (8"–21" SEWERS)



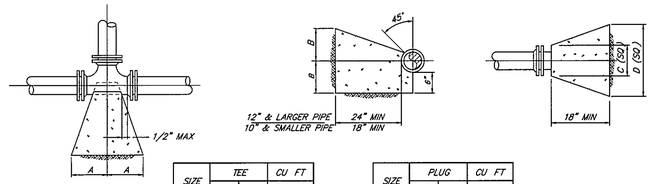
PRECAST MANHOLE PIPE CONNECTIONS

N T S



CLASS "B" TYPICAL BEDDING DETAIL

N T S



SIZE	TEE		CU FT
	A	B	CONC
6"	10"	12"	3.5
8"	13"	16"	5.4
10"	16"	20"	9.4
12"	18"	24"	16.6
14"	22"	27"	23.2
16"	24"	30"	28.6
18"	26"	32"	
20"			

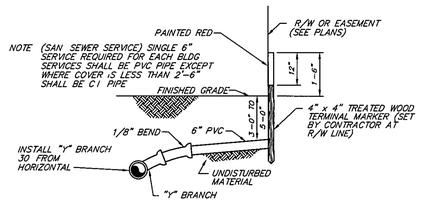
SIZE	PLUG		CU FT
	C	D	CONC
6"	10"	21"	2.6
8"	12"	29"	4.5
10"	14"	36"	6.9
12"	16"	41"	9.0
14"	18"	48"	12.3
16"	20"	54"	15.2
18"	22"	60"	
20"			

NOTES:

1 ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED SOIL

2 THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS "OR GOOD SOIL (A–1 THRU A–3, CLEAN SAND AND GRAVELS)

3 POOR SOIL (A–4 THRU A–8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS



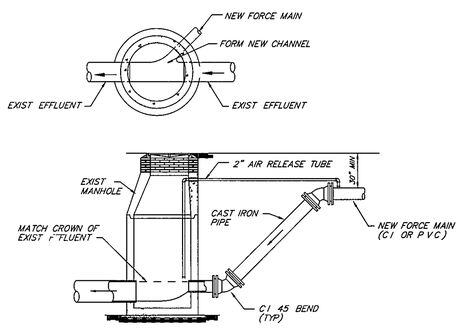
1 LOCATION OF SERVICE STUB TO BE MARKED BY THE LETTER "S" SCRIBED A MINIMUM OF 2" HIGH & 1/4" DEEP IN CURB AND CURB PAINTED RED

2 IF NO CURBING IS INSTALLED A "3" SQUARE STEEL TAG IS TO BE ATTACHED TO STREET PAVEMENT W/NAIL

3 EXTENDED SERVICE CONNECTION TO R/W OR EASEMENT (SEE PLANS)

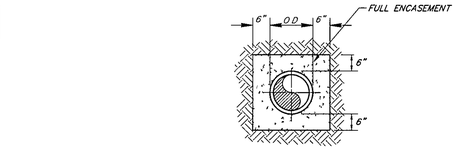
4 SERVICE TRENCHING TO CONFORM TO CITY/COUNTY STANDARDS FOR PIPE INSTALLATION

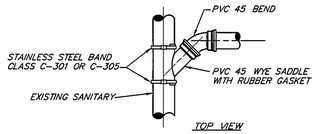
NEW SANITARY SEWER LINE



FORCE MAIN CONNECTION TO MANHOLE

N T S

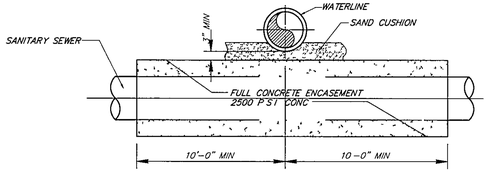




EXISTING SANITARY LINE

SINGLE SANITARY SEWER SERVICE CONNECTIONS DETAILS

N T S



NOTE

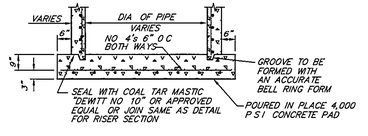
FOR POTABLE WATER LINE CROSSING, 1–1/2" DIA AND LARGER A HORIZONTAL SEPARATION OF A MINIMUM OF 10 FEET SHALL BE MAINTAINED BETWEEN PARALLEL WATER MAINS AND SEWER MAINS (INCLUDES FORCE MAINS) WHERE WATER AND SEWER MAINS CROSS WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, ALL PVC PIPE SHALL BE ENCASED IN CONCRETE THIS SITUATION MAY OR NOT BE NOTICED ON DRAWINGS

FOR ALTERNATE

CAST IRON OR DUCTILE IRON PIPE MAY BE USED IN LIEU OF CONCRETE ENCASEMENT AT WATER LINE CROSSING, WITH A LENGTH OF PIPE CENTERED AT THE POINT OF CROSSING, SO AS TO LOCATE JOINTS AT A MAXIMUM DISTANCE FROM THE WATER LINE

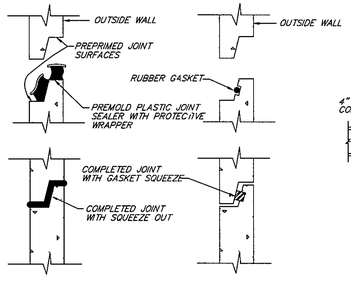
TYPICAL ENCASEMENT DETAIL

N T S



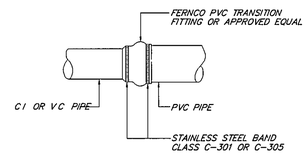
ALTERNATE CONSTRUCTION MANHOLE BOTTOM

N T S



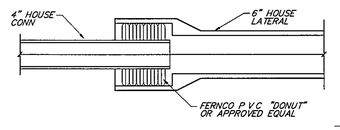
TYPICAL MANHOLE JOINT DETAIL

N T S



C.I. TO PVC COUPLING ADAPTER

N T S

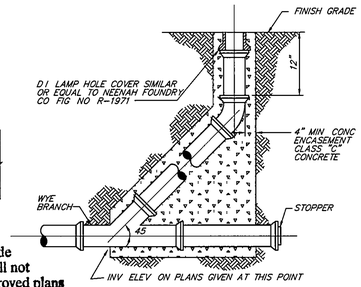


4" TO 6" HOUSE CONNECTION

N T S

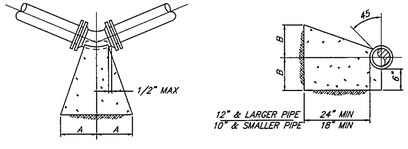
APPROVED BY THE DEPARTMENTS 11/5/08

Changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.



CLEANOUT DETAIL

N T S



SIZE	1/4 BENDS		CU FT	1/8 BENDS		CU FT	1/16 BENDS		CU FT
	A	B	CONC	A	B	CONC	A	B	CONC
6"	16"	10"	3.2	9"	10"	3.0	6"	8"	1.3
8"	22"	13"	7.2	12"	13"	3.7	8"	10"	2.1
10"	26"	17"	11.5	14"	17"	5.9	10"	13"	3.6
12"	29"	21"	21.1	16"	21"	8.6	11"	16"	6.6
14"	35"	24"	29.8	19"	24"	14.9	12"	20"	8.9
16"	38"	27"	37.8	21"	27"	19.1	12"	24"	11.2
18"	42"	29"		22"	29"		13"	26"	
20"	47"								

NOTES

1 ALL BEARING SURFACES TO BE CARRIED TO UNISTURBED SOIL

2 THESE TABLES SHOW MINIMUM SIZE THRUST BLOCKS FOR GOOD SOIL (A–1 THRU A–3, CLEAN SAND AND GRAVELS)

3 POOR SOIL (A–4 THRU A–8, SILTY SOILS, CLAYS, MUCK AND PEAT) WILL REQUIRE LARGER THRUST BLOCKS

THRUST BLOCK DETAIL

N T S

Designed	WP
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

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Connelly & Wicker, Inc.
Consulting Engineers
Jacksonville Beach & Destin, Florida
Certificate Authorization Number 3650
4008 Legendary Drive, Suite #300
Destin, Florida 32541
Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Sanitary Sewer Standard Details

No	Date	Revision	By

NOV 05 2009

TIM M. MARTIN, P.E. FL. P.E. # 64450 Reg. Engineer

Project No	9902–21
Scale	N/A
Date	09/14/05
Drawing	
Sheet	14 of 15

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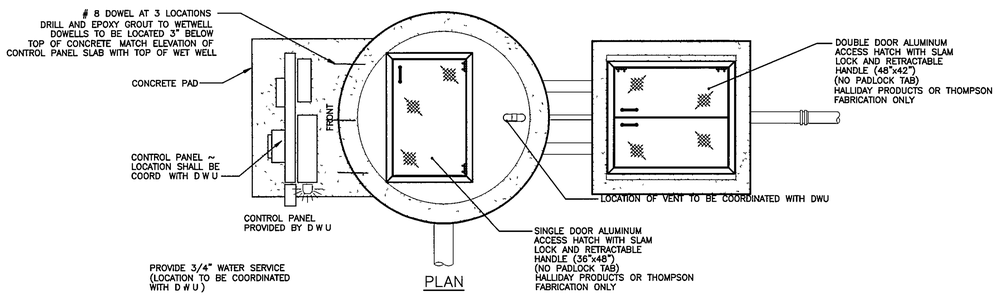
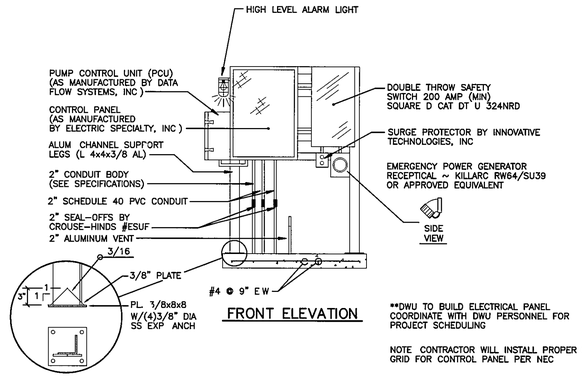


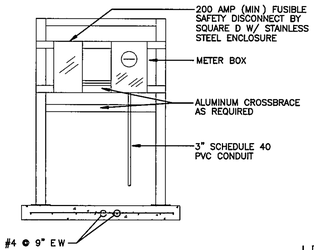
PLAN



FRONT ELEVATION

**DWU TO BUILD ELECTRICAL PANEL COORDINATE WITH DWU PERSONNEL FOR PROJECT SCHEDULING

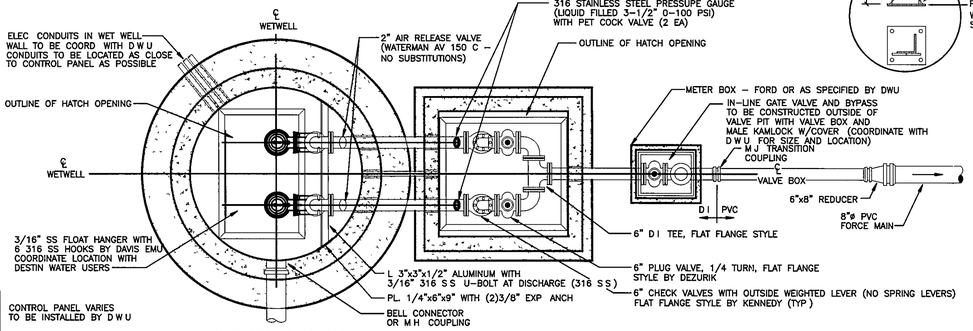
NOTE CONTRACTOR WILL INSTALL PROPER GROUNDING GRID FOR CONTROL PANEL PER NEC



REAR ELEVATION

LEGEND

*	PER PUMP MANUFACTURER'S RECOMMENDATIONS IN THEIR ENGINEERING CATALOG
◆	ELEVATION
D W U	DESTIN WATER USERS, INC
O C E W	ON CENTER, EACH WAY
316 S S	316 STAINLESS STEEL
D I	DUCTILE IRON



SECTIONAL PLAN

LIFT STATION CONTROL PANEL INSTALLATION DETAIL

GENERAL NOTES

1 WET WELL AND VALVE VAULT SHALL BE COATED WITH KOP-COAT COAL TAR EPOXY 300-M INSIDE AND OUT (TWO COATS, 9 MILS EACH)

2 BASE AND FIRST RISER UNIT TO BE CAST MONOLITHIC

3 VALVE VAULT SHALL BE SIZED TO PERMIT EASY REMOVAL OF CHECK VALVE SPINDLES WITH MINIMUM CLEARANCES AS SHOWN FOR 6" DIAMETER PIPE AND SMALLER CLEARANCES SHALL INCREASE AS REQUIRED FOR LARGER PIPE SIZES SIZE OF HATCH ON VALVE VAULT IS FOR 4" PIPE AND SHALL INCREASE ACCORDINGLY WITH LARGER PIPE SIZES

4 ALL LOCATIONS WHERE PIPES ENTER OR LEAVE THE WET WELL OR VALVE VAULT SHALL BE MADE WATERTIGHT WITH NON-SHRINK GROUT PIPING SHALL BE WRAPPED WITH THREE LAYERS OF ASPHALTIC FELT

5 THERE SHALL BE NO VALVES (EXCEPT AS SHOWN) OR ELECTRICAL JUNCTION BOXES IN WET WELL

6 WET WELL AND VALVE VAULT COVERS SHALL BE ALUMINUM WITH 3/16" 316 S S HARDWARE SIZE AS REQUIRED BY MANUFACTURER AND APPROVED BY DESTIN WATER USERS ORIENTATION OF HATCH OPENINGS MAY VARY

7 FLEXIBLE COUPLING SHALL BE SLEEVE TYPE

8 SEE CHART FOR PUMP SPECIFICATIONS AND OPERATING CONDITIONS

9 ALL HARDWARE IN WET WELL AND VALVE BOX SHALL BE 316 STAINLESS STEEL.

10 ALL CONDUIT CONNECTING TO THE CONTROL PANEL SHALL HAVE A CONDUIT BODY CROUSE-HINDS TYPE ESUF FILLED WITH APPLETON DUC NON-HARDENING COMPOUND

11 ALL ENCLOSURES SHALL BE NEMA 4X SS

12 THE CONTRACTOR SHALL FURNISH AND INSTALL THE LIFT STATION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, AND IN COMPLIANCE WITH THE LIFT STATION SPECIFICATIONS OF DESTIN WATER USERS, INC

13 ALL WIRING TO BE COPPER TYPE THW OR STO, AND SIZED TO COMPLY WITH APPROPRIATE CODES THE COMPLETE INSTALLATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL CODE

14 ALL GATE VALVES ON SEWER FORCE MAINS TO BE OF RESILIENT SEAT DESIGN

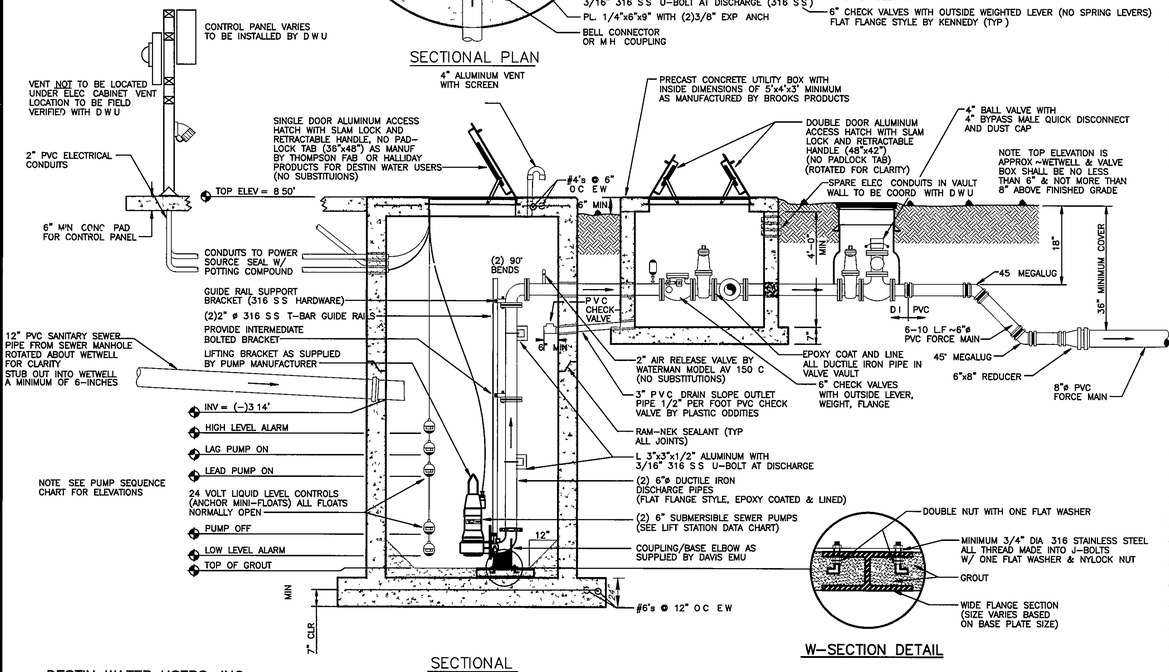
15 EACH PIECE OF MECHANICAL EQUIPMENT AND MOTORS SHALL BE PROVIDED WITH A NAMEPLATE OF NON-CORRODIBLE METAL, SECURELY FASTENED IN PLACE, AND CLEARLY AND PERMANENTLY INSCRIBED WITH THE MANUFACTURER'S NAME, MODEL, TYPE DESIGNATION, SERIAL NUMBER, RATED CAPACITY, ELECTRICAL OR OTHER POWER CHARACTERISTICS SPARE NAMEPLATES SHALL BE PROVIDED AND PLACED INSIDE THE CONTROL PANEL.

16 THE CONTRACTOR SHALL FURNISH TO ENGINEER A COMPLETE COPY OF PUMP SPECIFICATIONS AS ORDERED FROM MANUFACTURER PRIOR TO SHIPMENT

17 THE CONTRACTOR SHALL FURNISH TO DESTIN WATER USERS, INC , FOUR (4) COMPLETE, BOUND OPERATION AND MAINTENANCE MANUALS THE MANUALS SHALL INCLUDE CLEAR AND CONCISE INSTRUCTIONS FOR THE OPERATION, ADJUSTMENT, LUBRICATION (INCLUDING LUBRICATION CHART) AND OTHER MAINTENANCE OF THE EQUIPMENT FURNISHED THE MANUAL SHALL ALSO INCLUDE A COMPLETE PARTS LIST, WITH CATALOG NUMBERS AND OTHER DATA NECESSARY FOR ORDERING REPLACEMENT PARTS ALL INSTRUCTIONS AND PARTS LIST SHALL BE PREPARED SPECIFICALLY FOR THE MODEL TYPE OF EQUIPMENT FURNISHED

18 THE CONTRACTOR SHALL UTILIZE ALL APPLICABLE MISCELLANEOUS HARDWARE SUPPLIED BY PUMP MANUFACTURER (MUST MEET ALL SPECIFICATION REQUIREMENTS HEREIN)

19 THE CONTRACTOR SHALL KEEP A COMPLETE LIST OF AS-BUILT DRAWINGS SHOWING ALL ITEMS OF CONSTRUCTION AND EQUIPMENT WHICH DIFFER IN SIZE SHAPE OR LOCATION FROM THOSE SHOWN ON THE PLANS THE AS-BUILT DRAWINGS SHALL BE DELIVERED TO THE ENGINEER UPON COMPLETION OF THE LIFT STATION INSTALLATION



SECTIONAL

W-SECTION DETAIL

DESTIN WATER USERS, INC.

PHASE 1

LIFT STATION NO. 1 DATA

DESIGNATION	LIFT STATION NO 1
WETWELL DIAMETER	12 FT
PUMP MODEL	DAVIS EMU FA 15 95 FK202-6/22
VOLTAGE	230 3-PHASE
H P	14 0
R P M	1750
DELIVERY, GPM	500
TDH, FEET	43
IMPELLER	317
FORCE MAIN DIAMETER	8"
MINIMUM SOLID SIZE	3" SPHERE
EFFICIENCY	-

PUMP CONTROL SEQUENCE

ELEV SETTING	RISING WATER LEVEL	FALLING WATER LEVEL
(-)4 64	HIGH LEVEL ALARM	
(-)4 64		STOP ALARM AND RESET OVERRIDE
(-)5 64	LAG PUMP ON	
(-)6 64	LEAD PUMP ON	
(-)8 64		PUMPS OFF AND RESET ALTERNATOR
(-)8 64		LOW LEVEL ALARM
(-)11 14	TOP OF GROUT	

ALL FOAT SETTINGS ARE APPROXIMATE CONTRACTOR TO FIELD ADJUST FLOATS AS INSTRUCTED BY D W U DURING LIFT STATION TESTING

PHASE 2 (FUTURE PHASE)

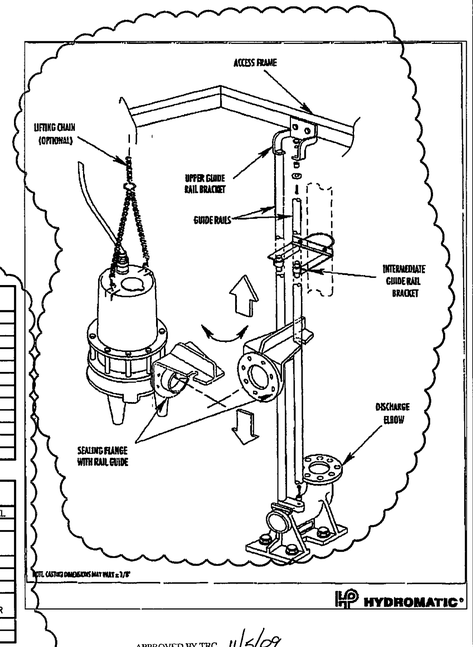
LIFT STATION NO. 2 DATA

DESIGNATION	LIFT STATION NO 2
WETWELL DIAMETER	10 FT
PUMP MODEL	FUTURE DESIGN
VOLTAGE	FUTURE DESIGN
H P	FUTURE DESIGN
R P M	FUTURE DESIGN
DELIVERY, GPM	FUTURE DESIGN
TDH, FEET	FUTURE DESIGN
IMPELLER	FUTURE DESIGN
FORCE MAIN DIAMETER	FUTURE DESIGN
MINIMUM SOLID SIZE	3" SPHERE
INFLUENT	(-) 1 11

PUMP CONTROL SEQUENCE

ELEV SETTING	RISING WATER LEVEL	FALLING WATER LEVEL
(-)2 11	HIGH LEVEL ALARM	
(-)2 11		STOP ALARM AND RESET OVERRIDE
(-)3 11	LAG PUMP ON	
(-)3 61	LEAD PUMP ON	
(-)5 61		PUMPS OFF AND RESET ALTERNATOR
(-)5 61		LOW LEVEL ALARM
(-)8 61	TOP OF GROUT	

ALL FOAT SETTINGS ARE APPROXIMATE. CONTRACTOR TO FIELD ADJUST FLOATS AS INSTRUCTED BY D W U DURING LIFT STATION TESTING

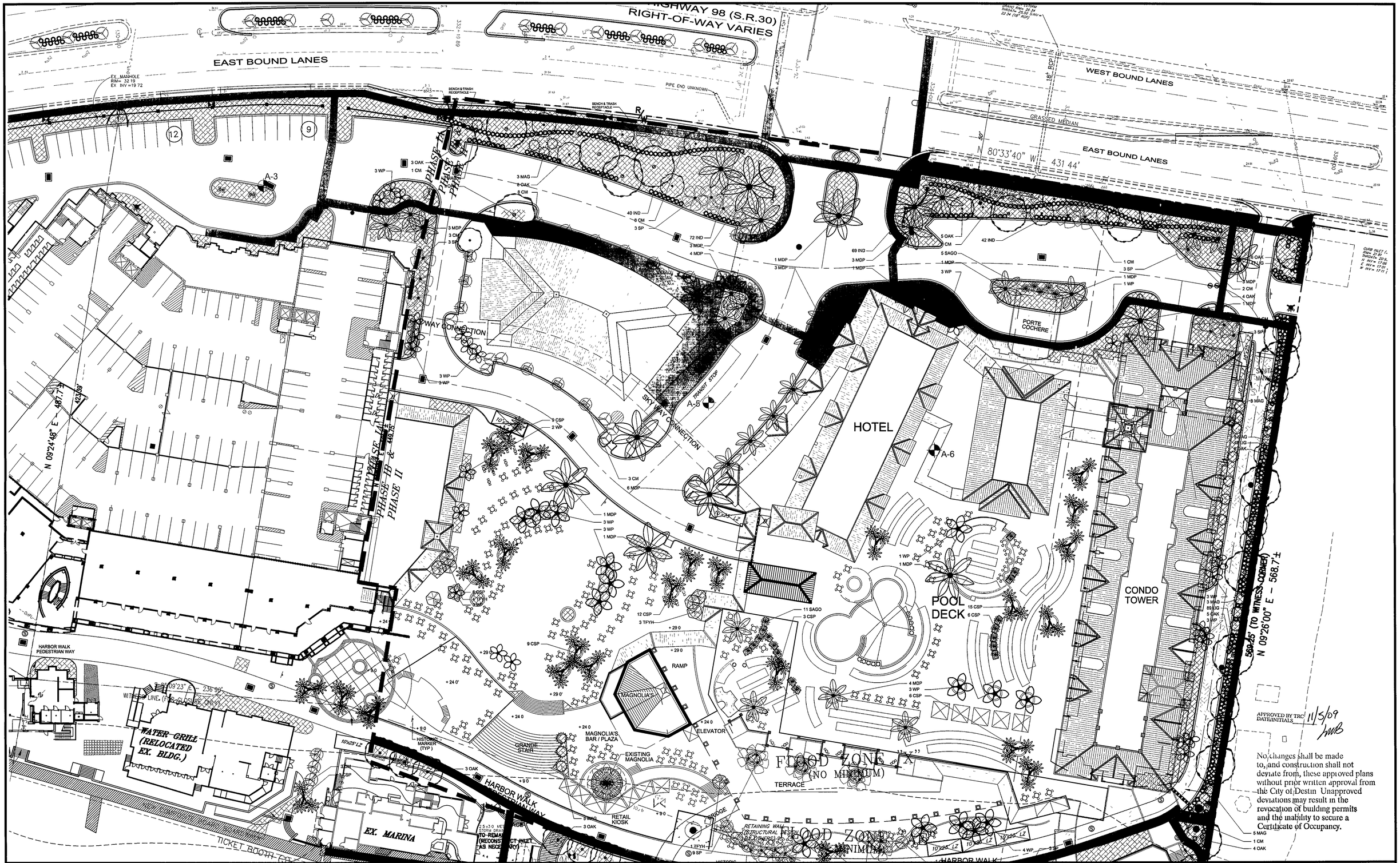


APPROVED BY TRC
DATE/INITIALS 11/5/09 JMB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy

Designed WP	Released For Construction	Connelly & Wicker, Inc. Consulting Engineers	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL	Lift Station Details	No	Date	Revision By	Project No 9902-21	Drawing
Drawn JW	By	Jacksonville Beach & Destin, Florida	Prepared For					Scale N/A	
Checked JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request	Certificate Authorization Number 3650	HarborWalk, Inc.					Date 09/14/05	Sheet 15 of 15
O C JNL		4008 Legendary Drive, Suite #300 Destin, Florida 32541 Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM						NOV 05 2009 TIM M MARTIN FL P E # 64450 Reg Engineer	

J \99\9902-21B\CW-Cover-Details dwg, 10/8/2008 1 43 16 PM, johnw

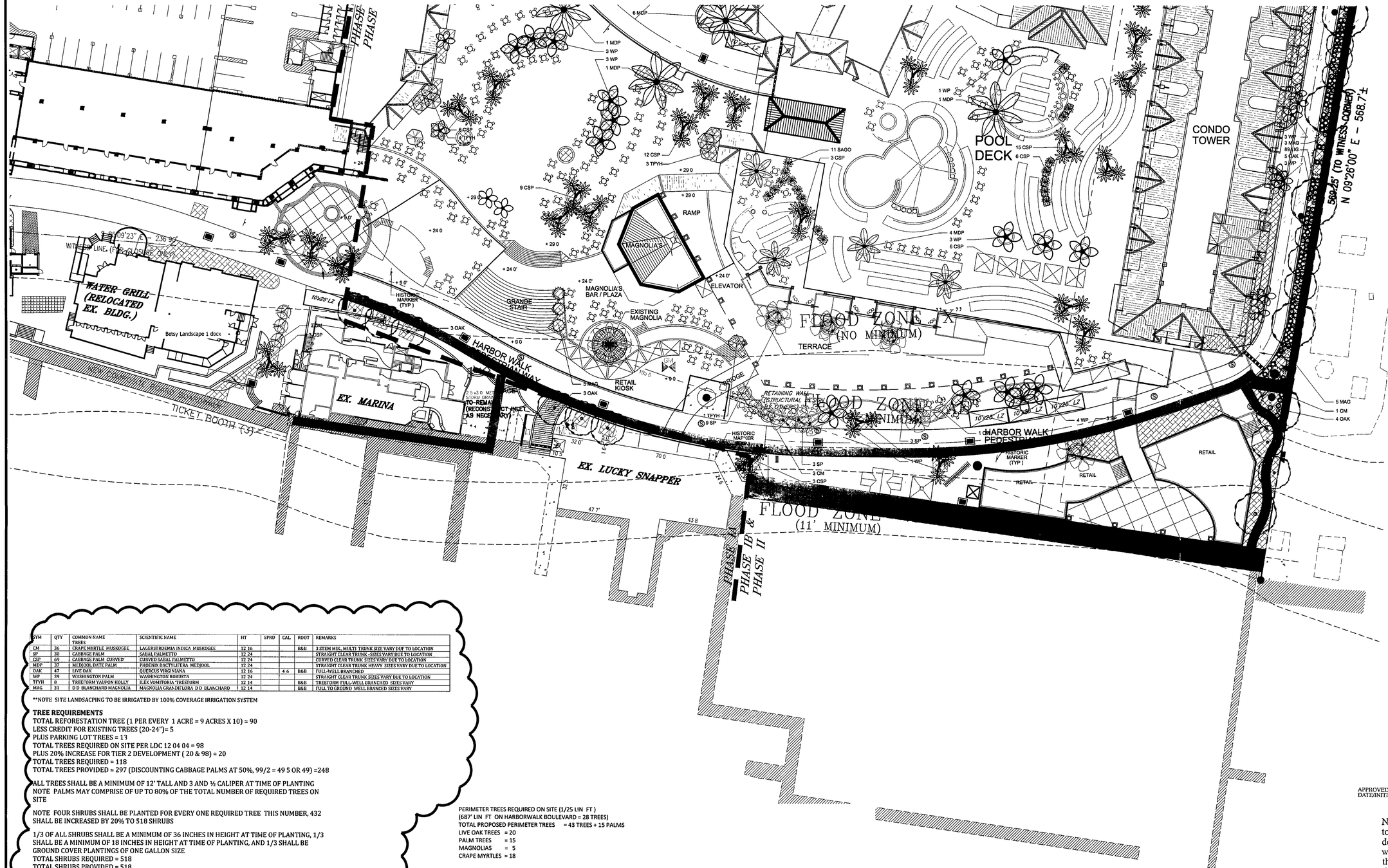


Designed WP	Released For Construction	Connelly & Wicker, Inc. Consulting Engineers	HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL	Landscape Plan L 1.1			Project No 9902-21
Drawn JW	By	Jacksonville Beach & Destin, Florida	Prepared For				Scale 1" = 30'
Checked JNL	This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part. It is not to be used on any other project and is to be returned on request.	Certificate Authorization Number 3650	HarborWalk, Inc.				Date
O.C. JNL		4008 Legendary Drive, Suite #300 Destin, Florida 32541 Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW.CWENG.COM					Drawing L 1.1 Sheet ____ of ____

No	Date	Revision	By
2	07/22/09	MOVED SIDEWALK ON EAST PROPERTY LINE	JW
1	04/24/09	REVISED PER CITY COMMENTS	JW

Reg. Engineer

J:\99\9902-21B\CW-Overall & Landscaping Plan_Phase II.dwg, 7/27/2009 9:24:11 AM, johnw



SYM	QTY	COMMON NAME	SCIENTIFIC NAME	HT	SPRD	CAL	ROOT	REMARKS
		TREES						
CM	36	CRAPE MYRTLE 'MUSKOGEE	LAGERSTROEMIA INDICA 'MUSKOGEE	12 16			B&B	3 STEM MIN., MULTI TRUNK SIZE VARY DUE TO LOCATION
SP	30	CABBAGE PALM	SABAL PALMETTO	12 24				STRAIGHT CLEAR TRUNK -SIZES VARY DUE TO LOCATION
CSP	69	CABBAGE PALM 'CURVED'	CURVED SABAL PALMETTO	12 24				CURVED CLEAR TRUNK SIZES VARY DUE TO LOCATION
MDP	37	MEDJOOL DATE PALM	PHOENIX DACTYLIFERA 'MEDJOOL	12 24				STRAIGHT CLEAR TRUNK HEAVY SIZES VARY DUE TO LOCATION
OAK	47	LIVE OAK	QUERCUS VIRGINIANA	12 16		4 6	B&B	FULL-WELL BRANCHED
WP	39	WASHINGTON PALM	WASHINGTON RIBBISTA	12 24				STRAIGHT CLEAR TRUNK SIZES VARY DUE TO LOCATION
TFYH	8	'TREEFORM YAUPON HOLLY	ILEX VOMITORIA 'TREEFORM	12 14			B&B	TREEFORM FULL-WELL BRANCHED SIZES VARY
MAG	31	D D BLANCHARD MAGNOLIA	MAGNOLIA GRANDIFLORA D D BLANCHARD	12 14			B&B	FULL TO GROUND WELL BRANCED SIZES VARY

**NOTE SITE LANDSACPING TO BE IRRIGATED BY 100% COVERAGE IRRIGATION SYSTEM

TREE REQUIREMENTS
TOTAL REFORESTATION TREE (1 PER EVERY 1 ACRE = 9 ACRES X 10) = 90
LESS CREDIT FOR EXISTING TREES (20-24")= 5
PLUS PARKING LOT TREES = 13
TOTAL TREES REQUIRED ON SITE PER LDC 12 04 04 = 98
PLUS 20% INCREASE FOR TIER 2 DEVELOPMENT (20 & 98) = 20
TOTAL TREES REQUIRED = 118
TOTAL TREES PROVIDED = 297 (DISCOUNTING CABBAGE PALMS AT 50%, 99/2 = 49 5 OR 49) =248

ALL TREES SHALL BE A MINIMUM OF 12' TALL AND 3 AND ½ CALIPER AT TIME OF PLANTING
NOTE PALMS MAY COMPRISE OF UP TO 80% OF THE TOTAL NUMBER OF REQUIRED TREES ON SITE

NOTE FOUR SHRUBS SHALL BE PLANTED FOR EVERY ONE REQUIRED TREE THIS NUMBER, 432 SHALL BE INCREASED BY 20% TO 518 SHRUBS

1/3 OF ALL SHRUBS SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT AT TIME OF PLANTING, 1/3 SHALL BE A MINIMUM OF 18 INCHES IN HEIGHT AT TIME OF PLANTING, AND 1/3 SHALL BE GROUND COVER PLANTINGS OF ONE GALLON SIZE
TOTAL SHRUBS REQUIRED = 518
TOTAL SHRUBS PROVIDED = 518
TYPES OF SHRUBS PROVIDED
INDIAN HAWTHORNE - 18" TALL & 36" TALL - 123
WAX LEAF LIGUSTRUM - 36" TALL - 178
GIANT LIRIPE - 1 GAL - 117

TOTAL REFORESTATION CREDITS FOR TREES ON SITE (EXISTING) = 5
TOTAL REFORESTATION TREES REQUIRED ON SITE = 85
TOTAL PROPOSED REFORESTATION TREES = 151
(Included in Proposed Trees are Crape Myrtle, Medjools, Live Oaks and Magnolias)

PERIMETER TREES REQUIRED ON SITE (1/25 LIN FT)
(687' LIN FT ON HARBORWALK BOULEVARD = 28 TREES)
TOTAL PROPOSED PERIMETER TREES = 43 TREES + 15 PALMS
LIVE OAK TREES = 20
PALM TREES = 15
MAGNOLIAS = 5
CRAPE MYRTLES = 18

VEGETATIVE BUFFER TREES REQUIRED ON SITE (1/25 LIN FT) EAST PROPERTY LINE
(568' ON EAST PROPERTY LINE = 23 TREES)
TOTAL BUFFER TREES = 33 TREES
LIVE OAK TREES = 20
MAGNOLIAS = 13

APPROVED BY TRC
DATE/INITIALS 11/05/09 JMB

No changes shall be made to, and construction shall not deviate from, these approved plans without prior written approval from the City of Destin. Unapproved deviations may result in the revocation of building permits and the inability to secure a Certificate of Occupancy.

Designed	WP
Drawn	JW
Checked	JNL
O C	JNL

Released For Construction

By

This Drawing is the property of Connelly & Wicker Inc and is not to be reproduced or copied in whole or in part It is not to be used on any other project and is to be returned on request

Connelly & Wicker, Inc.
Consulting Engineers
Jacksonville Beach & Destin, Florida
Certificate Authorization Number 3650
4008 Legendary Drive, Suite #300
Destin, Florida 32541
Phone (850) 837-4252 ~ Fax (850) 837-7804 ~ Web WWW CWENG COM

HARBORWALK VILLAGE 3RD AMENDMENT AS REVISED, OCTOBER, 2008 FOR TIER 2 APPROVAL

Prepared For

HarborWalk, Inc.

Landscape Plan
L 1.2

No	Date	Revision	By
5	07/22/09	MOVED SIDEWALK ON EAST PROPERTY LINE	JW
4	04/24/09	REVISED PER CITY COMMENTS	JW

Reg Engineer

Project No 9902-21

Scale 1" = 30'

Date

Drawing L 1.2

Sheet_____of_____

J \99\9902-21B\CW-Overall & Landscaping Plan_Phase II dwg, 7/27/2009 9 11 07 AM, johnw

Community Development
Planning Division

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | Fax: 850-460-2171 | www.cityofdestin.com

Final Development Order: **Order No. 18-13**

HARBORWALK VILLAGE, 5th AMENDMENT
A SIMPLE DEVIATION TO A
PREVIOUSLY APPROVED MAJOR DEVELOPMENT
100 Harbor Blvd
(18-24-SP)

May 23, 2018

Stephen Tatum
Matthews & Jones, LLP
4475 Legendary Dr.
Destin, Fl. 32541

Dear Mr. Tatum:

You have requested that the City approve an amendment to the previously approved Development Order for the Harborwalk Village development to implement the following changes:

- Establish a baseline of existing and available parking for the Harborwalk Village and associated uses currently approved within the master development area.

The City has reviewed your request pursuant to the requirements of Article 2, Section 2.07.04 of the Land Development Code (LDC), and has determined that the proposed amendment qualifies as a simple deviation landscape plan amendment, which can be approved by the Community Development Director or his designee without non-staff TRT review or City Council action.

Staff has found that all necessary requirements and conditions of this request have been met and has granted approval of the amendment to establish a Harborwalk Village parking baseline based on the following information:

1. All prior terms and conditions of the following Development Orders for this project are still applicable:
   - DO-02-55
   - DO-04-13 1st Amendment
   - DO-10-02 3rd Amendment
   - DO-08-18 4th Amendment

2. The establishment of this parking baseline is founded on the City's past determination by Kenrick S. Gallander, AICP, Community Development Director, that the August 17, 2015 shared parking analysis for Harborwalk Village confirms that the parking provided for the Harborwalk Village, and the associated uses currently approved within the master development area, is compliant with the applicable final development order and land development code regulations.

3. The August 26, 2015 Harborwalk Village shared parking analysis, included and referenced in the City's August 17, 2015 letter, established that a total of 1,146 parking spaces are existing and available.

4. May 19, 2008 the City approved DO-08-19 Harborwalk Village 4th Amendment the City approved changes to the approved Development Order and site plan to reflect the construction of a parking lot on the east portion of the Harborwalk Village development site to include 78 new parking spaces. These new spaces are accounted for in the Harborwalk Village shared parking analysis.

5. November 20, 2017 the City approved Development Order Exemption DO-EX-06 to convert current Harborwalk Village retail and condo space to hotel rooms.

6. The Development Order Exemption (17-DO-EX-06) approval is based on, among other things, the August 15, 2017 Parking Generation Evaluation prepared by Southern Traffic Services, Inc. that concludes the conversion of uses slightly increases the parking demand, but that increase does not exceed the overall Harborwalk Village required number of parking spaces.

7. The baseline number of existing and available parking spaces for the Harborwalk Village, and the associated uses currently approved within the master development area, is established at 1,146 parking spaces.

Please note that all other provisions of Development Orders for the project have not changed and remain in effect. **Please keep a copy of this letter with the original Final Development Order and subsequent amended development orders.**

If I can be of any further assistance, please contact me at 837-4242.

Sincerely,

Jennifer Bryla, AICP
Community Development Director

cc: Pete Knowles, Owner
City Clerk
Building Division File: 100 Harbor Blvd.
Planning Division File: 18-24-SP
2018 Development Order Log
File: Letter Log

Community Development

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | Fax: 850-650-0693 | www.cityofdestin.com

August 27, 2015

HarborWalk Village
Attn: John Hall, GM HarborWalk Village
10 Harbor Blvd.
Destin, Florida 32541

Subject: HarborWalk Village Updated Shared Parking Analysis and Parking Compliance Confirmation

Dear Mr. Hall:

This letter is to acknowledge the city has reviewed and approved an updated shared parking analysis for HarborWalk Village dated revised August 17, 2015. It is through this shared parking analysis the city is able to confirm HarborWalk Village, and the associated uses currently approved within the master development area, is compliant with the applicable final development order and land development code regulations.

I have attached the latest updated parking compliance spreadsheet for your records and for your future reference to ensure required parking compliance with new businesses and uses that are planned for and implemented. It is also through this spreadsheet the city will refer to confirm required parking compliance for future businesses and uses proposed within all phases of the HarborWalk Village development.

If you have questions or need additional information, please feel free to contact me or the Planning Division at (850) 654-1119

Sincerely,

Kenrick S. Gallander, AICP
Community Development Director

KSG/

Attachments:

1. HarborWalk Village Parking Compliance Spreadsheet – August 27, 2015

cc: File: Letter Log

ADDRESS 2 - 100 Harbor Blvd (HARBORWALK VILLAGE)

PARKING STATUS

UPDATED August 26, 2015

OPR: Planning

BUSINESS NAME	TYPE OF BUSINESS	DESCRIPTION (Approved Units, Gross Floor Area - sq. ft., passengers, boats, watercraft)	PARKING FACTOR (Aug. 2002 LDC Requirements)	PARKING REQUIRED
Emerald Grande & Sunset Suites	[1] Multi-Family Resort	[1] 291 Units	1.75/du	509
[2] SHOPPING CENTER - Approved for total of 199,999 sf per D.O. 04-13				
Margaritaville	[2] Restaurant - Full Service	17129	1/250 sf	68.5
Tropical Smoothie	[2] Restaurant - Full Service	1031	1/250 sf	4.1
Jesters	[2] Restaurant - Full Service	2000	1/250 sf	8.0
Starbucks	[2] Restaurant - Full Service	1112	1/250 sf	4.4
Crab Island Cantina	[2] Restaurant - Full Service	7489	1/250 sf	30.0
Coyote Ugly	[2] Bar/Cocktail - Lounge	6793	1/250 sf	27.2
Harry T's	[2] Restaurant - Full Service	3825	1/250 sf	15.3
Jackacudas	[2] Restaurant - Full Service	5320	1/250 sf	21.3
La Famiglia	[2] Restaurant - Full Service	2875	1/250 sf	11.5
Grand Vista Bar & Grill	[2] Restaurant - Full Service	1489	1/250 sf	6.0
The Spa & East Pass Fitness Center	Retail/Service/Office	1378	1/250 sf	5.5
Emerald Grande Retail Shop and Real Estate Office	Retail/Service/Office	580	1/250 sf	2.3
Pelagic - High Performance Offshore	Retail/Service/Office	2926	1/250 sf	11.7
Vacant	Retail/Service/Office	844	1/250 sf	3.4
Bico Australia	Retail/Service/Office	960	1/250 sf	3.8
Kitty Hawk Kites	Retail/Service/Office	3741	1/250 sf	15.0
American Doll Clothes	Retail/Service/Office	428	1/250 sf	1.7
HD Action Photo	Retail/Service/Office	1003	1/250 sf	4.0
Sunset Shoes/Lifestyle	Retail/Service/Office	3349	1/250 sf	13.4
Sunglass World	Retail/Service/Office	1344	1/250 sf	5.4
Aloha Surf	Retail/Service/Office	1344	1/250 sf	5.4
Hove (Perfume)	Retail/Service/Office	941	1/250 sf	3.8
Del Sol	Retail/Service/Office	1134	1/250 sf	4.5
The Fudgery	Retail/Service/Office	1199	1/250 sf	4.8
Apex (Radio Station/Offices)	Retail/Service/Office	3556	1/250 sf	14.2
Judy Shillingburg's Watercolors	Retail/Service/Office	4472	1/250 sf	17.9
Art Co-op	Retail/Service/Office	3525	1/250 sf	14.1
Vacant	Retail/Service/Office	2118	1/250 sf	8.5
Vacant	Retail/Service/Office	1433	1/250 sf	5.7
Vacant	Retail/Service/Office	1433	1/250 sf	5.7
Vacant	Retail/Service/Office	1448	1/250 sf	5.8
Popcorn Jungle	Retail/Service/Office	856	1/250 sf	3.4
Destin Marina/HarborWalk Marina	Retail/Service/Office	3764	1/250 sf	15.1
Wyndham Vacation Resort Office	Retail/Service/Office	990	1/250 sf	4.0
Boogies Booking Building	Retail/Service/Office	300	1/250 sf	1.2
Wyndham Welcome Center	Retail/Service/Office	535	1/250 sf	2.1
Food/Beverage Concession Vendors	Retail/Service/Office	8 Vendor Locations	1 space per vendor	8.0

Kiosk/Portable Building for Vendors & Booking Booths	Retail/Service/Office	19 Kiosk/Portable Buildings/Booths	1 space per kiosk/portable building	19.0
7D Theater	Theater	1433	1/250 sf	5.7
Laser Maze	Amusements	245	1/250 sf	1.0
Mining Co.	Amusements	100	1/250 sf	0.4
Kid Zone	Amusements	1000	1/250 sf	4.0
Zipline, Rockwall, Free Fall	Amusements	208	1/250 sf	0.8
SubTotal - Shopping Center		**97650**	**1/250 sf**	**418**
MARINA				
L'L STASIA	Charter Fishing	1 Boat - 5 passenger	5 spaces per boat	5.0
DESTIN BAY CHARTERS	Charter Fishing	1 Boat - 5 passenger	5 spaces per boat	5.0
CUTTING EDGE	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
PERFECT SHOT (To be Bowd Up in 2015)	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
FIFTH AMENDMENT	Charter Fishing	1 Boat - 22 Passenger	5 spaces per boat	5.0
MARY LOU (CAT N AROUND?)	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
STARFIRE	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
SEA VENTURE	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
ANASTASIA	Charter Fishing	1 Boat - 44 passenger	5 spaces per boat	5.0
STRESS RELIEF II	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
GULF RANGER	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
FINEST KIND	Charter Fishing	1 Boat - 15 passenger	5 spaces per boat	5.0
SPECIAL K	Charter Fishing	1 Boat - 6 passenger	5 spaces per boat	5.0
PHOENIX	Charter Fishing	1 Boat - 20 passenger	5 spaces per boat	5.0
Just B Cause	Charter Fishing	1 Boat - 12 passenger	5 spaces per boat	5.0
CHECKMATE II	Charter Fishing	1 Boat - 17 passenger	5 spaces per boat	5.0
Rookie	Charter Fishing	1 Boat -16 passengers	5 spaces per boat	5.0
BARRACUDA	Charter Fishing	1 Boat- 6 passenger	5 spaces per boat	5.0
Screamin Drag	Charter Fishing	1 Boat- 6 passenger	5 spaces per boat	5.0
FISH-N-TEEM	Charter Fishing	1 Boat- 6 passenger	5 spaces per boat	5.0
MISS NAUTICA	Charter Fishing	1 Boat - 22 Passenger	5 spaces per boat	5.0
Destin Inshore Fishing (Slay Ride, II, & III)	Charter Fishing	3 Boats - 4, 6, & 5	5 spaces per boat (3 boats)	15.0
Fish Tales	Charter Fishing	1 Boat- 6 passenger	5 spaces per boat	5.0
Backcountry Outfitters	Charter Fishing	1 Boat - 5 passenger	5 spaces per boat	5.0
Swoop I	Charter Fishing	1 Boat - 49 passengers/seats	5 spaces per boat	5.0
Swoop II	Charter Fishing	1 Boat - 49 passengers/seats	5 spaces per boat	5.0
SubTotal - Charter				**140**
Boogies	Leisure Rentals	40 Pontoons	2.2 spaces per boat	88.0
		90 PWC	0.26 spaces per PWC	23.4
SubTotal - Leisure Rental				**111**
Boogies	Parasail	3 Boats	3 spaces/boat	9.0
Reef Runner	Snorkel/Sightseeing Boat	1 Boat - 49 passengers/seats	1 space/4 pass.-seats	12.3
Sand Dollar	Snorkel/Sightseeing Boat	1 Boat - 49 passengers/seats	1 space/4 pass.-seats	12.3
Snuba Runner	Snorkel/Sightseeing Boat	1 Boat - 49 passengers/seats	1 space/4 pass.-seats	12.3
Kokomo	Snorkel/Sightseeing Boat	1 Boat - 41 passengers/seats	1 space/4 pass.-seats	10.3
Explorer	Snorkel/Sightseeing Boat	1 Boat - 36 passengers/seats	1 space/4 pass.-seats	9.0
Seablaster II	Sightseeing	1 Boat - 132 passengers/seats	1 space/4 pass.-seats	33.0
Seablaster I	Sightseeing	1 Boat - 119 passengers/seats	1 space/4 pass.-seats	29.8
Glass Bottom Boat	Sightseeing	1 Boat - 149 passengers/seats	1 space/4 pass.-seats	37.3
Southern Star	Sightseeing	1 Boat - 149 passengers/seats	1 space/4 pass.-seats	37.3
Buccaneer	Sightseeing	1 Boat - 149 passengers/seats	1 space/4 pass.-seats	37.3

SubTotal - Sightseeing				240
Blue Water	Private		1 space per boat	1.0
Emerald Grande	Private		1 space per boat	1.0
The Innkeeper	Private		1 space per boat	1.0
SubTotal - Private				3
TOTAL - MARINA				494

TOTAL SPACES REQUIRED per CURRENT USES	**1,421**
TOTAL SPACES REQUIRED per CURRENT USES based on UNADJUSTED PARKING DEMAND (not including internal captures per August 2015 Parking Analysis)	**1,280**
TOTAL SPACES REQUIRED per CURRENT USES (Adjusted down 16.06% per August 2015 Parking Analysis for Internal Capture/Shared Parking)	**1,074**
[3]TOTAL SPACES PROVIDED	**1,146**
SURPLUS OR DEFICIENCY	**72**

City APPROVED UPDATED SHARED PARKING/INTERNAL CAPTURE REDUCTION: 16.06% as based on August 2015 Analysis by AVCON

(1) Based on D.O. 04-13 for max. 281 units in Emerald Grande towers plus 10 units in Sunset Suite Bldg. minus 1 dwelling unit with no permit or completion
(2) Aug. 2002 LDC Definition of "Shopping Center" - Complex of stores, restuarants, etc. grouped together and having a common parking area. Parking = 1 space per 250 sq. ft.
(3) City conducted site inspection w/ HarborWalk Village staff (John Hall) July 22, 2015 confirmed 1,146 non-obstructed compliant spaces on site.
Note: Off-site parking applied to provided required parking not permitted unless approved by the City Council per August 2002 LDC - Article 8, Section 8.05.03.Q
Note: Gross floor area calculations may be reduced to include much lower percentage of leasable space per August 2002 LDC - Article 8, Section 8.05.03.O

Note: Further study of parking in the Harbor District have found that the result of not requiring parking for open-air seating (not counted as gross floor area), not having parking regulations that reflect the true unique mixed land use types and associated parking impacts for those land uses (ie. Entertainment/Festive Mixed Use Developments) results in on-site and off-site parking impacts, inconsistent parking management standards used by private property owners, and no special event parking management standards significantly contribute to the parking issues in the District.

CITY *of* DESTIN

4200 Two Trees Road • Destin, Florida 32541 www.cityofdestin.com

May 19, 2008

Order No. 08-19

Legendary, Inc.
Attn: Peter Bos, CEO
4100 Legendary Drive; Suite 200
Destin, FL 32541

Subject: SP-08-08, Harborwalk Village, 4th Amendment a Simple Deviation to a previously approved Major Development

Dear Mr. Bos:

A request has been made, through your agent Mr. Tim M. Martin, P.E. of Connelly & Wicker, Inc., for the City to approve a simple deviation to revise the previously approved Development Order and site plan to reflect the following changes to the site plan:

1. Construct a parking lot just to the east of the Emerald Grande East Tower. The parking lot includes 78 proposed new spaces including 4 handicap spaces.

2. Revised Stormwater Drainage Plan and Calculations to address the changes to the impervious surfaces.

The City has reviewed your request pursuant to the requirements of Article 2, Section 2.07.04, and has determined that the proposed amendment qualifies as a simple deviation, which has been provided to and approved by those applicable TRC members.

Staff has found that you have met all necessary requirements and conditions for the proposed site plan changes, and has granted approval of the amendment with the following notes/conditions:

1. All previous conditions and requirements of the existing development orders (D.O. 02-55 and DO-04-13) remain in effect unless specifically altered by this amended final development order.

Please keep a copy of this letter with the original Final Development Order and any subsequent amended development orders.

If I can be of any further assistance, please contact me at 837-4242.

Sincerely,

Gerald F. Mucci
Community Development Director

GFM/jlc

cc: City Clerk
Building and Permits Division
File: SP-00-57, SP-04-04 and SP-08-08
File: 2008 D. O. Log
File: Letter Log

Community Development
Planning Division

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | Fax: 850-460-2171 | www.cityofdestin.com

November 20, 2017

East Pass Investors, Inc.
Attn: William Pope (Agent)
4100 Legendary Drive Suite 240
Destin, FL 32541

Subject: 17-DO-EX-06 Harborwalk Village
Second Submittal Review Letter
34 Harbor Blvd, Destin FL 32541

Dear Mr. Pope:

The Development Order Exemption Application submitted on August 30, 2017 has been reviewed for compliance with the Land Development Code regulations pertaining to **Development Order exemptions.** Staff has reviewed your request to convert current retail and condo space to 34 hotel rooms, as an exemption to the requirement to a Development Order, as specified in Land Development Code, Section 2.05.02(G). The **Development Order Exemption has been approved** based on the application and supporting documentation provided as part of this review and in accordance with the above referenced Land Development Code Section (LDC):

A. **Planning Division Comments: Approved.** Please refer to the attached letter dated November 16, 2017. To discuss Planning Division related comments, please contact the City's Planning Consultant Mr. Tim Whaler of RPG Planning at 850-792-5575.

B. **City Transportation Consultant Comments: Approved.** Please refer to the attached letter dated September 25, 2017. To discuss City Transportation Consultants related comments, please contact Mr. Tim Whaler at 850-792-5575.

Please submit a revised application and set of plans, a revised Agent Affidavit; the Authorized Agent listed on the form must match the Agent Affidavit. If the Authorized Agent is a corporation, provide documentation as to whom has the authority to sign on behalf of the corporation. Please submit a digital copy of all documents on a DVD/CD.

If you have questions or need additional information, please feel free to contact me at (850) 837-4242.

Sincerely,

Steven Schmidt
Interim Community Development Director

Attachments:
City Planning Consultant comments dated November 16, 2017
City Transportation comments dated September 25, 2017
cc: Planning File: 17-DO-EX-06
Letter Log

RENAISSANCE
PLANNING

November 16, 2017

Attn: Steven Schmidt
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

RE: 17DOEX06 Harborwalk Village, 2nd Submittal – Planning

Dear Mr. Schmidt,

Renaissance Planning has reviewed the above-referenced project submittal on behalf of the City of Destin Planning Division to determine if the proposal meets the development order exemption requirements outlined in Land Development Code 2.05.02(G). The requirements and responses are provided below:

(1) *The proposed change does not require additional parking spaces beyond those already existing on the site.*

The proposal represents a net reduction in the required on-site parking. A site visit conducted on October 31, 2017 by the City of Destin Code Enforcement Manager concluded the on-site parking exceeds the total number of spaces provided in the HarborWalk Village Parking Compliance Spreadsheet. This requirement is met.

(2) *The proposed change cannot increase impervious surface area beyond 750 square feet.*

No changes to the impervious surface area are being proposed. This requirement is met.

(3) The proposed change does not exceed de minimums level of service standards for concurrency.

The proposal does not include an increase in gross floor area and represents a net reduction in trip generation. Therefore, the project is deemed de minimis for transportation concurrency as outlined in Comp Plan Policy 12-4.1.4(C)(5). This requirement is met.

(4) Sufficient information (site plan drawn to scale, existing versus proposed development, existing conditions, etc…) generally in accordance with section 2.18.02 general plan requirements must be provided at the time a building permit is submitted to the City.

The development order exemption process moves the review of a proposed project against the current Land Development Code requirements from the Development Order stage to the Building Permit stage. This requirement will be reviewed at the Building Permit Stage.

RENAISSANCE
PLANNING

Thank you for the opportunity to comment on this submittal.

Sincerely,

Tim Whaler | Project Manager
RENAISSANCE PLANNING

Twhaler@citiesthatwork.com
850.792.5575

RENAISSANCE
PLANNING

September 25, 2017

Attn: Steven Schmidt
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

RE: 17DOEX06 Harborwalk Village – Transportation

Dear Mr. Schmidt,

Renaissance Planning has reviewed the above-referenced traffic concurrency report, dated August 24, 2017. The report indicates the proposal does not include an increase in gross floor area and represents a net reduction in trip generation. Therefore, the project is deemed de minimis for transportation concurrency as outlined in Comp Plan Policy 12-4.1.4(C)(5).

Thank you for the opportunity to comment on this submittal.

Sincerely,

Tim Whaler | Project Manager
RENAISSANCE PLANNING
Twhaler@citiesthatwork.com
850.792.5575

Southern Traffic Services, Inc.
Gulf Breeze, Florida Tallahassee, Florida Tampa, Florida
Georgetown, Texas Atlanta, Georgia

August 15, 2017

Joe P. Poole, P.E.
2943 Golden Eagle Drive
Tallahassee, Florida 32312

Steve Griggs
Director of Real Estate Development
Legendary, Inc.
4471 Legendary
Destin, Florida 32541

RE: Parking Generation Evaluation, Proposed Hotel (34 Units), US 98 at Emerald Grande, Destin, FL

Dear Mr. Griggs:

As requested, I am submitting a parking evaluation for the proposed 34 unit hotel at Harborwalk Village. Based on our conversation the proposed development change would involve a conversion total of 27,349 square feet of area to a 34 unit hotel as follows:

1. Converting 8,427 square footage existing retail space to 8 hotel rooms, located on the 3rd floor.
2. Converting 18,922 square footage existing condominium space to 26 hotel rooms, located on the 4th and 5th floors. These 26 hotel rooms will be in lieu of 3 condo units that were never built out.

This parking evaluation is based on the following information:

1. Harborwalk Village Updated Shared Parking Analysis and Parking Compliance Confirmation Letter, dated August 27, 2015, from Ken Gallander, Community Development Director (City of Destin).

2. Updated Parking Compliance Spreadsheet attached to the letter as described above in item 1.

A copy of this letter and attachments are provided in the Appendix.

Existing Retail

Land Use	Area (square feet)	Parking Factor (August 2002 LDC Requirements)	Parking Required
Retail	8,427	1 space per 250 square feet	33.7

Existing Approved 3 Condominium Units

Land Use	Units	Parking Factor (August 2002 LDC Requirements)	Parking Required
Condominium Units	3	1.75 spaces per dwelling unit	5.3

Total Approved Existing Parking for Retail & Condominium Unit to be Converted

Scenario	Parking Required
Retail	33.7
Condominium Units	5.3
Total Parking	39.0

Proposed 34 Room Hotel

Land Use	Units	Parking Factor (August 2002 LDC Requirements)	Parking Required
Hotel	34	1.75 spaces per dwelling unit	59.5

Net Change in Parking

Scenario	Parking Required
Existing Retail	39.0
Proposed Hotel	59.5
Net Change in Parking	-20.5

The conversion from 8,427 square feet of retail and 3 condominium units to 34 hotel units results in a deficit of 20.5 parking spaces. According to the parking compliance spreadsheet, a surplus of 72 existing parking spaces is available. Therefore, after this conversion, the total number of surplus parking spaces would equal:

72 existing spaces – 20.5 spaces = 51.5 spaces

Based on results of this evaluation, with the elimination of 8,427 square feet of retail and 3 condominium units, a sufficient number parking spaces would be available to satisfy parking requirements for a 34 unit hotel and result in a remaining surplus of 51.5 spaces.

Sincerely,

Joe P. Poole, P.E.
Senior Transportation Engineer
Southern Traffic Services, Inc.

Joe P. Poole, P.E.
Florida P.E. Number 42038
Southern Traffic Services, Inc.
Florida License Number: 00007809
8-15-17

Community Development
Planning Division

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 |Email: planning@cityofdestin.com

January 6, 2021 **Development Order No. 21-01**

Final Development Order:

HARBORWALK VILLAGE INTERNAL ACCESS CHANGES (5th AMENDMENT)
A MINOR DEVIATION TO A MAJOR
DEVELOPMENT ORDER
(20-15-SP)

Based upon the City's approval and issuance of this Development Order on January 6, 2021 this document will serve as your Final Development Order and includes all of the provisions and conditions in the attached Technical Review Committee Report.

Richard Welch on behalf of East Pass Investors, Inc. is requesting approval of a Minor Deviation to an existing Development Order identified as "HarborWalk Village Internal Access Changes (5th Amendment)" The proposed project is to widen the entry road to accommodate two westbound left turn lanes currently being constructed by FDOT on Harbor Boulevard. The proposed project is located at 10 Harbor Boulevard and is within the Old Destin Multimodal District. The subject property contains 14.7 acres, more or less. No changes to the other approved uses or site improvements are proposed. The previously approved development orders and deviations are:

- DO-02-55 HarborWalk Village, Major Development
- DO-04-13 HarborWalk Village, 1st Amendment, Modification
- Withdrawn HarborWalk Village, 2nd Amendment
- DO-10-02 HarborWalk Village, 3rd Amendment, Tier 2 Minor Deviation
- DO-08-19 HarborWalk Village, 4th Amendment, Simple Deviation

DETERMINATIONS:

1. This final development order is in accordance with the approved construction documents, which is inclusive of the site plan, utility plan, pay for parking traffic control plan, paving and drainage plan, landscape plan, etc., and dated approved June 15, 2020 (See Exhibit A).

2. All the findings and requirements of the Technical Review Committee report are incorporated herein.

CONDITIONS OF APPROVAL:

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

Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on **January 6, 2021** (no later than **January 6, 2022**), and must be completed as shown on plans approved by the Technical Review Committee.

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

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

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

2. If the applicant fully complies with the requirements of Condition No. 1. above, the concurrency capacity allocation status for **"HarborWalk Village Internal Access Changes (5th Amendment)"** will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**

    A. Construction permit(s) in association with construction of infrastructure or construction of the entire project are not obtained in accordance with Article 2, Section 2.10.00 of the Land Development Code to maintain concurrency, or

    B. Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under Article 6 of the Destin Land Development Code.

3. The applicant must obtain City of Destin permits for the following activities on and off site (these may require appropriate bonding):

A. Disturbance of the City's Right-Of-Way (Note: Applicant must obtain the proper ROW permit(s) from the Public Services Department prior to issuance of building permits, unless otherwise exempted by the Public Services Director).
B. Pavement cuts.
C. Construction of any kind.
D. Clearing, grubbing, or demolition.
E. Paving, grading, drainage, sidewalks.
F. Signage.
G. Installation of utilities.
H. Construction trailers.

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

A. Prior to the issuance of any City Permit, a sign must be posted on the subject property notifying the public of the emergency contact information of the person responsible for the project. Refer to section 7.01.02(B) of the Land Development Code for details on the size, location and contents of the sign. Additionally, a posting of emergency contact information sign affidavit must be submitted to the Planning Division prior to the issuance of any permits.

B. Prior to the Commencement of Construction, a permit, with a copy of the demolition plan for the site indicating the location of the Construction Site Screening, must be submitted and approved by the City. Said screening must meet the requirements set forth in Destin Code of Ordinances, Section 6-51 *Screen Criteria.*

C. Prior to beginning any work, obtain all applicable state and federal approvals and/or permits and submit copy to the City Engineer.

D. Refer to LDC Article 11.09.00., Illicit Discharge - The developer/owner, engineer of record and the contractor shall make themselves familiar with these codes and comply with the codes prior to obtaining a Certificate of Occupancy.

E. Prior to obtaining any City of Destin permits, obtain a FDEP NPDES permit and submit copy to the City's Engineering Division. If site is less than 1 ac., provide an erosion control plan in accordance with LDC Article 11.

F. All previous conditions to the previously approved Development Orders remain current.

G. Prior to the issuance of any City Permit, a copy of the Northwest Florida Water Management District (NWFWMD) storm water permit and a National Pollution Discharge Elimination System (NPDES) storm water construction generic Permit (if applicable) approval shall be provided.

H. Prior to obtaining any City permit, obtain a FDOT Right-of-Way Construction permit and submit a copy to the City's Engineering Division.

I. Prior to obtaining any City permit, a City Right-of-Way Construction permit must be submitted to the City's Engineering Division for review and approval.

J. Prior to the issuance of a Certificate of Occupancy, all applicable Impact Fees and other outstanding costs associated with this project that are owed to the City must be paid in full.

Estimated impact fee total: $0

K. Prior to the issuance of a Certificate of Occupancy, the site layout, parking , landscaping, outdoor lighting and architectural design must be inspected and approved by the Community Development Department.

L. Prior to the issuance of a Certificate of Occupancy, a Stormwater Operation/Maintenance Plan (SWOMP) approved by the City shall be acknowledged and signed by the Owner.

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

N. The Pay-to-Park Traffic Control Plan, received in a letter from Mr. Welch dated September 21, 2020, attached hereto and fully incorporated herein as Sheet 4F ("PTPTC Plan") is approved to support a portion of the parking lot with temporary pay-to-park operations, as depicted; provided, however that this approval does not restrict the property owner from modifying the internal control plan as the Intermediate or Advanced Maintenance of Traffic Control Certified personnel deems appropriate. The PTPTC shall be updated and forwarded to the City if changed significantly or permanently. The PTPTC Plan provides for the use of temporary traffic control devices in lieu of implementing restricted access to right in-right out.

O. The property owner shall provide the City with a contact that has Intermediate or Advanced Maintenance of Traffic Control Certification, that is available at all times, while the temporary pay-to-park operations are being utilized.

P. The property owner and the City share the desire to achieve the most efficient operation of the Stahlman intersection. To that end, the property owner or his/her authorized representative shall meet with the City of Destin or their representatives quarterly to discuss the Stahlman intersection and the pay-to-park operations. Time between meetings may be lengthened if both parties agree.

1-5-2021

Louis Zunguze, MURP
Community Development Director
City of Destin

Date

1/6/21

Richard Welch, Authorized Agent
Connelly & Wicker, Inc.

Date

TECHNICAL REVIEW COMMITTEE REPORT
"HARBORWALK VILLAGE INTERNAL ACCESS CHANGES (5th AMENDMENT)":
A MINOR DEVIATION
TO AN EXISTING MAJOR DEVELOPMENT
(20-15-SP)

ISSUE:

Applicant: Richard Welch, Connelly & Wicker, Inc.
Location: 10 Harbor Blvd, Parcel ID(s). # 00-2S-22-0630-0000-090A; 00-2S-0630-0000-0900; 00-2S-22-0630-0000-1000; 00-2S-22-0630-0000-10A0
Request: Approval of a Minor Deviation to an Existing Major Development identified as "HarborWalk Village Internal Access Changes (5th Amendment)". The proposed project is to widen the entry road to accommodate two westbound left turn lanes currently being constructed by FDOT on Harbor Boulevard.
Future Land Use: South Harbor Mixed Use (SHMU)
Zoning District: South Harbor Mixed Use (SHMU)
Density: N/A
Intensity: N/A
Application Date: April 14, 2020
Approved Site Plan Date: June 15, 2020

DISCUSSION/FINDINGS:
Richard Welch on behalf of East Pass Investors, Inc. is requesting approval of a Minor Deviation to an existing Development Order identified as "HarborWalk Village Internal Access Changes (5th Amendment)". The proposed project is to widen the entry road to accommodate two westbound left turn lanes currently being constructed by FDOT on Harbor Boulevard. The proposed project is located at 10 Harbor Boulevard and is within the Old Destin Multimodal District. The subject property contains 14.7 acres, more or less. No changes to the other approved uses or site improvements are proposed.

COMPREHENSIVE PLAN/ZONING:
The property has a Future Land Use Map Designation of SHMU (South Harbor Mixed Use) and a Zoning Designation of SHMU – South Harbor Mixed Use. The proposed project is consistent with the Comprehensive Plan and Land Development Code (LDC).

DENSITY:
Maximum allowed: N/A
Provided: N/A

HEIGHT:
Maximum allowed: N/A
Provided: N/A

PITCHED ROOF
Minimum required: N/A
Provided: N/A

FLOOR AREA RATIO:
Maximum allowed: N/A
Provided: N/A

SETBACKS:
N/A

OPEN SPACE
N/A

PLATTING:
N/A

CONCURRENCY MANAGEMENT:
Stormwater: The project meets the stormwater concurrency and was signed off by the Engineering Division on April 30, 2020.
Potable Water: There are no impacts to potable water associated with this proposal.
Sanitary Sewer: There are no impacts to sanitary sewer associated with this proposal.
Solid Waste: There are no impacts to solid waste associated with this proposal.
Traffic: There are no impacts to traffic concurrency associated with this proposal.

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

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

TRANSPORTATION ANALYSIS:
There are no additional trips associated with the proposal.

RIGHT-OF-WAY DEDICATION:
There is no right-of-way dedication involved with this project.

INGRESS/EGRESS:
Access to the property is provided by a direct accessway connection from Highway 98.

PEDESTRIAN NETWORK:
N/A

PARKING:
On-site parking requirements are calculated based on the gross floor area of the proposed development. The proposal does not include any additional gross floor area. Therefore, no additional parking is required.

UTILITIES:
All utilities are required to be underground.

STORMWATER:
Stormwater Concurrency was signed off by the Engineering Division on April 30, 2020.

WHITE SANDS ZONE:
The proposed project is located within White Sands Zone I.

LANDSCAPE:
Front perimeter/common boundary: N/A
Interior parking landscape: N/A
Buffer zone: N/A
Preservation and restoration: There are 43 trees being removed and replaced for the proposed modification.

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

IMPACT FEES:
Impact fees are calculated based on the gross floor area of the proposed development. The proposal does not include any additional gross floor area. Therefore, no additional impact fees are estimated at this time.

OTHER FEES: Not applicable.

COMMENTS: None.

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HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

[redacted]

DESTIN, FL

PREPARED FOR

EAST PASS INVESTORS, INC

DESCRIPTION:
LOTS 8 AND 9 OF MORENO POINT MILITARY RESERVATION, ACCORDING TO DEED BOOK 25, PAGE 573 OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA, LYING SOUTH OF STATE ROAD 30 (US HIGHWAY 98) RIGHT OF WAY.

PROJECT LOCATION
N.T.S.

INDEX OF SHEETS

1	COVER
1B	SIGNATURE SHEET
2	GENERAL NOTES
3A – 3B	DEMOLITION PLAN & EXISTING CONDITIONS
4A	OVERALL SITE PLAN
4B – 4C	SITE GEOMETRY & UTILITY PLAN
4D	PARKING SUMMARY SHEET
4E	SIGNING AND PAVEMENT MARKING PLAN
4F	PAY FOR PARKING TRAFFIC CONTROL PLAN
5A – 5B	PREDEVELOPMENT PLAN– FDEP PERMITTED PLAN
5C	POST DEVELOPMENT PLAN
6A – 6B	PAVING & DRAINAGE PLAN
7A – 7D	PAVING AND DRAINAGE DETAILS
8	STORMWATER POLLUTION PREVENTION PLAN
9A	MAINTENANCE OF TRAFFIC PLAN PHASE 1
9B	MAINTENANCE OF TRAFFIC PLAN PHASE 2
9C	MAINTENANCE OF TRAFFIC PLAN PHASE 3
10	DUST CONTROL, VIBRATION MITIGATION AND CONSTRUCTION VEHICLE PLAN
L1	TREE REMOVAL AND PRESERVATION PLAN
L2	LANDSCAPE PLAN
L3	LANDSCAPE SPECIFICATIONS
S1	BOUNDARY AND TOPOGRAPHIC SURVEY

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture

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JACKSONVILLE, FLORIDA 32246
(904) 265-3030 FAX: (904) 265-3031

C.A. NUMBER: 3650 L.A. NUMBER: LC26000311
www.cwieng.com

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwieng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
1			
2			
3			
4			
5			
6			

COVER

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

THIS DRAWING IS THE PROPERTY OF CONNELLY & WICKER INC. AND IS NOT TO BE REPRODUCED OR COPIED IN WHOLE OR IN PART. IT IS NOT TO BE USED ON ANY OTHER PROJECT AND IS TO BE RETURNED ON REQUEST.

Project No.:	19-01-0030
Designed:	AMH
Drawn:	DCG
Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	N.T.S.
Sheet	1

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Printed: Jun 26, 2020 - 1:39pm Printed By: autumn

THIS DOCUMENT HAS BEEN DIGITALLY SIGN AND SEALED BY:

RICHARD C. WELCH LICENSE No. 40279 STATE OF FLORIDA PROFESSIONAL ENGINEER

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

CONNELLY & WICKER INC.
10060 SKINNER LAKE DR., SUITE 500
JACKSONVILLE, FL 32246
PHONE 904.265.3030 FAX 904.265.3031
CA NO. 3650 LA NO. LC26000311
RICHARD C. WELCH, P.E. NO. 40279

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

SIGNATURE SHEET

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
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C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
1			
2			
3			
4			
5			

Project No.:	19-01-0030
Designed:	AMH
Drawn:	DCG
Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	N.T.S.
Sheet	1B

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GENERAL NOTES:

1. ALL WORK AND MATERIALS SHALL BE IN COMPLETE ACCORDANCE WITH ALL RELATIVE SECTIONS OF COUNTY STANDARDS, (LATEST REVISION) AND ALL CURRENT COUNTY STANDARD DETAILS. CONTRACTOR SHALL COMPLY WITH CURRENT A.D.A. CODE FOR ALL WORK ON THIS PROJECT.
2. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF O.S.H.A. SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ANY INJURIES TO HIS EMPLOYEES, AND ANY DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH O.S.H.A. REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTORS BID.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND THE EXTENT OF THE WORK AND LOCAL CONDITIONS, EITHER SURFACE OR SUB-SURFACE, WHICH MAY AFFECT THE WORK TO BE PERFORMED, AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS ALSO URGED TO TAKE COLOR PHOTOGRAPHS THROUGHOUT THE PROJECT AREA TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION, AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EITHER CONDUCT ANY FIELD EXPLORATION OR ACQUIRE ANY GEOTECHNICAL ASSISTANCE REQUIRED TO ESTIMATE THE AMOUNT OF UNSUITABLE MATERIAL REQUIRED TO BE REMOVED AND/OR TO ESTIMATE THE AMOUNT OF OFF SITE BORROW THAT WILL BE REQUIRED.
5. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER AND THE COUNTY FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY THE OWNER AND THE COUNTY.
6. ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.) UNITED STATES COASTAL AND GEODETIC SURVEY (U.S.C. & G.S.).
7. FOR BOUNDARY, ROADWAY AND LOT GEOMETRY INFORMATION SEE PLAT.
8. THE CONTRACTOR WILL CONTRACT WITH AN INDEPENDENT TESTING LABORATORY TO PERFORM MATERIAL TESTING AND SOIL TESTING IN ACCORDANCE WITH COUNTY REQUIREMENTS. THIS SHALL INCLUDE DENSITY TESTS IN ALL PAVEMENT AREAS AND IN ALL UTILITY TRENCHES LOCATED IN PAVEMENT AREAS CONCRETE TESTING AND ALL OTHER MATERIAL TESTING. PRIOR TO LIMEROCK PLACEMENT, THE PROJECT GEOTECHNICAL ENGINEER SHALL MAKE RECOMMENDATIONS FOR UNDERDRAIN PLACEMENT.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE FOR THE PROJECT INCLUDING COUNTY RIGHT-OF-WAY PERMITS FOR WORK IN THE COUNTY RIGHT- OF-WAY OR EASEMENT.
10. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN COUNTY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION AND REPAIR.
11. ALL PUBLIC DRAINAGE EASEMENTS SHALL BE "UNOBSTRUCTED" EASEMENTS. ALL "UNOBSTRUCTED" EASEMENTS TO BE CLEAR AND DRIVEABLE.
12. "AS-BUILT" DRAWINGS – AS-BUILTS TO THE COUNTY AND THE F.D.E.P. ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION AND SUBMITTAL OF "AS-BUILT" DRAWINGS IN ACCORDANCE WITH CURRENT COUNTY STANDARDS AND SPECIFICATIONS AND F.D.E.P. REGULATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROCESS THE "AS-BUILT" DRAWINGS FOR APPROVAL BY THE COUNTY.
13. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION WITH ALL OTHER CONTRACTORS. IN THE EVENT OF ANY CONFLICT WHATSOEVER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION.
14. CLEARING AND GRUBBING REQUIRED FOR ALL ROADWAY, UTILITIES, DITCHES, AND BERMS INCLUDED IN THIS PROJECT, AND THE CLEARING AND GRUBBING OF ALL RIGHT-OF-WAY OR EASEMENTS SHALL BE CONSIDERED AS PART OF THE PROJECT.
15. ALL AREAS SHOWN TO BE FILLED SHALL BE CLEARED AND GRUBBED IN ACCORDANCE WITH COUNTY STANDARDS AND SHALL BE FILLED WITH CLEAN STRUCTURAL FILL COMPACTED AND TESTED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION REPORT.
16. CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS. IF A MONUMENT IS DISTURBED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT.
17. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR.
18. ALL EXCESS SUITABLE AND UNSUITABLE MATERIAL SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY ENGINEER OR OWNER.
19. ALL EXISTING TREES TO REMAIN SHALL BE PRESERVED AND PROTECTED.
20. BURNING OF TREES, BRUSH AND OTHER MATERIAL SHALL BE APPROVED, PERMITTED AND COORDINATED WITH COUNTY FIRE MARSHAL.
21. ROADWAY UNDERDRAINS SHALL BE AS REQUIRED ON THE PLANS OR AS MAY BE DETERMINED NECESSARY BY THE GEOTECHNICAL ENGINEER DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF HIGH GROUND WATER CONDITIONS ARE PRESENT DURING THE PREPARATION OF THE PAVEMENT SUB-BASE.
22. PROVIDE CONTRACTION JOINTS AT 10' O.C. AND EXPANSION JOINTS AT 50' O.C. ON ALL EXTERIOR SIDEWALKS AND CURBING.
23. MAINTENANCE OF TRAFFIC SHALL CONFORM TO F.D.O.T. STANDARD INDEX 600, LATEST EDITION.
24. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARD INDEXES 11860, 17346, AND 17352.
25. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED ROADWAY/SITE DEVELOPMENT SHALL BE REMOVED BY THE CONTRACTOR UTILIZING METHOD APPROVED BY THE COUNTY.
26. ALL STORM PIPE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
27. BOUNDARY & TOPOGRAPHICAL INFORMATION BASED ON SURVEY BY:
    EMERALD COAST ASSOCIATES, INC.
    327 COUNTY HIGHWAY 393 SOUTH
    SANTA ROSA BEACH, FL 32459
    PHONE: 850.267.0473

    CONTRACTOR RESPONSIBLE FOR VERIFYING BENCHMARK INFORMATION WITH EMERALD COAST ASSOCIATES, INC.

UTILITY NOTES:

1. THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES AND IMPROVEMENTS SHOWN ON THE DRAWINGS IS BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN VERIFIED. THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE CONTRARY TO THE ACTUAL LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THIS DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITIES AND IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR AND SHALL REPAIR OR PAY FOR ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH HE SHALL CONNECT.
2. ALL PIPE LENGTHS ARE SCALED DIMENSIONS. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED TO CONFORM WITH COUNTY REQUIREMENTS AND SHALL BE CONSTRUCTED TO CONFORM WITH CURBING, PROPERTY LINES AND LOW POINTS AS SHOWN ON THE PLANS.
3. CONTRACTOR SHALL INSURE THAT ALL DRAINAGE STRUCTURES, PIPES, ETC. ARE CLEAN AND FUNCTIONING PROPERLY AT TIME OF ACCEPTANCE.
4. ALL DRAINAGE STRUCTURES TO HAVE TRAFFIC BEARING GRATES.
5. UNSUITABLE MATERIALS UNDER WATER, SEWER PIPE, STORM PIPE OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL, PROPERLY COMPACTED.
6. ALL UNDERGROUND UTILITIES MUST BE INSTALLED PRIOR TO PREPARATION OF SUBGRADE FOR PAVEMENT.
7. ALL WATER AND SEWER CONSTRUCTION WITHIN THE COUNTY SHALL BE ACCOMPLISHED BY AN UNDERGROUND UTILITY CONTRACTOR LICENSED UNDER THE PROVISIONS OF CHAPTER 489 OF THE FLORIDA STATUTES.
8. SANITARY SEWER SERVICES SHALL BE 6" PVC WITH A MINIMUM SLOPE OF 0.006 FEET PER FOOT AND SHALL BE TERMINATED AT THE RIGHT-OF-WAY LINE WITH A DEPTH OF 48" UNLESS OTHERWISE DETAILED OR RESTRICTED DUE TO DEPTH OF SEWER MAIN.
9. WATER LINES SHALL HAVE A MINIMUM OF 36" COVER FROM FINISHED GRADE UNLESS OTHERWISE SHOWN. ALL WATER MAINS SHALL BE FLUSHED IN ACCORDANCE WITH AWWA C651 DISINFECTION STANDARDS.
10. ALL POTABLE PVC PIPE 3 INCHES IN DIAMETER OR LESS SHALL BE LISTED AS NSF-pw AND SHALL BE MARKED AS SUCH.
11. WATER AND SEWER LINES ARE DESIGNATED TO FINISHED GRADES AND SHALL BE PROTECTED UNTIL FINISHED WORK IS COMPLETE.
12. HORIZONTAL SEPARATION BETWEEN WATER MAINS, VALVES, FITTINGS AND SANITARY OR STORM SEWER SHALL BE A MINIMUM OF 6 FEET OR IN ACCORDANCE WITH F.D.E.P. REGULATIONS.
13. WHERE PARALLEL WATER AND SEWER (INCLUDING STORM) LINES HAVE LESS THAN 6 FEET HORIZONTAL SEPARATION, FULL-UNCUT LENGTHS OF WATER QUALITY PIPE (I.E. DR 18 AWWA C-900 FOR NEWLY INSTALLED SEWER & DR 25 AWWA C-900 WATER) WILL BE USED WITH THE JOINTS STAGGERED AT 10 FOOT INTERVALS OR THEY WILL BE PLACED ON AN UNDISTURBED SHELF OR IN A SEPARATE TRENCH WITH A MINIMUM VERTICAL SEPARATION OF AT LEAST 18 INCHES. IT IS PREFERABLE TO HAVE THE WATER MAINS LOCATED ABOVE THE SEWER AND WITH 6 FEET OF SEPARATION WHERE POSSIBLE.
14. WHERE IT IS NOT POSSIBLE FOR WATER AND SEWER (INCLUDING STORM) LINES TO CROSS WITH A MINIMUM OF 18 INCHES OF VERTICAL CLEARANCE, A FULL UNCUT LENGTH OF WATER QUALITY PIPE (I.E. DR 18 AWWA C-900 FOR NEWLY INSTALLED SEWER & DR 25 AWWA C-900 WATER) WHICH IS USUALLY 20 FEET LONG WILL BE CENTERED ON THE POINT OF CROSSING. THE CONTRACTOR SHALL FIELD VERIFY THE VERTICAL SEPARATION. THE MINIMUM VERTICAL SEPARATION BETWEEN WATER AND SEWER (INCLUDING STORM) PIPES WHEN 18 INCHES IS NOT POSSIBLE WILL BE 6 INCHES OUTSIDE DIAMETER TO OUTSIDE DIAMETER. IT IS PREFERABLE TO HAVE THE WATER MAIN ABOVE THE SEWER LINES AND AT LEAST 18 INCHES VERTICAL SEPARATION.
15. A FULL UNCUT LENGTH OF WATER MAIN PIPE (USUALLY 20 FEET) SHALL BE CENTERED AT THE POINT OF CROSSING OF ALL WATER AND SEWER (INCLUDING STORM) LINES AT THE POINT OF CROSSINGS REGARDLESS OF VERTICAL SEPARATIONS.
16. IN THE CASE WHERE SOLVENT CONTAMINATION IS FOUND IN THE TRENCH, WORK WILL BE STOPPED AND THE PROPER AUTHORITIES SHALL BE NOTIFIED. WITH THE APPROVAL OF THE OKALOOSA COUNTY HEALTH DEPARTMENT, DUCTILE IRON PIPE, FITTINGS AND APPROVED SOLVENT RESISTANT GASKET MATERIAL SHALL BE USED IN THE CONTAMINATED AREA. THE DUCTILE IRON PIPE WILL EXTEND AT LEAST 100 FEET BEYOND ANY DISCOVERED SOLVENT.
17. IN REGARD TO THE REQUEST FOR A LETTER OF RELEASE TO PLACE THE CONSTRUCTION INTO SERVICE, THE BACTERIOLOGICAL SAMPLE POINTS WILL BE INDICATED IN RED OR PINK ON THE RECORD OR AS-BUILT DRAWINGS. THE SAMPLE NUMBERS WILL CORRESPOND TO THOSE ON THE BACTERIOLOGICAL SAMPLE LAB SHEETS.
18. THE RECORD OR AS-BUILT DRAWINGS SUBMITTED AT THE TIME OF REQUEST FOR A LETTER OF RELEASE TO PLACE THE CONSTRUCTION INTO SERVICE WILL CLEARLY DEPICT THE VERTICAL CLEARANCES BETWEEN WATER AND SEWER (INCLUDING STORM) LINES AT ALL CROSSING AND
19. UNLESS OTHERWISE NOTED, ALL WATER MAINS SHALL BE PVC DR18, CLASS 200 AND ALL WATER MAINS 2" OR SMALLER SHALL BE N.F.S.P.W. RATED.
20. ALL GATE VALVES SHALL BE COUNTY STANDARD. VALVES SHALL BE MECHANICAL JOINT, CAST IRON, BRONZE FITTED WITH RESILIENT SEAT. ALL VALVES SHALL OPEN BY TURNING TO THE LEFT. VALVES SHALL BE RATED AT 200 PSI WORKING PRESSURE AND 400 PSI TEST PRESSURE.
21. ALL WATER MAINS SHALL BE BACTERIOLOGICAL AND PRESSURE TESTED AT 150 PSI FOR 2 HOURS WITH 0 PRESSURE LOSS IN ACCORDANCE WITH AWWA C-600 STANDARDS. NO CONNECTION TO EXISITING POTABLE WATER SYSTEM SHALL BE ALLOWED UNTIL ALL PROPOSED WATER LINES HAVE BEEN PRESSURE TESTED, DISINFECTED, AND CLEARED FOR SERVICE. THE ENGINEER MUST BE NOTIFIED 48 HOURS PRIOR TO PERFORMING THE PRESSURE TEST AND MUST BE PRESENT.
22. A UTILITY COMPANY PRECONSTRUCTION CONFERENCE MUST BE HELD PRIOR TO COMMENCEMENT OF WATER OR SEWER WORK. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY TO SCHEDULE THIS CONFERENCE.
23. THE CONTRACTOR SHALL AVOID SERVICE INTERRUPTIONS AND MAINTAIN ANY EXISTING WATER AND SEWER SERVICE TO MEET THE SYSTEM DEMANDS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF AFFECTED CUSTOMERS OF THE UTILITY A MINIMUM OF 48 HOURS IN ADVANCE OF ANY INTERRUPTION OF SERVICE.
24. ALL NEW AND/OR RELOCATED WATER MAIN PIPES AND FITTINGS SHALL NOT CONTAIN MORE THAN EIGHT PERCENT LEAD AND ALL PACKING AND JOINT MATERIALS USED IN THE JOINTS SHALL CONFORM WITH ALL APPLICABLE AWWA STANDARDS. ALL NEW AND/OR RELOCATED WATER SERVICES AND PLUMBING SHALL CONTAIN NO MORE THAN EIGHT PERCENT LEAD AND ALL SOLDERS AND FLUX SHALL CONTAIN NO MORE THAN 0.2 PERCENT LEAD.
25. ALL WATER AND SEWER CONSTRUCTION MATERIALS TO BE CONSTRUCTED IN COUNTY RIGHT-OF-WAY OR COUNTY EASEMENT MUST BE IN CONFORMANCE WITH THE COUNTY APPROVED MATERIALS MANUAL.
26. CONNECTION IS CONTINGENT UPON CONSTRUCTION, DEDICATION AND FINAL ACCEPTANCE OF THE OFFSITE WATER TRANSMISSION SYSTEM AND SEWER COLLECTION SYSTEM WITHIN THE LIMITS OF THIS PROJECT.
27. MINIMUM COVER FOR WATER MAINS AND FORCE MAINS IS 30" IN UNPAVED AREAS AND 36" IN PAVED AREAS OR DUCTILE IRON PIPING / CONCRETE ENCASEMENT IS SPECIFIED.
28. ALL PIPES CONFORM TO THE APPROPRIATE AWWA STANDARDS AND SPECIFICATIONS.
29. ALL PIPING AND ASSOCIATED APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST COUNTY STANDARDS, DETAILS & MATERIALS MANUAL.
30. ALL WATER MAIN PRESSURE AND LEAKAGE TESTING SHALL BE IN ACCORDANCE WITH AWWA C600-87, SWUCI SPECIFICATIONS AND/OR COUNTY'S APPLICABLE STANDARDS AND SPECIFICATIONS. ALL WATER MAIN DISINFECTING SHALL BE IN ACCORDANCE WITH AWWA C651, SWUCI SPECIFICATIONS AND/OR COUNTY'S APPLICABLE STANDARDS AND SPECIFICATIONS.

EROSION & SEDIMENT CONTROL NOTES:

1. THESE PLANS INDICATE THE MINIMUM EROSION & SEDIMENT CONTROL MEASURES REQUIRED FOR THIS PROJECT. FOR ADDITIONAL INFORMATION ON SEDIMENT AND EROSION CONTROL REFER TO "THE FLORIDA DEVELOPMENT MANUAL-A GUIDE TO SOUND LAND AND WATER MANAGEMENT" FROM THE STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (F.D.E.P.) CHAPTER 6. THE CONTRACTOR SHALL PROVIDE EROSION PROTECTION AND TURBIDITY CONTROL AS REQUIRED TO INSURE CONFORMANCE TO STATE AND FEDERAL WATER QUALITY STANDARDS AND MAY NEED TO INSTALL ADDITIONAL CONTROLS TO CONFORM TO AGENCIES REQUIREMENTS. IF A WATER QUALITY VIOLATION OCCURS, THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ALL DAMAGE AND ALL COSTS WHICH MAY RESULT INCLUDING LEGAL FEES, CONSULTANT FEES, CONSTRUCTION COSTS AND FINES.
2. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING THE BEST EROSION AND SEDIMENT CONTROL PRACTICES AS OUTLINED IN THE PLANS AND SPECIFICATIONS AND THE F.D.E.P. SPECIFICATIONS AND CRITERIA.
3. EROSION AND SEDIMENT CONTROL BARRIERS SHALL BE PLACED ADJACENT TO ALL WETLAND AREAS WHERE THERE IS POTENTIAL FOR DOWNSTREAM WATER QUALITY DEGRADATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING A PERMANENT STAND OF SOD AND/OR GRASS PER CITY STANDARDS AND MEETING THE N.P.D.E.S. FINAL STABILIZATION REQUIREMENTS.
5. IF DEWATERING CAPACITY REQUIRES A CONSUMPTIVE USE PERMIT (C.U.P.) IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO OBTAIN THE PERMIT THROUGH THE F.D.E.P.
6. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND EXCAVATION ACTIVITIES, THE CONTRACTOR SHALL PERFORM GROUNDWATER TESTING IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION AGENCY FEDERAL REGISTER, PAGE 42739, PART 1A.3, TO DETERMINE PETROLEUM CONTAMINATION LEVELS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING N.P.D.E.S. PERMIT, IF REQUIRED, IN ORDER TO DISCHARGE ANY GROUNDWATER ENCOUNTERED DURING CONSTRUCTION AND DEWATERING OPERATIONS.
7. 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR WILL SUBMIT A "NOTICE OF INTENT" TO THE EPA IN ACCORDANCE WITH NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM RULES AND REGULATIONS.
8. THE CONTRACTOR SHALL WRAP STORM SEWER GRATES IN FILTER FABRIC TO PREVENT SEDIMENTATION OF THE STORM SEWER SYSTEM. CONTRACTOR SHALL MAINTAIN THE FILTER FABRIC UNTIL THE ASPHALT/CONCRETE PAVEMENT IS PLACED.
9. THE CONTRACTOR SHALL PROTECT ALL STORMWATER BASINS AND/OR SWALES FROM SEDIMENTATION DURING CONSTRUCTION USING NECESSARY SEDIMENT CONTROL BARRIERS.
10. IN THE EVENT OF DELAYS IN CONSTRUCTION, THE CONTRACTOR SHALL SEED ALL AREAS AND MAINTAIN EROSION CONTROL BARRIERS IN PLACE TO PREVENT EROSION, SILTATION AND AND INCREASE RUNOFF.

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GENERAL NOTES

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Designed: AMH	Drawn: DCG
Checked: RCW	O.C.: RCW
Date:	JUNE 2020
Scale:	N.T.S.
Sheet	2

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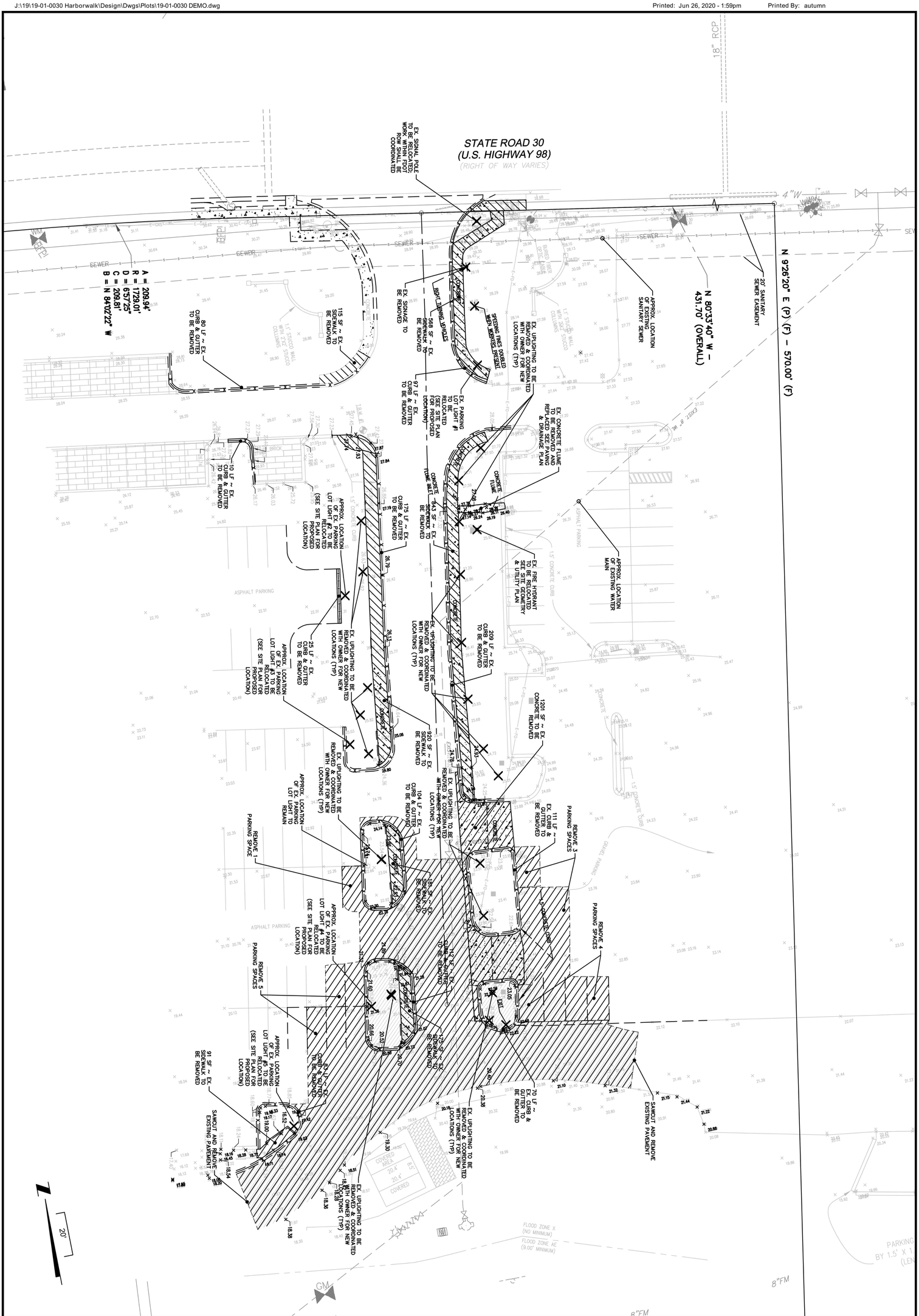

Project No. 19-01-0030	Drawn: DG	RICHARD C. WELCH PE NO. 40279 Reg. Engineer	HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS PREPARED FOR EAST PASS INVESTORS, INC
Designed: AMH	Checked: RCW		
Date: JUNE 2020	Scale: 1" = 20'		
Sheet 3A			

DEMOLITION PLAN & EXISTING CONDITIONS

No.	Date	Revision	By
7			
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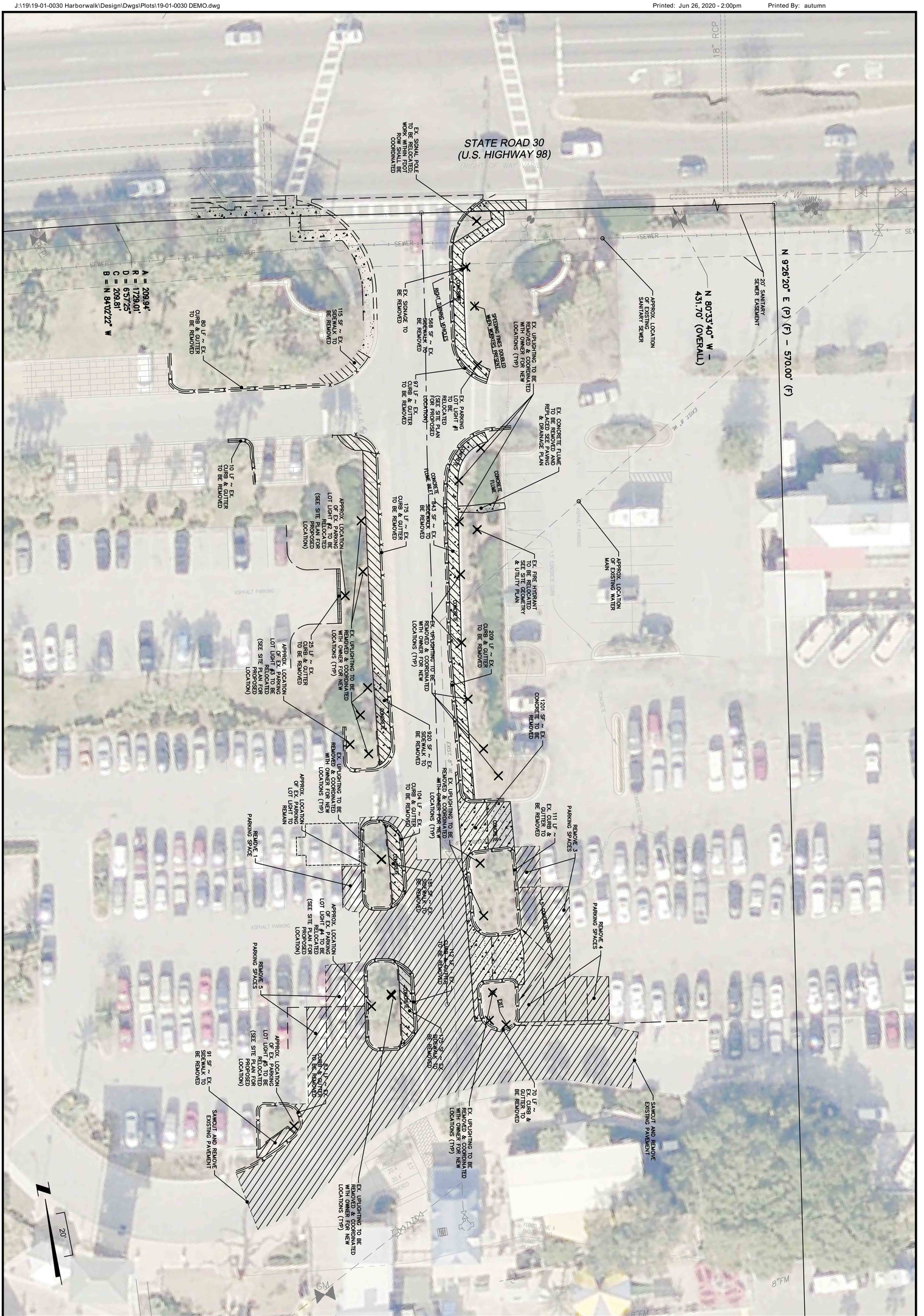

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Date: JUNE 2020	Scale: 1" = 20'	Sheet 3B	

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

DEMOLITION PLAN & EXISTING CONDITIONS

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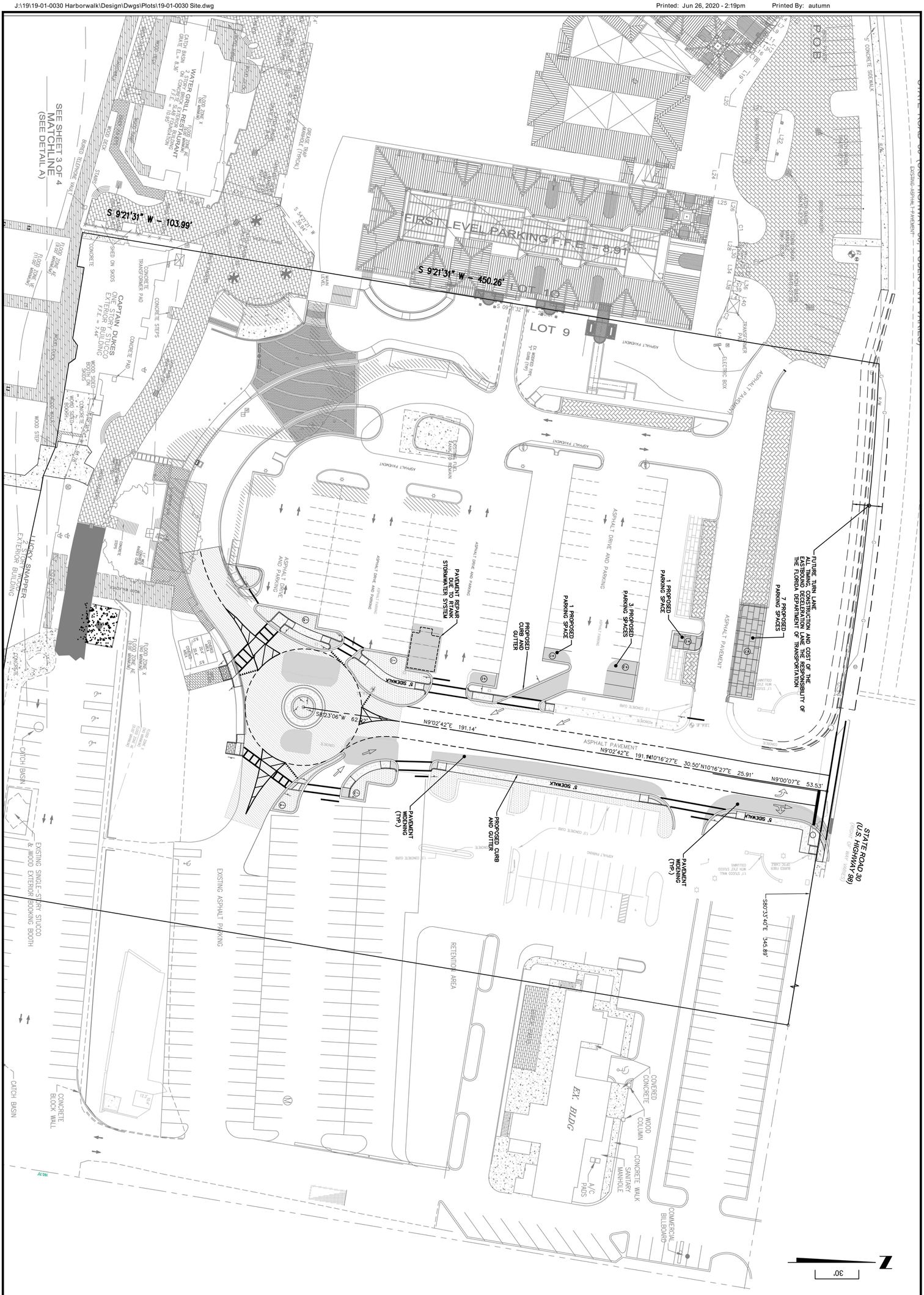

Sheet: 4A	Project No.: 19-01-0030	RICHARD C. WELCH PE NO. 40279 Reg. Engineer	HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
Date: JUNE 2020	Designed: AMH		PREPARED FOR EAST PASS INVESTORS, INC
Scale: 1" = 30'	Drawn: DCG		OVERALL SITE PLAN
	Checked: RCW		
	QC: RCW		

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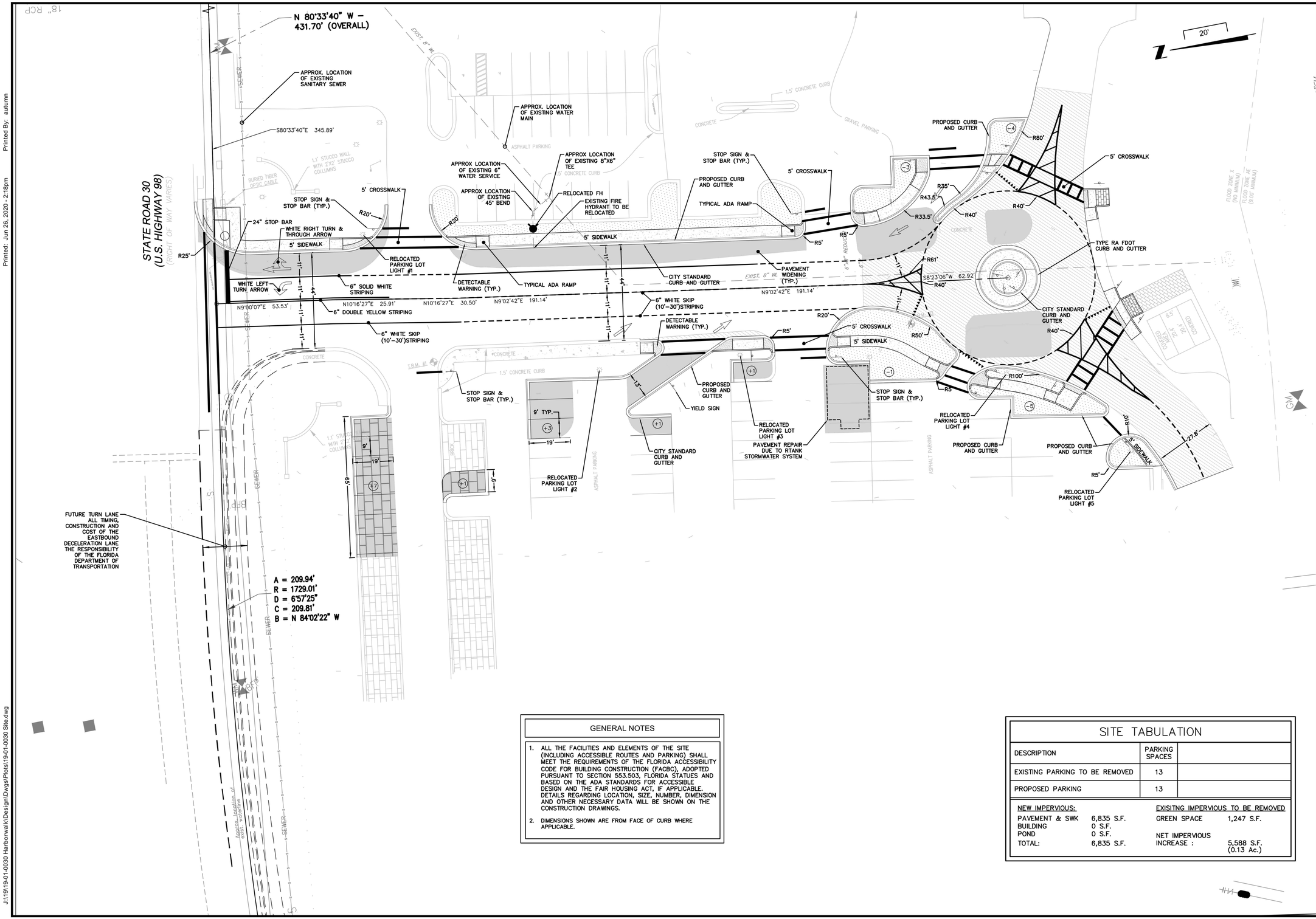

GENERAL NOTES

1. ALL THE FACILITIES AND ELEMENTS OF THE SITE (INCLUDING ACCESSIBLE ROUTES AND PARKING) SHALL MEET THE REQUIREMENTS OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION (FACBC), ADOPTED PURSUANT TO SECTION 553.503, FLORIDA STATUES AND BASED ON THE ADA STANDARDS FOR ACCESSIBLE DESIGN AND THE FAIR HOUSING ACT, IF APPLICABLE. DETAILS REGARDING LOCATION, SIZE, NUMBER, DIMENSION AND OTHER NECESSARY DATA WILL BE SHOWN ON THE CONSTRUCTION DRAWINGS.
2. DIMENSIONS SHOWN ARE FROM FACE OF CURB WHERE APPLICABLE.

SITE TABULATION

DESCRIPTION	PARKING SPACES	
EXISTING PARKING TO BE REMOVED	13	
PROPOSED PARKING	13	

NEW IMPERVIOUS:		EXISITNG IMPERVIOUS TO BE REMOVED	
PAVEMENT & SWK	6,835 S.F.	GREEN SPACE	1,247 S.F.
BUILDING	0 S.F.		
POND	0 S.F.	NET IMPERVIOUS	
TOTAL:	6,835 S.F.	INCREASE :	5,588 S.F. (0.13 Ac.)

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SITE GEOMETRY & UTILITY PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Sheet 4B

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GENERAL NOTES

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2. DIMENSIONS SHOWN ARE FROM FACE OF CURB WHERE APPLICABLE.

LEGEND

- PROPERTY LINE
- CENTERLINE OF ROADWAY
- SIGN & POST
- STANDARD CURB & GUTTER
- NEW FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT MILL AND RESURFACE
- OVERLAY PAVEMENT TO TRANSITION TO EXISTING
- LANDSCAPE/ GRASS AREA
- CONCRETE PAVEMENT

SITE TABULATION

DESCRIPTION	PARKING SPACES	
EXISTING PARKING TO BE REMOVED	13	
PROPOSED PARKING	13	

NEW IMPERVIOUS:		EXISITNG IMPERVIOUS TO BE REMOVED	
PAVEMENT & SWK	6,835 S.F.	GREEN SPACE	1,247 S.F.
BUILDING	0 S.F.		
POND	0 S.F.		
TOTAL:	6,835 S.F.	NET IMPERVIOUS INCREASE :	5,588 S.F. (0.13 Ac.)

N 9°26'20" E (P) (F) – 570.00' (F)

20' SANITARY SEWER EASEMENT

N 80°33'40" W – 431.70' (OVERALL)

APPROX. LOCATION OF EXISTING SANITARY SEWER

S80°33'40"E 345.89'

STATE ROAD 30 (U.S. HIGHWAY 98)

APPROX. LOCATION OF EXISTING WATER MAIN

APPROX LOCATION OF EXISTING 8"X6" TEE

APPROX. LOCATION OF EXISTING 6" WATER SERVICE

APPROX. LOCATION OF EXISTING 45° BEND

RELOCATED FH

EXISTING FIRE HYDRANT TO BE RELOCATED

STOP SIGN & STOP BAR (TYP.)

5' CROSSWALK

R20'

24" STOP BAR

WHITE RIGHT TURN & THROUGH ARROW

5' SIDEWALK

R25'

RELOCATED PARKING LOT LIGHT #1

WHITE LEFT TURN ARROW

6" SOLID WHITE STRIPING

6" DOUBLE YELLOW STRIPING

6" WHITE SKIP (10'–30')STRIPING

DETECTABLE WARNING (TYP.)

TYPICAL ADA RAMP

CITY STANDARD CURB AND GUTTER

PAVEMENT WIDENING (TYP.)

N9°00'07"E 53.53'

N10°16'27"E 25.91'

N10°16'27"E 30.50'

N9°02'42"E 191.14'

N9°02'42"E 191.14'

PROPOSED CURB AND GUTTER

TYPICAL ADA RAMP

R5'

20'

PROPOSED CURB AND GUTTER

R80'

R35'

R43.5'

R33.5'

R40'

5' CROSSWALK

TYPE RA FDOT CURB AND GUTTER

R61'

S8°23'06"W 62.92'

R40'

CITY STANDARD CURB AND GUTTER

R20'

5' CROSSWALK

5' SIDEWALK

R50'

R100'

R5'

STOP SIGN & STOP BAR (TYP.)

PROPOSED CURB AND GUTTER

YIELD SIGN

9' TYP.

19'

RELOCATED PARKING LOT LIGHT #2

CITY STANDARD CURB AND GUTTER

RELOCATED PARKING LOT LIGHT #3

PAVEMENT REPAIR DUE TO RTANK STORMWATER SYSTEM

RELOCATED PARKING LOT LIGHT #4

PROPOSED CURB AND GUTTER

PROPOSED CURB AND GUTTER

R10'

5' SIDEWALK

27.8'

R5'

RELOCATED PARKING LOT LIGHT #5

FUTURE TURN LANE ALL TIMING, CONSTRUCTION AND COST OF THE EASTBOUND DECELERATION LANE THE RESPONSIBILITY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION

A = 209.94'
R = 1729.01'
D = 6°57'25"
C = 209.81'
B = N 84°02'22" W

SEWER · 2"W · 4"W · 8"FM · 18" RCP · EXIST. 8" W.M. · CONCRETE · ASPHALT PARKING · CONCRETE CURB · RETAINING WALL · T.B.M. EL. · GM

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SITE GEOMETRY & UTILITY PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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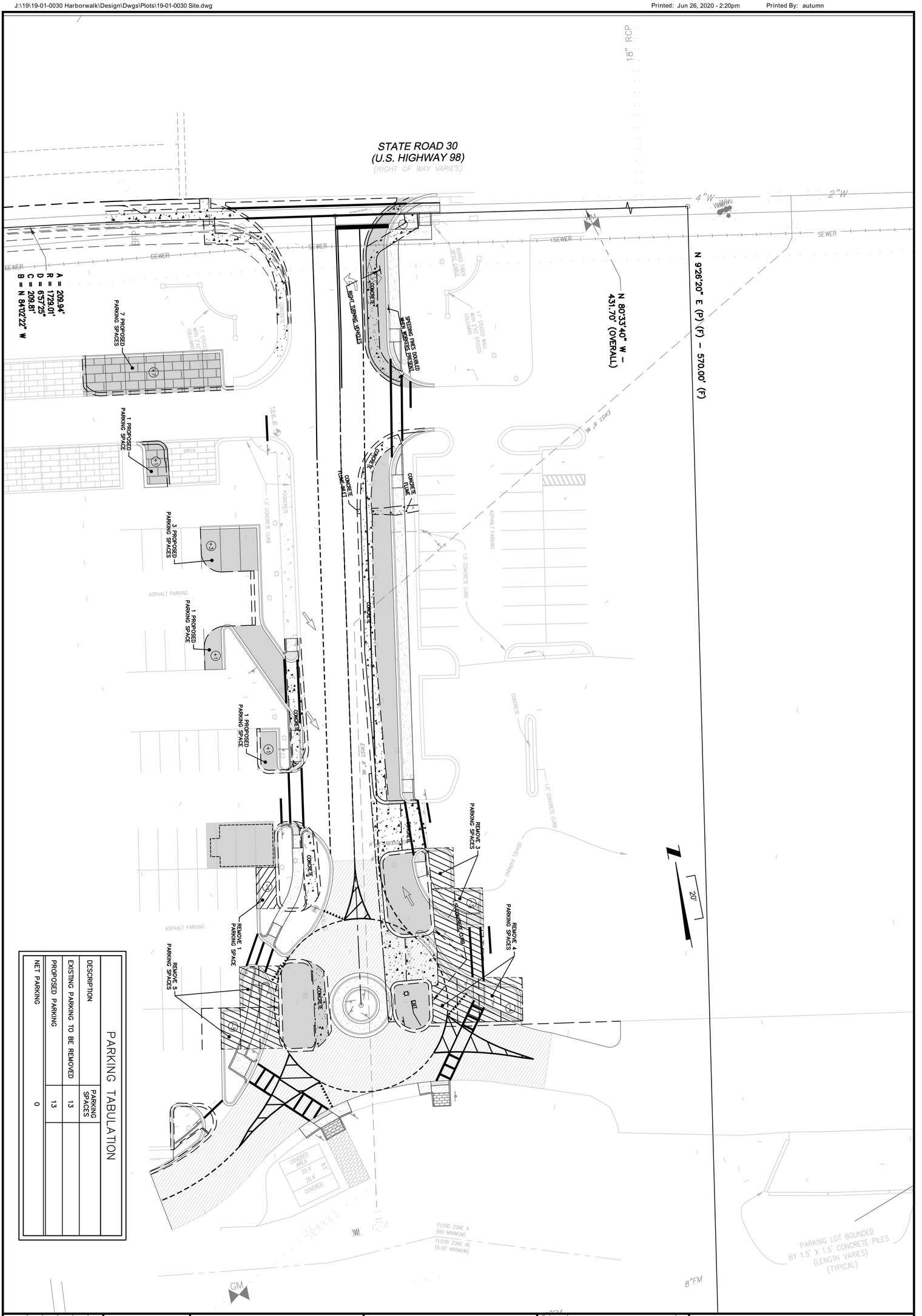

PARKING TABULATION

DESCRIPTION	PARKING SPACES
EXISTING PARKING TO BE REMOVED	13
PROPOSED PARKING	13
NET PARKING	0

Project No: 19-01-0030
Designed: AMH
Drawn: DCG
Checked: RCW
QC: RCW
Date: JUNE 2020
Scale: 1" = 20'
Sheet 4D

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

PARKING SUMMARY SHEET

No.	Date	Revision	By
1			
2			
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4			
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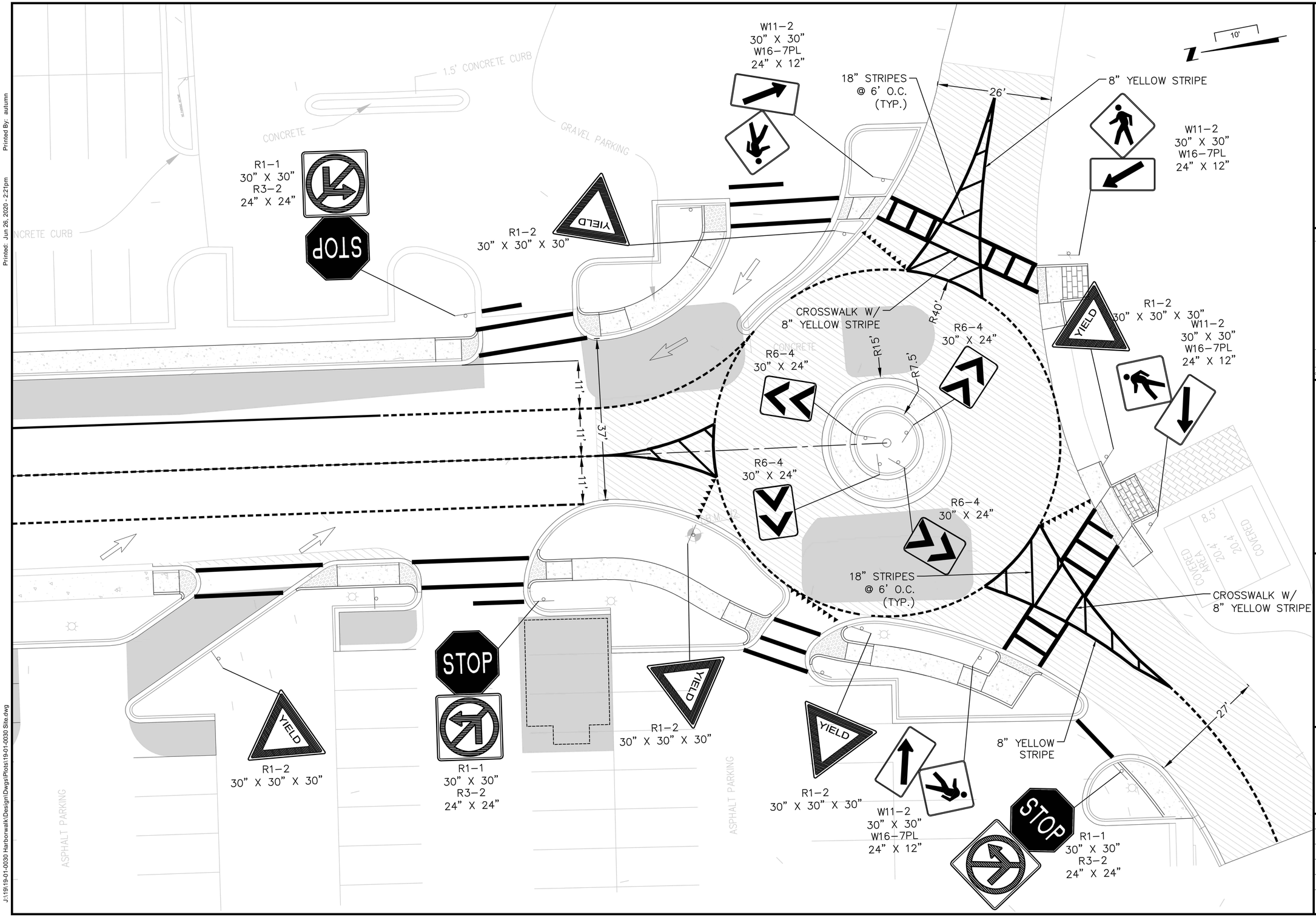

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SIGNING AND PAVEMENT MARKING PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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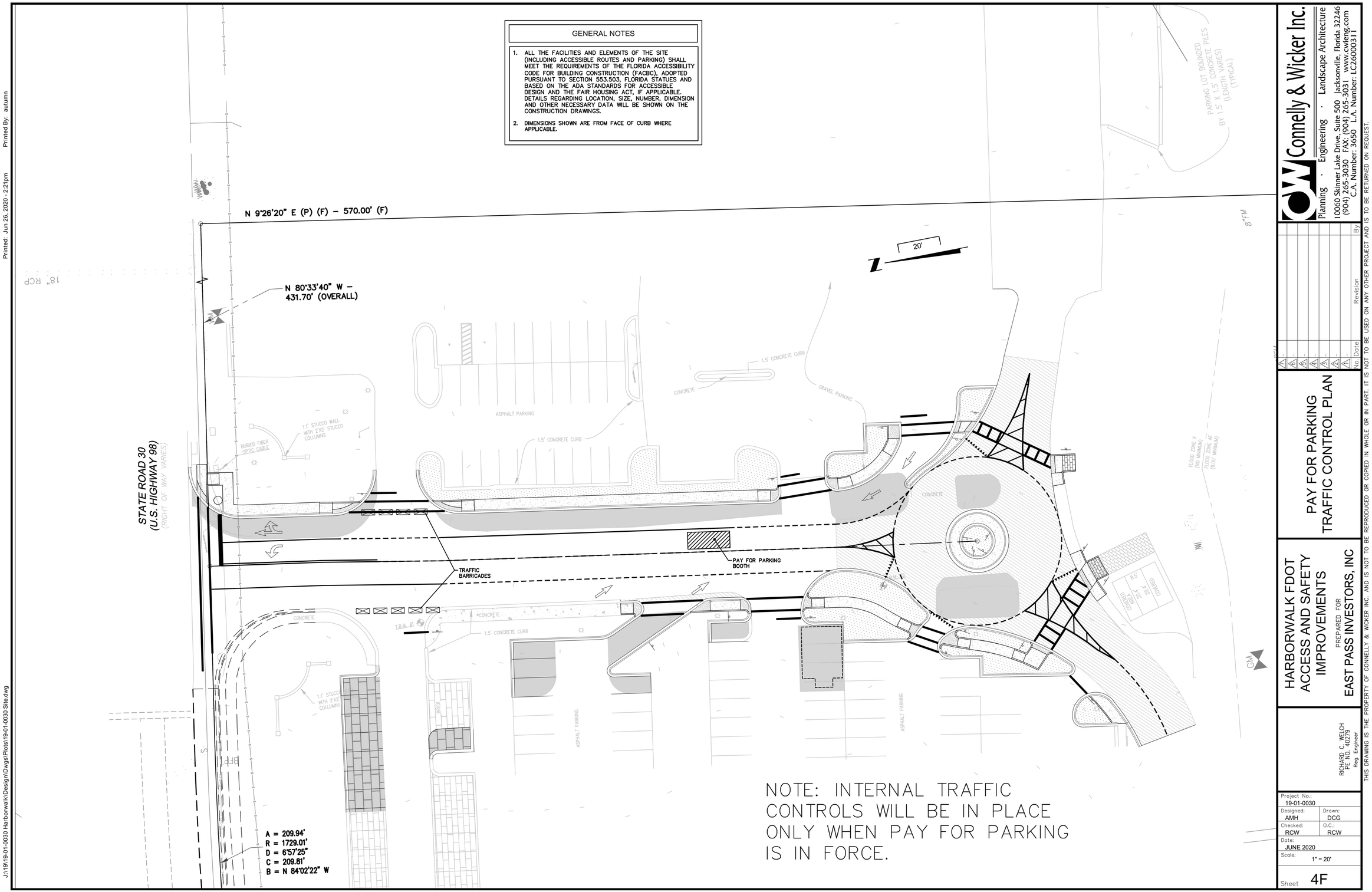

NOTE: INTERNAL TRAFFIC CONTROLS WILL BE IN PLACE ONLY WHEN PAY FOR PARKING IS IN FORCE.

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A			

PAY FOR PARKING TRAFFIC CONTROL PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

Project No.: 19-01-0030	
Designed: AMH	Drawn: DCG
Checked: RCW	Q.C.: RCW
Date: JUNE 2020	
Scale: 1" = 20'	
Sheet 4F	

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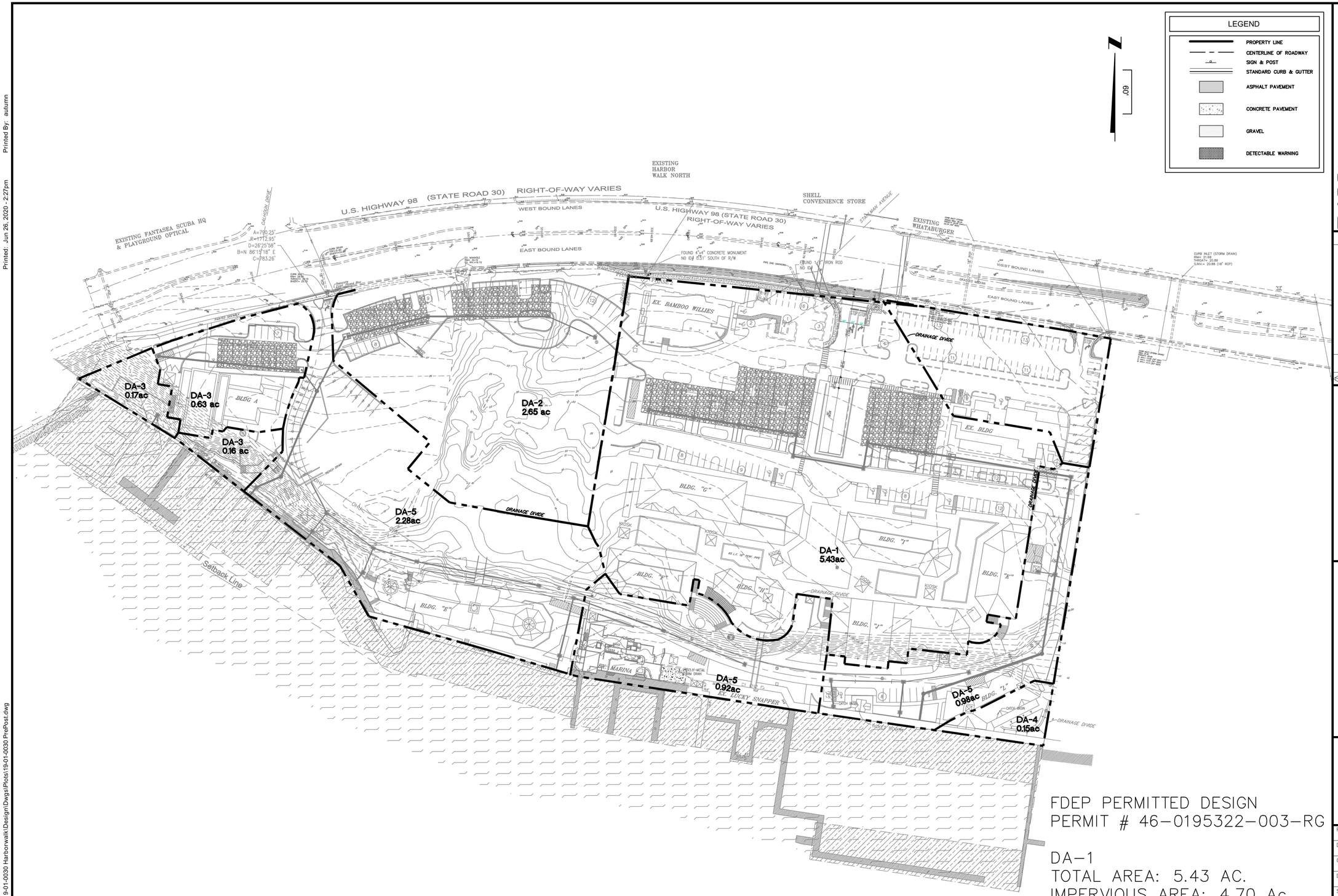

FDEP PERMITTED DESIGN
PERMIT # 46-0195322-003-RG

DA-1
TOTAL AREA: 5.43 AC.
IMPERVIOUS AREA: 4.70 Ac.
PERVIOUS AREA: 0.73 ac.

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
1			
2			
3			
4			
5			

PREDEVELOPMENT PLAN- FDEP PERMITTED PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	1" = 20'

Sheet 5A

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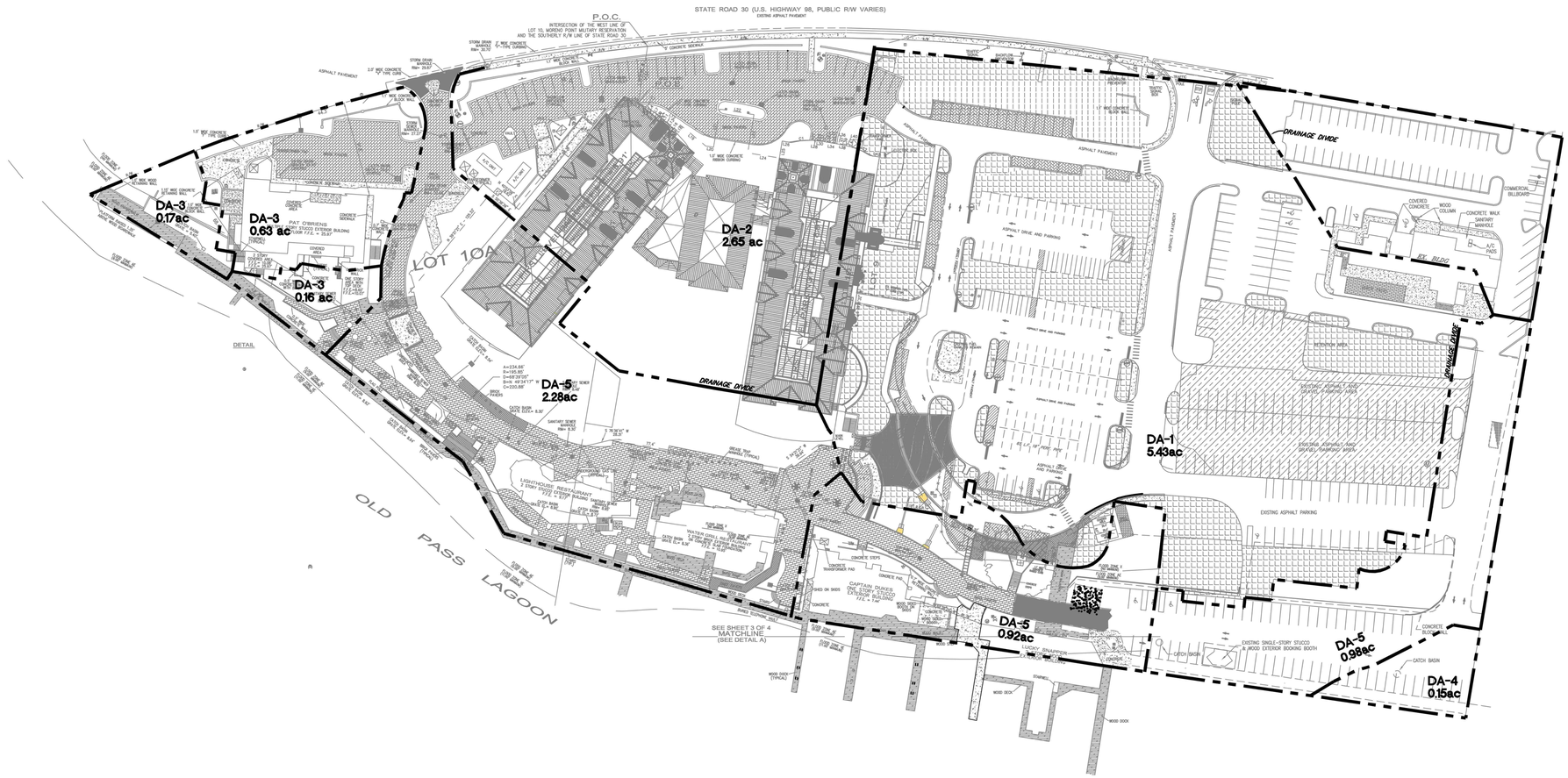

LEGEND

- PROPERTY LINE
- CENTERLINE OF ROADWAY
- SIGN & POST
- STANDARD CURB & GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL
- DETECTABLE WARNING

N

.09

EXISTING CONDITIONS

DA–1
TOTAL AREA: 5.43 AC.
IMPERVIOUS AREA: 3.75 Ac.
PERVIOUS AREA: 1.68 ac.

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No.	Date	Revision	By
7.			
6.			
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1.			

PREDEVELOPMENT PLAN- EXISTING CONDITIONS

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

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Sheet 5B

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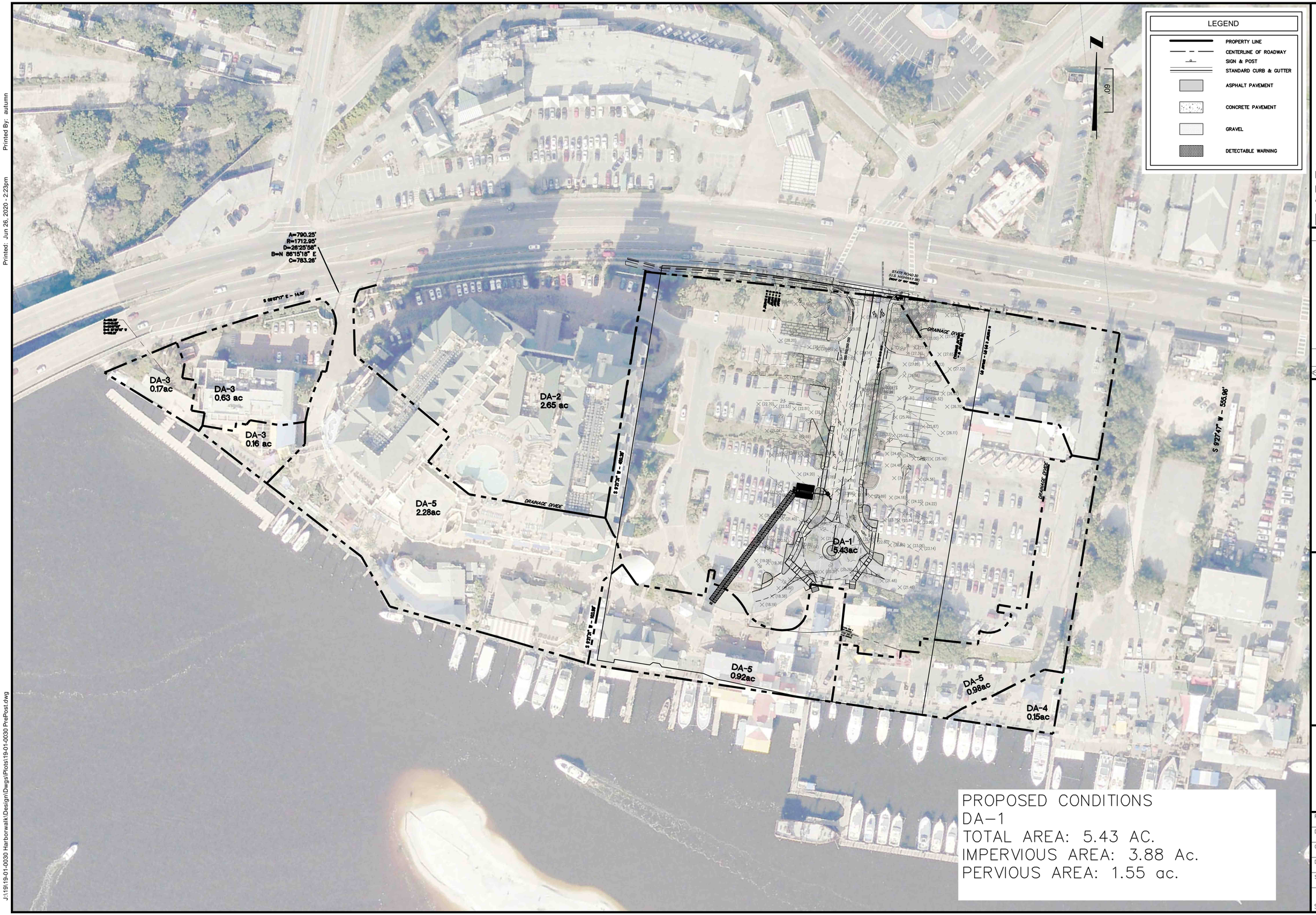

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4			
5			
6			

POST DEVELOPMENT
PLAN

HARBORWALK FDOT
ACCESS AND SAFETY
IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. MELCH
PE NO. 40279
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Sheet	5C

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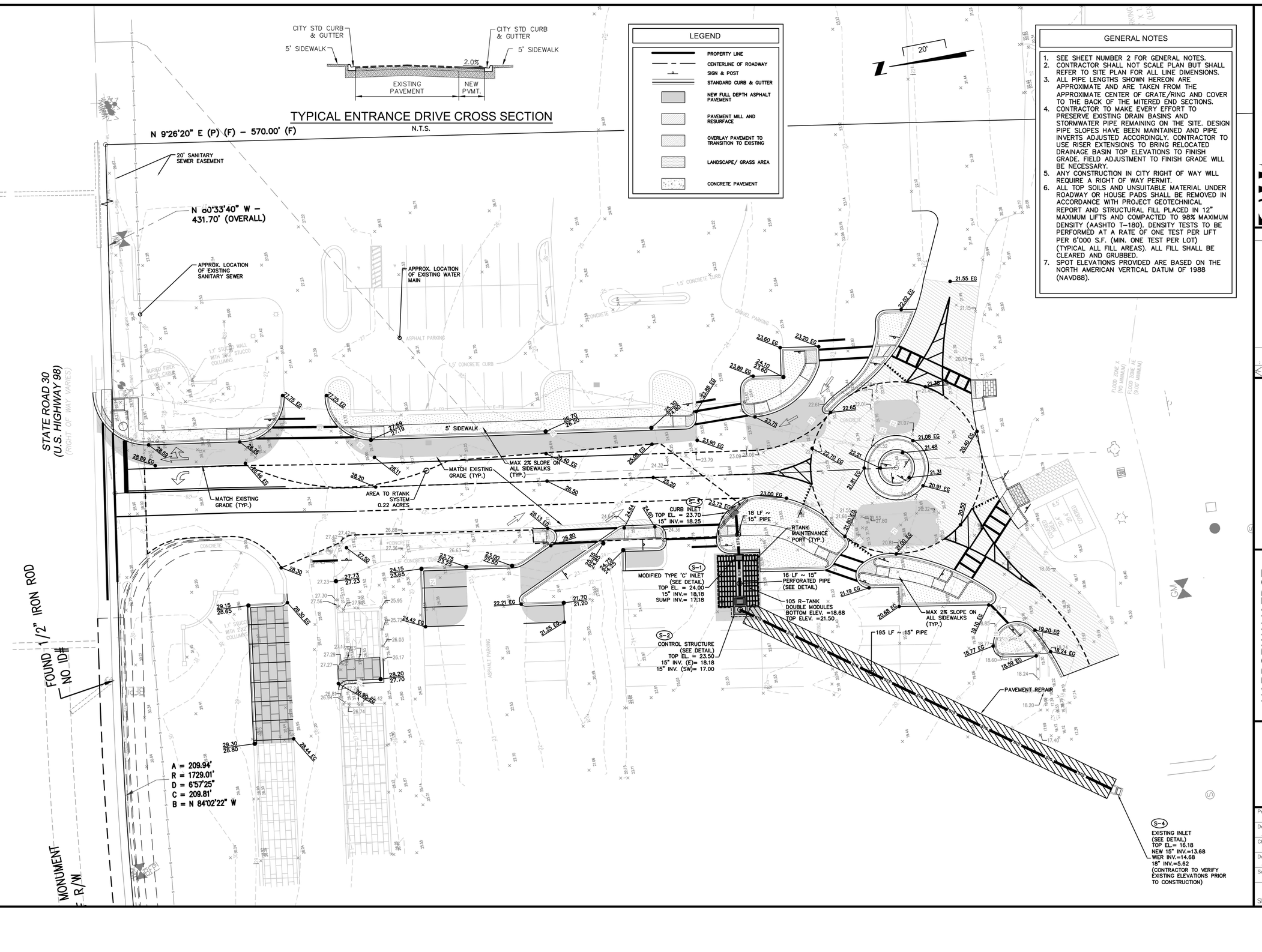
TYPICAL ENTRANCE DRIVE CROSS SECTION
N.T.S.

LEGEND

- PROPERTY LINE
- CENTERLINE OF ROADWAY
- SIGN & POST
- STANDARD CURB & GUTTER
- NEW FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT MILL AND RESURFACE
- OVERLAY PAVEMENT TO TRANSITION TO EXISTING
- LANDSCAPE/ GRASS AREA
- CONCRETE PAVEMENT

GENERAL NOTES

1. SEE SHEET NUMBER 2 FOR GENERAL NOTES.
2. CONTRACTOR SHALL NOT SCALE PLAN BUT SHALL REFER TO SITE PLAN FOR ALL LINE DIMENSIONS.
3. ALL PIPE LENGTHS SHOWN HEREON ARE APPROXIMATE AND ARE TAKEN FROM THE APPROXIMATE CENTER OF GRATE/RING AND COVER TO THE BACK OF THE MITERED END SECTIONS.
4. CONTRACTOR TO MAKE EVERY EFFORT TO PRESERVE EXISTING DRAIN BASINS AND STORMWATER PIPE REMAINING ON THE SITE. DESIGN PIPE SLOPES HAVE BEEN MAINTAINED AND PIPE INVERTS ADJUSTED ACCORDINGLY. CONTRACTOR TO USE RISER EXTENSIONS TO BRING RELOCATED DRAINAGE BASIN TOP ELEVATIONS TO FINISH GRADE. FIELD ADJUSTMENT TO FINISH GRADE WILL BE NECESSARY.
5. ANY CONSTRUCTION IN CITY RIGHT OF WAY WILL REQUIRE A RIGHT OF WAY PERMIT.
6. ALL TOP SOILS AND UNSUITABLE MATERIAL UNDER ROADWAY OR HOUSE PADS SHALL BE REMOVED IN ACCORDANCE WITH PROJECT GEOTECHNICAL REPORT AND STRUCTURAL FILL PLACED IN 12" MAXIMUM LIFTS AND COMPACTED TO 98% MAXIMUM DENSITY (AASHTO T-180). DENSITY TESTS TO BE PERFORMED AT A RATE OF ONE TEST PER LIFT PER 6'000 S.F. (MIN. ONE TEST PER LOT) (TYPICAL ALL FILL AREAS). ALL FILL SHALL BE CLEARED AND GRUBBED.
7. SPOT ELEVATIONS PROVIDED ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



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6			

PAVING & DRAINAGE PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Sheet 6A

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LEGEND

- PROPERTY LINE
- CENTERLINE OF ROADWAY
- SIGN & POST
- STANDARD CURB & GUTTER
- NEW FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT MILL AND RESURFACE
- OVERLAY PAVEMENT TO TRANSITION TO EXISTING
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N 9°26'20" E (P) (F) – 570.00' (F)

N 80°33'40" W – 431.70' (OVERALL)

20' SANITARY SEWER EASEMENT

APPROX. LOCATION OF EXISTING SANITARY SEWER

APPROX. LOCATION OF EXISTING WATER MAIN

20'

STATE ROAD 30 (U.S. HIGHWAY 98)

FOUND 1/2" IRON ROD NO ID#

MONUMENT R/W

5' SIDEWALK

MATCH EXISTING GRADE (TYP.)

AREA TO RTANK SYSTEM 0.22 ACRES

MAX 2% SLOPE ON ALL SIDEWALKS (TYP.)

ASPHALT PARKING

CONCRETE CURB

CONCRETE

(S-3) CURB INLET TOP EL. = 23.70 15" INV.= 18.25

18 LF ~ 15" PIPE

RTANK MAINTENANCE PORT (TYP.)

(S-1) MODIFIED TYPE 'C' INLET (SEE DETAIL) TOP EL. = 24.00 15" INV.= 18.18 SUMP INV.= 17.18

16 LF ~ 15" PERFORATED PIPE (SEE DETAIL)

105 R-TANK DOUBLE MODULES BOTTOM ELEV. =18.68 TOP ELEV. =21.50

(S-2) CONTROL STRUCTURE (SEE DETAIL) TOP EL. = 23.50 15" INV. (E)= 18.18 15" INV. (SW)= 17.00

195 LF ~ 15" PIPE

PAVEMENT REPAIR

(S-4) EXISTING INLET (SEE DETAIL) TOP EL.= 16.18 NEW 15" INV.=13.68 WIER INV.=14.68 18" INV.=5.62 (CONTRACTOR TO VERIFY EXISTING ELEVATIONS PRIOR TO CONSTRUCTION)

A = 209.94'
R = 1729.01'
D = 6°57'25"
C = 209.81'
B = N 84°02'22" W

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PAVING AND DRAINAGE PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. MELCH
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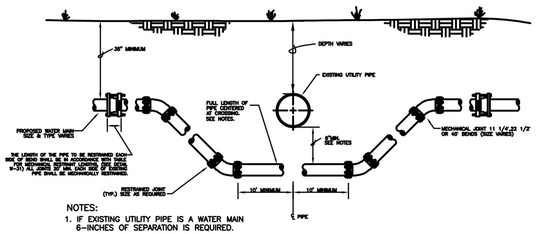
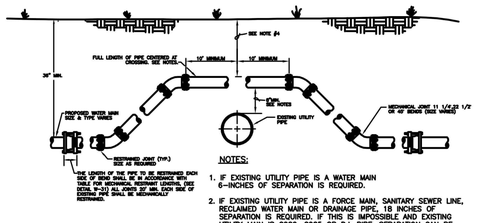
Sheet 6B



NOTES:
1. IF EXISTING UTILITY PIPE IS A WATER MAIN 6-INCHES OF SEPARATION IS REQUIRED.
2. IF EXISTING UTILITY PIPE IS A FORCE MAIN, SANITARY SEWER LINE, RECLAIMED WATER MAIN OR DRAINAGE PIPE, 18 INCHES OF SEPARATION IS REQUIRED. IF THIS IS IMPOSSIBLE AND EXISTING UTILITY MAIN IS C900, C905 OR D.I. PIPE, SEPARATION CAN BE REDUCED TO 6-INCHES. A FULL 20FT. PIPE SHALL BE CENTERED UNDER EXISTING UTILITY MAIN TO PROVIDE MAXIMUM JOINT SPACING FOR 18-INCH OR 6-INCH SEPARATIONS. (IF NOT CROSSING UNDER EXISTING WATER MAIN.)
3. LOCATING WIRING REQUIRED. SEE DETAIL W-44.

ADJUSTMENT UNDER EXISTING UTILITIES
N.T.S.



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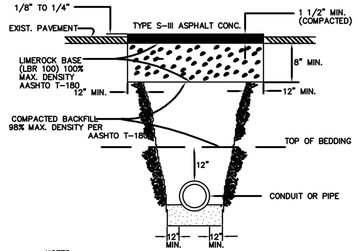
3. LOCATING WIRING REQUIRED. SEE DETAIL W-44.

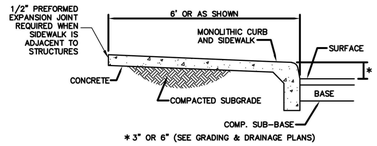
DEPTH OF BURY TO BE 24" MINIMUM. DEPTH OF BURY TO BE MEASURED FROM BOTTOM OF SUBGRADE IN PAVED AREAS.

ADJUSTMENT OVER EXISTING UTILITY
N.T.S.



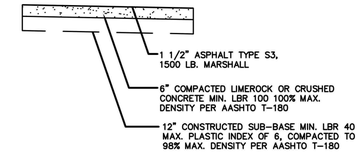
NOTES:
1. METHOD AND MATERIALS OF REPAIR SUBJECT TO OKALOOSA COUNTY CONSTRUCTION REQUIREMENTS FOR NEW TYPE S-III ASPHALT PAVEMENT.
2. ANY ASPHALT CUTS IN THE ROAD NEED TO BE CUT OUT AND REPLACED.

STANDARD PAVEMENT REPAIR DETAIL
N.T.S.



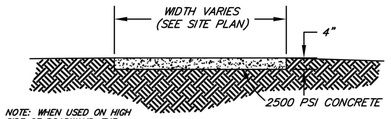
* 3" OR 6" (SEE GRADING & DRAINAGE PLANS)

MONOLITHIC CURB & SIDEWALK SECTION
N.T.S.



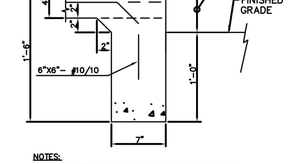
NOTES:
1. SOIL ANALYSIS MAY INDICATE THE NEED FOR THICKER BASE COURSES THAN THOSE SHOWN HEREIN. THE PAVEMENT THICKNESS SHOWN HEREIN ARE NOT INTENDED TO BE ABSOLUTE, BUT ARE PRELIMINARY CRITERIA & MAY BE MODIFIED TO ACCOMMODATE BEARING CAPACITIES OF VARIOUS SUBGRADE.
2. ALL ASPHALTIC CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 331 F.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

TYPICAL ASPHALT PAVEMENT SECTION
N.T.S.



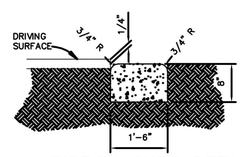
NOTE: WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT. THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS.

TYPICAL SIDEWALK SECTION
N.T.S.

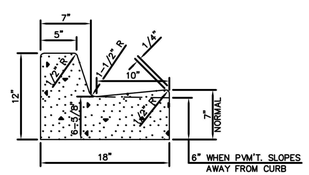


NOTES:
1. PROVIDE TROWELED JOINTS IN SIDEWALK EQUALLY SPACED AT INTERVALS APPROX. EQUAL TO THE SIDEWALK WIDTH.
2. PROVIDE 1/2" EXPANSION JOINT WITH PRE MOLDED EXPANSION JOINT FILLER AT ALL INTERSECTIONS, STRUCTURES OR BUILDINGS AND AT A MAXIMUM SPACING OF 40 FEET.

MONOLITHIC CURB & SIDEWALK DETAIL
N.T.S.



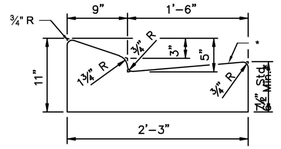
RIBBON CURB DETAIL
N.T.S.



6" WHEN PVM'T. SLOPES AWAY FROM CURB

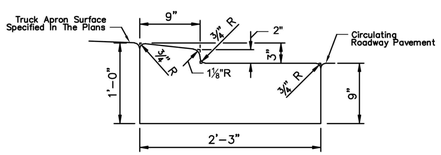
NOTE: WHEN USED ON HIGH SIDE OF ROADWAY, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT.

CITY STANDARD CURB AND GUTTER DETAIL
N.T.S.



TYPE E

FDOT STANDARD INDEX #300
CURB & GUTTER
N.T.S.



TRAFFIC BEARING SECTION FOR USE IN ROUNDABOUT CENTRAL ISLAND CONSTRUCTION
TYPE RA

FDOT STANDARD INDEX #300
CURB & GUTTER
N.T.S.

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PREPARED FOR
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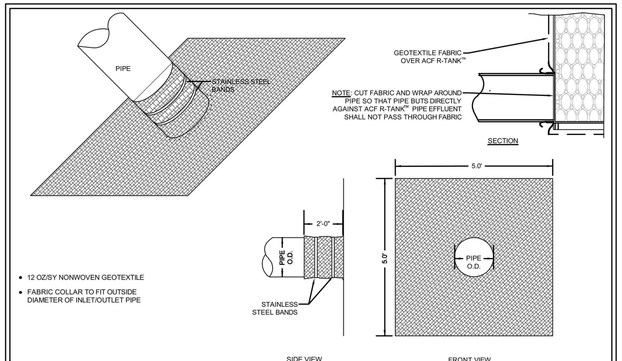
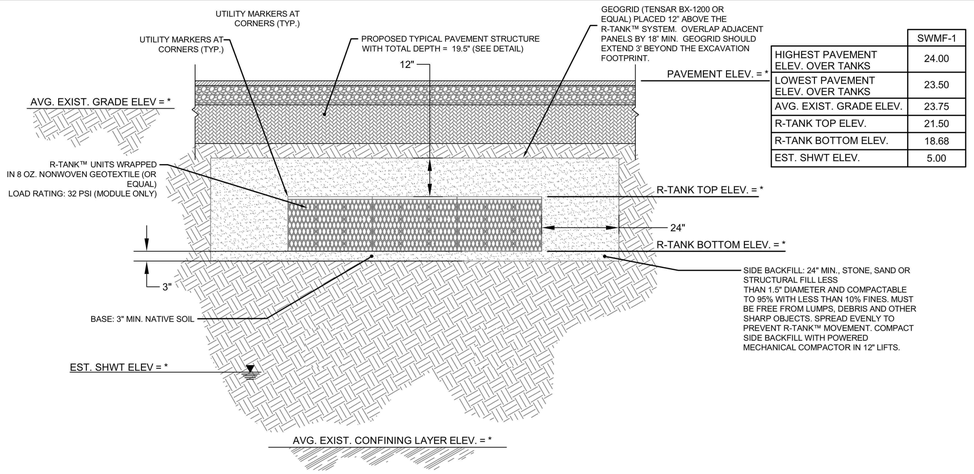


- 12 OZ/SY NONWOVEN GEOTEXTILE
- FABRIC COLLAR TO FIT OUTSIDE DIAMETER OF INLET/OUTLET PIPE

ACF ENVIRONMENTAL

FABRIC PIPE BOOT FOR R-TANK™

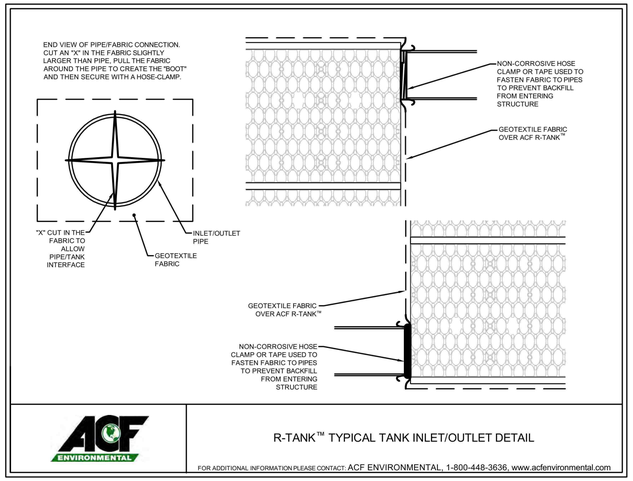
FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com



	SWMF-1
HIGHEST PAVEMENT ELEV. OVER TANKS	24.00
LOWEST PAVEMENT ELEV. OVER TANKS	23.50
AVG. EXIST. GRADE ELEV.	23.75
R-TANK TOP ELEV.	21.50
R-TANK BOTTOM ELEV.	18.68
EST. SHWT ELEV.	5.00

CONSTRUCTION NOTE:
CONTRACTOR TO NOTIFY ENGINEER TWO DAYS PRIOR TO THE COMPLETION OF EACH R-TANK™ SYSTEM FOR INSPECTION BY ENGINEER OF EACH PROPOSED SYSTEM BEFORE CONTRACTOR BACKFILLS AND COVERS THE SYSTEM. ENGINEER MUST APPROVE THE CONSTRUCTION OF EACH OF THE R-TANK™ SYSTEMS, EACH PIPE CONNECTION TO THE SYSTEM AND LOCATION OF MAINTENANCE PORTS. ONCE ENGINEER INSPECTS AND APPROVES EACH R-TANK™ SYSTEM AND ALL ASSOCIATED FITTINGS/CONNECTIONS, CONTRACTOR MAY THEN BACKFILL OVER EACH R-TANK™ SYSTEM.

NOTES:
- FOR COMPLETE MODULE DATA, SEE R-TANK™ SINGLE MODULE SHEET (THIS SHEET)
- REFER TO THE R-TANK™ INSTALLATION GUIDE FOR PROPER CONSTRUCTION AND INSTALLATION OF THE PROPOSED R-TANK™ SYSTEM AND EQUIPMENT ACCEPTABLE FOR USE IN INSTALLATION.
- MINIMUM 12" OF COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES.
- REFER TO R-TANK™ INLET/OUTLET DETAIL (THIS SHEET) FOR PROPER INTERFACE BETWEEN THE PROPOSED INLET/OUTLET PIPE AND R-TANK™ SYSTEM. GEOTEXTILE FABRIC IS TO BE CUT TO AND CLAMPED TO THE OUTSIDE OF THE INLET/OUTLET PIPE TO CREATE A WATERTIGHT SEAL AND CLEAR PATHWAY FROM THE PIPE INTERIOR TO THE R-TANK™ SYSTEM.
- INDIGENOUS SOILS TO BE PLACED BETWEEN R-TANK™ SYSTEM BOTTOM AND TOP OF THE UNDERDRAIN SYSTEM. SOILS TO MATCH THE SAME PROFILE AND CLASS OF THE EXISTING SOILS ON SITE.



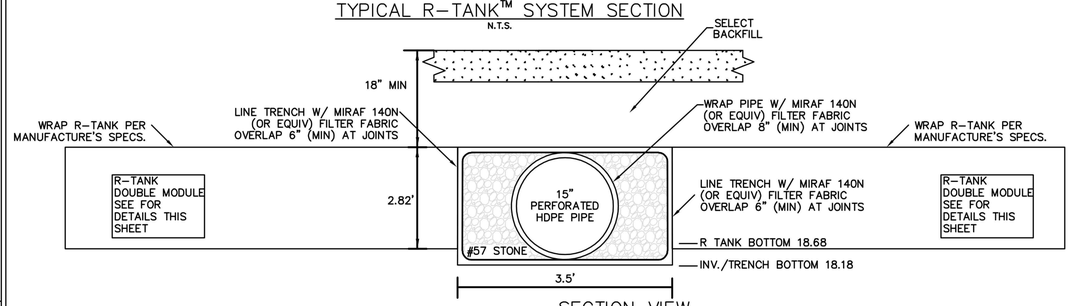
ACF ENVIRONMENTAL

R-TANK™ TYPICAL TANK INLET/OUTLET DETAIL

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com

TYPICAL R-TANK™ SYSTEM SECTION

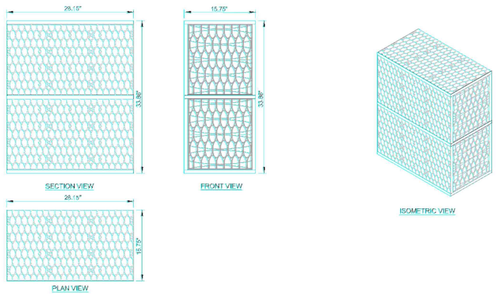
N.T.S.



SECTION VIEW
N.T.S.

RAIN TANK DETAIL

MODULE DRAWING - DOUBLE



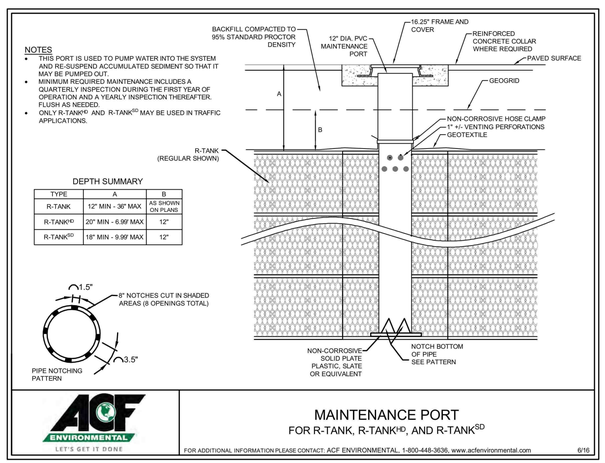
MODULE DATA

GEOMETRY: LENGTH = 26.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 33.86 IN. (950 MM)
TANK VOLUME = 8.69 CF
STORAGE VOLUME = 8.25 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

LOAD RATING: 33.4 PSI, (MODULE ONLY)
HS25, (WITH ACF COVER SYSTEM)

MATERIAL: 100% RECYCLED POLYPROPYLENE

SMALL PLATES PER SEGMENT/TOTAL: 5/10



NOTES
- THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT.
- MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.
- ONLY R-TANK^{HD} AND R-TANK^{SD} MAY BE USED IN TRAFFIC APPLICATIONS.

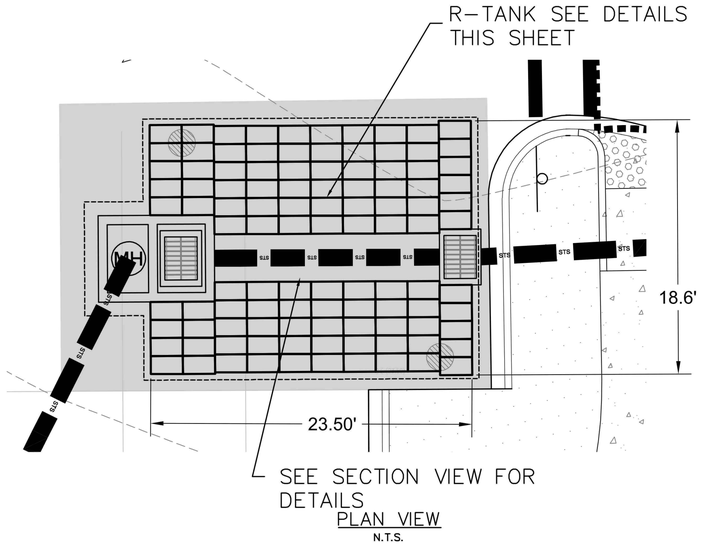
DEPTH SUMMARY

TYPE	A	B
R-TANK	12" MIN - 36" MAX	AS SHOWN ON PLANS
R-TANK^{HD}	20" MIN - 6.99' MAX	12"
R-TANK^{SD}	18" MIN - 9.99' MAX	12"

ACF ENVIRONMENTAL
LET'S GET IT DONE

MAINTENANCE PORT
FOR R-TANK, R-TANK^{HD}, AND R-TANK^{SD}

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com 6/16



PLAN VIEW
N.T.S.

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C.A. Number: 3650 L.A. Number: LC26000311

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PAVING AND DRAINAGE DETAILS

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH PE NO. 40279 Reg. Engineer

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Project No.: 19-01-0030
Designed: AMH | Drawn: DCG
Checked: RCW | O.C.: RCW
Date: JUNE 2020
Scale: N.T.S.

Sheet 7B

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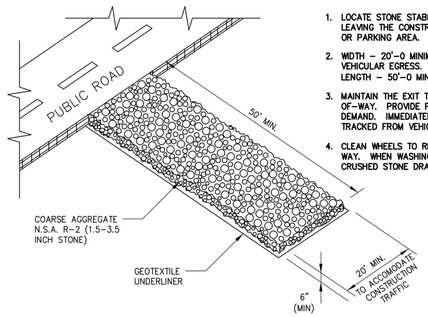


1. LOCATE STONE STABILIZED PAD AT ANY POINT WHERE VEHICULAR TRAFFIC WILL BE LEAVING THE CONSTRUCTION SITE ONTO A PUBLIC RIGHT-OF-WAY STREET, ROADWAY, OR PARKING AREA.
2. WIDTH – 20'-0 MINIMUM BUT NOT LESS THAN FULL WIDTH OF ALL POINTS OF VEHICULAR EGRESS.
   LENGTH – 50'-0 MINUMUM
3. MAINTAIN THE EXIT TO PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. PROVIDE PERIODIC TOP DRESSING WITH 1.5 – 3.5" STONE, AS CONDITIONS DEMAND. IMMEDIATELY REMOVE ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLE OR SITE ONTO ROADWAY OR INTO STORM DRAINS.
4. CLEAN WHEELS TO REMOVE MUD PRIOR TO ENTRANCE ON TO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, DO SO ON AREAS STABILIZED WITH CRUSHED STONE DRAINING INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

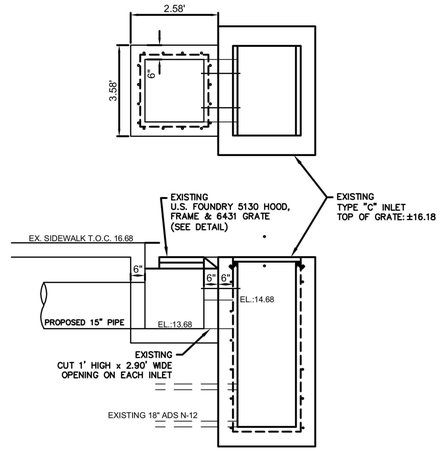
FDOT INDEX REFERENCES

INDEX No.	DESCRIPTION
102	BALED HAY & SILT FENCE
103	TURBIDITY BARRIERS
280	FILTER JACKET
603	M.O.T.

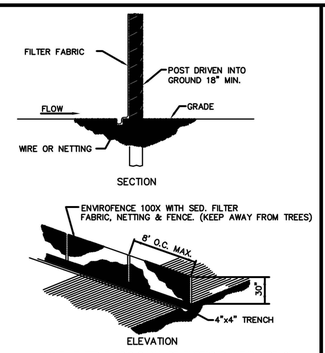
**ALL INDEXES CAN BE FOUND AT
http://www11.myflorida.com/rddesign/Design%20Standards/designstds.htm

NOTES: COIR BALES ARE NOT ALLOWED IN NASSAU COUNTY.

TEMPORARY CONSTRUCTION EXIT DETAIL
N.T.S.

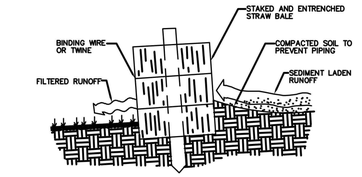


EXISTING INLET DETAIL S-4
N.T.S.

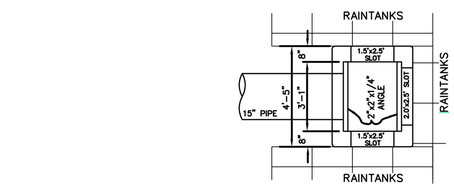


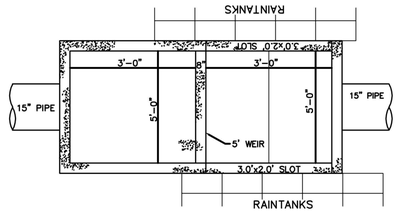
NOTE: FILTER FABRIC SHALL BE EMBEDDED WITHIN TRENCH AND BACKFILL WITH EARTHWORK

SILT FENCE DETAIL
N.T.S.



CROSS-SECTION OF A PROPERLY INSTALLED STRAW BALE
N.T.S.

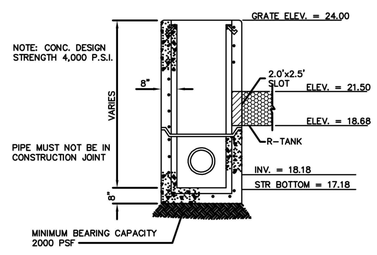




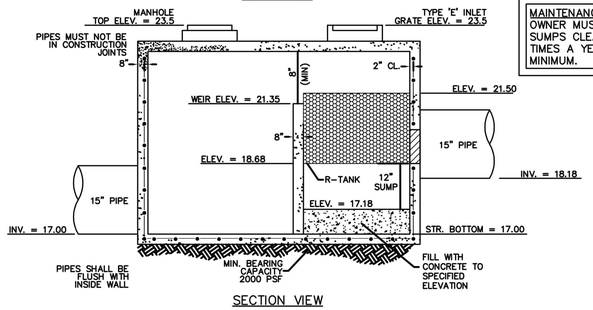
PLAN VIEW

CONSTRUCTION NOTE:
CONTRACTOR TO NOTIFY ENGINEER ONCE EACH CONTROL STRUCTURE HAS BEEN SET FOR VISUAL INSPECTION OF WEIR, PIPE CONNECTIONS AND OVERALL CONSTRUCTION OF EACH CONTROL STRUCTURE. CONTRACTOR TO HAVE WEIR AS-BUILT ELEVATION DETERMINED ONCE PLACED AND PROVIDE SAID WEIR ELEVATIONS FOR EACH STRUCTURE TO ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF STRUCTURE TOP.

MAINTENANCE NOTE:
OWNER MUST HAVE SUMPS CLEANED 2 TIMES A YEAR, MINIMUM.

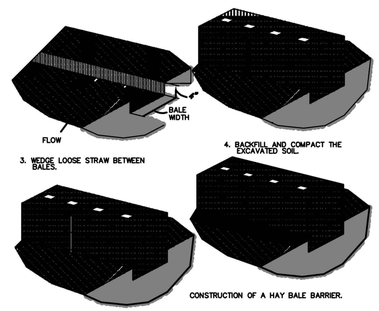


MODIFIED STORM SEWER TYPE "C" INLET No. S-1
N.T.S.



SECTION VIEW

CONTROL STRUCTURE DETAIL STRUCTURE No. S-2
N.T.S.



HAY BALE BARRIER CONSTRUCTION DETAILS
N.T.S.

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C.A. Number: 3650 L.A. Number: LC26000311

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PAVING AND DRAINAGE DETAILS

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

Project No.: 19-01-0030	
Designed: AMH	Drawn: DCG
Checked: RCW	O.C.: RCW
Date: JUNE 2020	
Scale: N.T.S.	
Sheet 7C	

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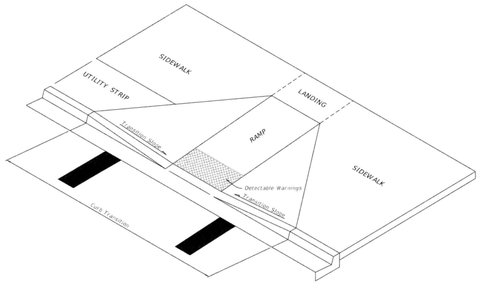
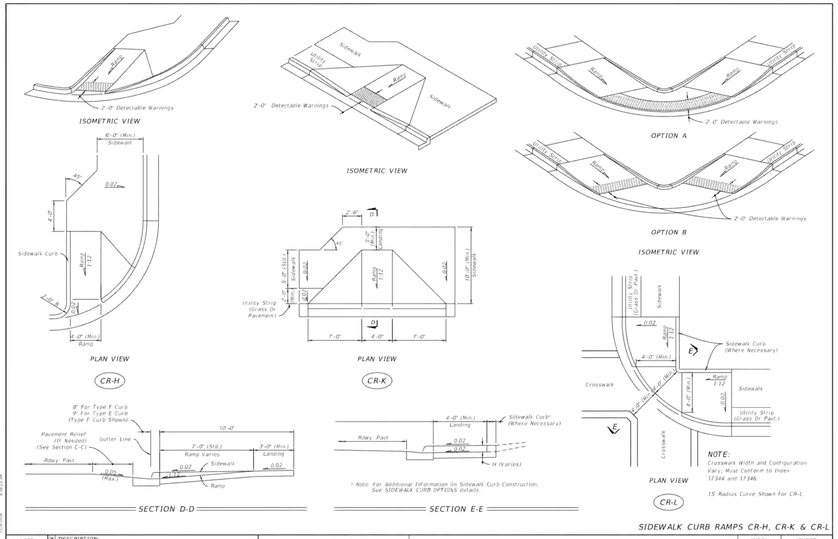
GENERAL NOTES

1. Cross Slopes and Grades:
   - A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this index are maximums. Steeper slopes are not permitted unless otherwise detailed in the Plans.
   - B. Landings must have slopes less than or equal to 0.02 in any direction.
   - C. Install ramp slopes along a single linear plane (i.e. no warps or varying slope)
2. Grade Breaks:
   Grade breaks at the top and bottom of ramps must be parallel to each other and perpendicular to the direction of the ramp slope.
3. Existing Curb, Curb and Gutter and/or Sidewalk:
   - A. Remove any existing curb or curb and gutter to the nearest joint beyond the curb transition or to the extent that no remaining section of curb or curb and gutter is less than 5 feet long. Remove any existing sidewalk to the nearest joint beyond the transition slope or to the extent that no remaining section of sidewalk is less than 5 feet long.
   - B. Refer to Index 310 for Concrete Sidewalk details.
4. Curb Ramp Alpha-Identification:
   - A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.
   - B. Alpha-identifications CR-I and CR-J are intentionally omitted.
5. Detectable Warnings:
   - A. Install detectable warnings in accordance with Specification Section 527.
   - B. Place detectable warnings across the full width of the ramp or landing, to a depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.
   - C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the detectable warnings with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.
6. Detectable Warnings – Acceptance Criteria:
   - A. Color and texture shall be complete and uniform.
   - B. 90% of individual truncated domes shall be in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705
   - C. There shall be no more than 4 non-compliant domes in any one square foot.
   - D. Non-compliant domes shall not be adjacent to other non-compliant domes.
   - E. Surfaces shall not deviate more than 0.10" from a true plane.



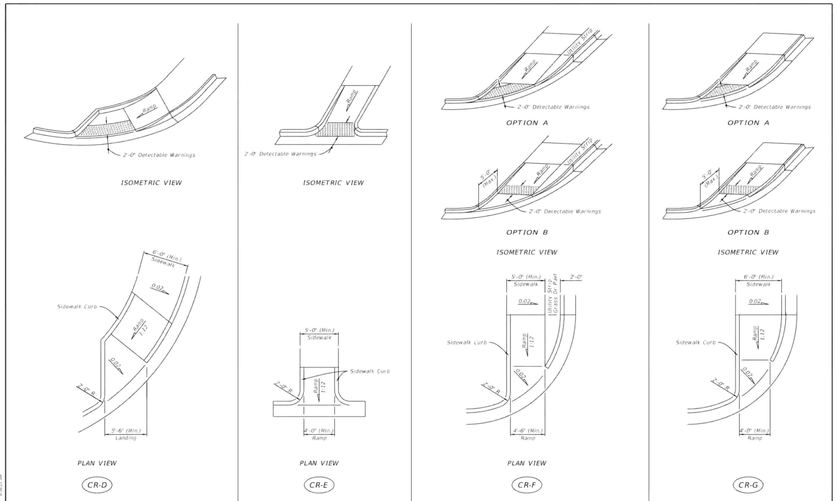
CURB RAMP NOMENCLATURE

LAST REVISION 11/01/16	DESCRIPTION:	FDOT FY 2017-18 DESIGN STANDARDS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX NO. 304	SHEET NO. 1 of 8



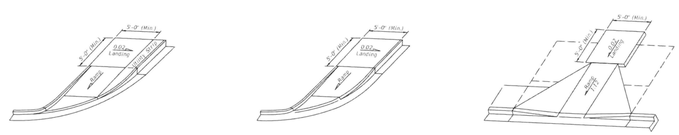
SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

LAST REVISION 11/01/16	DESCRIPTION:	FDOT FY 2017-18 DESIGN STANDARDS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX NO. 304	SHEET NO. 5 of 8

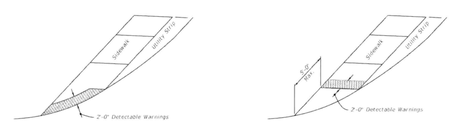


SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

LAST REVISION 11/01/16	DESCRIPTION:	FDOT FY 2017-18 DESIGN STANDARDS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX NO. 304	SHEET NO. 4 of 8



LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS
(See CR-F, CR-G, & CR-K Respectively For Detectable Warning Details/Options)



DETECTABLE WARNING ON FLUSH SHOULDER SIDEWALKS

CURB RAMPS WITHOUT SIDEWALKS AND FLUSH SHOULDER SIDEWALKS

LAST REVISION 11/01/16	DESCRIPTION:	FDOT FY 2017-18 DESIGN STANDARDS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX NO. 304	SHEET NO. 6 of 8

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PAVING AND DRAINAGE DETAILS

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Project No.:	19-01-0030
Designed:	AMH
Drawn:	DCG
Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	N.T.S.

Sheet 7D

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OWNER'S REQUIREMENTS

SITE DESCRIPTION

PROJECT NAME AND LOCATION:

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
HARBOR BLVD.
DESTIN, FL

OWNER NAME AND ADDRESS:

EAST PASS INVESTORS, INC
4471 LEGENDARY DRIVE
DESTIN, FL 32541

SOIL DISTURBING ACTIVITIES WILL INCLUDE:
CLEARING AND GRUBBING; EARTHWORK, AND SEEDING

SOILS:
SEE SOIL BORING REPORT FOR SOILS DATA

SITE MAPS:

- SEE ATTACHED GRADING PLAN FOR PRE & POST DEVELOPMENT GRADES, AREAS OF SOILS, DISTURBANCE, LOCATION OF SURFACE WATERS, WETLANDS, PROTECTED AREAS, MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS AND STORM WATER DISCHARGE POINTS.
- SEE ATTACHED EROSION & TURBIDITY CONTROL PLAN FOR LOCATION OF TEMPORARY STABILIZATION PRACTICES, AND TURBIDITY BARRIERS
- SEE GENERAL NOTES FOR REQUIREMENTS FOR TEMPORARY AND PERMANENT STABILIZATION.

SITE AREA:

1. TOTAL AREA OF SITE = 0.97 AC
2. TOTAL AREA TO BE DISTURBED = 0.49 AC

CONTROLS

THIS PLAN UTILIZES BEST MANAGEMENT PRACTICES TO CONTROL EROSION AND TURBIDITY CAUSED BY STORM WATER RUN OFF. AN EROSION AND TURBIDITY PLAN HAS BEEN PREPARED TO INSTRUCT THE CONTRACTOR ON PLACEMENT OF THESE CONTROLS. IT IS THE CONTRACTORS RESPONSIBILITY TO INSTALL AND MAINTAIN THE CONTROLS PER PLAN AS WELL AS ENSURING THE PLAN IS PROVIDING THE PROPER PROTECTION AS REQUIRED BY FEDERAL, STATE AND LOCAL LAWS. REFER TO "CONTRACTORS RESPONSIBILITY" FOR A VERBAL DESCRIPTION OF THE CONTROLS THAT MAY BE IMPLEMENTED.

STORM WATER MANAGEMENT

STORM WATER DRAINAGE WILL BE PROVIDED BY (DESRIPTION:) _____
EXISTING STORM WATER DRAINAGE SYSTEM AND PROPOSED RTANK SYSTEM

FOR THE PROJECT. AREAS WHICH ARE NOT TO BE CONSTRUCTED ON, BUT WILL BE REGRADED SHALL BE STABILIZED IMMEDIATELY AFTER GRADING IS COMPLETE.

TIMING OF CONTROLS/MEASURES

REFER TO " CONTRACTORS RESPONSIBILITY" FOR THE TIMING OF CONTROL/MEASURES.

CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS

IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS RELATED TO STORM WATER MANAGEMENT AND EROSION AND TURBIDITY CONTROLS, THE FOLLOWING PERMITS HAVE BEEN OBTAINED.

D.E.P. STORMWATER PERMIT # _____
D.E.P. DREDGE/FILL PERMIT # _____
C.O.E. DREDGE/FILL PERMIT # _____

POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNED: _____

DATED: _____

CONTRACTOR'S REQUIREMENTS

GENERAL

THE CONTRACTOR SHALL AT A MINIMUM IMPLEMENT THE CONTRACTOR'S REQUIREMENTS OUTLINED BELOW AND THOSE MEASURES SHOWN ON THE EROSION AND TURBIDITY CONTROL PLAN. IN ADDITION THE CONTRACTOR SHALL UNDERTAKE ADDITIONAL MEASURES REQUIRED TO BE IN COMPLIANCE WITH APPLICABLE PERMIT CONDITIONS AND STATE WATER QUALITY STANDARDS. DEPENDING ON THE NATURE OF MATERIALS AND METHODS OF CONSTRUCTION THE CONTRACTOR MAY BE REQUIRED TO ADD FLOCCULANTS TO THE RETENTION SYSTEM PRIOR TO PLACING THE SYSTEM INTO OPERATION.

SEQUENCE OF MAJOR ACTIVITIES:

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE
2. INSTALL SILT FENCES AND HAY BALES AS REQUIRED
3. CLEAR AND GRUB FOR DIVERSION SWALES/DIKES AND SEDIMENT BASIN
4. CONSTRUCT SEDIMENTATION BASIN
5. CONTINUE CLEARING AND GRUBBING
6. STOCK PILE TOP SOIL IF REQUIRED
7. PERFORM PRELIMINARY GRADING ON SITE AS REQUIRED
8. STABILIZE DENUDED AREAS AND STOCKPILES AS SOON AS PRACTICABLE
9. INSTALL UTILITIES, STORM SEWER, CURBS & GUTTER.
10. APPLY BASE TO PROJECT
11. COMPLETE GRADING AND INSTALL PERMANENT SEEDING/SOD AND PLANTING
12. COMPLETE FINAL PAVING
13. REMOVE ACCUMULATED SEDIMENT FROM BASINS
14. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE ANY TEMPORARY DIVERSION SWALES/DIKES AND RESEED/SOD AS REQUIRED

TIMING OF CONTROLS/MEASURES

AS INDICATED IN THE SEQUENCE OF MAJOR ACTIVITIES, THE SILT FENCES AND HAY BALES, STABILIZED CONSTRUCTION ENTRANCE AND SEDIMENT BASIN WILL BE CONSTRUCTED PRIOR TO CLEARING OR GRADING OF ANY OTHER PORTIONS OF THE SITE. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN AN AREA, THAT AREA WILL BE STABILIZED PERMANENTLY IN ACCORDANCE WITH THE PLANS. AFTER THE ENTIRE SITE IS STABILIZED, THE ACCUMULATED SEDIMENT WILL BE REMOVED FROM THE SEDIMENT TRAPS AND THE EARTH DIKE/SWALES WILL BE REGRADED/REMOVED AND STABILIZED IN ACCORDANCE WITH THE EROSION & TURBIDITY CONTROL PLAN.

CONTROLS

IT IS THE CONTRACTORS RESPONSIBILITY TO IMPLEMENT THE EROSION AND TURBIDITY CONTROLS AS SHOWN ON THE EROSION AND TURBIDITY CONTROL PLAN. IT IS ALSO THE CONTRACTORS RESPONSIBILITY TO ENSURE THESE CONTROLS ARE PROPERLY INSTALLED , MAINTAINED AND FUNCTIONING PROPERLY TO PREVENT TURBID OR POLLUTED WATER FROM LEAVING THE PROJECT SITE. THE CONTRACTOR WILL ADJUST THE EROSION AND TURBIDITY CONTROLS SHOWN ON THE EROSION AND TURBIDITY CONTROL PLAN AND ADD ADDITIONAL CONTROL MEASURES, AS REQUIRED,TO ENSURE THE SITE MEETS ALL FEDERAL, STATE AND LOCAL EROSION AND TURBIDITY CONTROL REQUIREMENTS. THE FOLLOWING BEST MANAGEMENT PRACTICES WILL BE IMPLEMENTED BY THE CONTRACTOR AS REQUIRED BY THE EROSION AND TURBIDITY CONTROL PLAN AND AS REQUIRED TO MEET THE EROSION AND TURBIDITY REQUIREMENTS IMPOSED ON THE PROJECT SITE BY THE REGULATORY AGENCIES.

EROSION AND SEDIMENT CONTROLS
STABILIZATION PRACTICES

1. HAY BALE BARRIER: HAY BALE BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
   A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
   B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
   C. WHERE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS.
   D. EVERY EFFORT SHOULD BE MADE TO LIMIT THE USE OF STRAW BALE BARRIERS CONSTRUCTED IN LIVE STREAMS OR IN SWALES WHERE THERE IS THE POSSIBILITY OF A WASHOUT. IF NECESSARY, MEASURES SHALL BE TAKEN TO PROPERLY ANCHOR BALES TO INSURE AGAINST WASHOUT.
   REFER TO CITY STANDARD DETAIL D-913 FOR CONSTRUCTING THE HAY BALE BARRIER. ALSO REFER TO D-901, D-911 AND D-12 FOR PROPER LOCATION, MATERIAL & USAGE.
2. FILTER FABRIC BARRIER: FILTER FABRIC BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
   A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
   B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
3. BRUSH BARRIER WITH FILTER FABRIC: BRUSH BARRIER MAY BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WHERE ENOUGH RESIDUE MATERIAL IS AVAILABLE ON SITE.
4. LEVEL SPREADER: A LEVEL SPREADER MAY BE USED WHERE SEDIMENT-FREE STORM RUNOFF IS INTERCEPTED AND DIVERTED AWAY FROM THE GRADED AREAS ONTO UNDISTURBED STABILIZED AREAS. THIS PRACTICE APPLIES ONLY IN THOSE SITUATIONS WHERE THE SPREADER CAN BE CONSTRUCTED ON UNDISTURBED SOIL AND THE AREA BELOW THE LEVEL LIP IS STABILIZED. THE WATER SHOULD NOT BE ALLOWED TO RECONCENTRATE AFTER RELEASE. LEVEL SPREADER SHALL BE CONSTRUCTED IN ACCORDANCE TO CITY STANDARD DETAIL D-914.
5. STOCKPILING MATERIAL: NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE INTO ANY ADJACENT WATER BODY OR STORM WATER COLLECTION FACILITY.
6. EXPOSED AREA LIMITATION: THE SURFACE AREA OF OPEN, RAW ERODEABLE SOIL EXPOSED BY CLEARING AND GRUBBING OPERATIONS OR EXCAVATION AND FILLING OPERATIONS SHALL NOT EXCEED 10 ACRES. THIS REQUIREMENT MAY BE WAIVED FOR LARGE PROJECTS WITH AN EROSION CONTROL PLAN WHICH DEMONSTRATES THAT OPENING OF ADDITIONAL AREAS WILL NOT SIGNIFICANTLY AFFECT OFF-SITE DEPOSIT OF SEDIMENTS.
7. INLET PROTECTION: INLETS AND CATCH BASINS WHICH DISCHARGE DIRECTLY OFF-SITE SHALL BE PROTECTED FROM SEDIMENT-LADEN STORM RUNOFF UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS THAT MAY CONTRIBUTE SEDIMENT TO THE INLET.
8. TEMPORARY SEEDING: AREAS OPENED BY CONSTRUCTION OPERATIONS AND THAT ARE NOT ANTICIPATED TO BE RE-EXCAVATED OR DRESSED AND RECEIVE FINAL GRASSING TREATMENT WITHIN 30 DAYS SHALL BE SEEDED WITH A QUICK GROWING GRASS SPECIES WHICH WILL PROVIDE AN EARLY COVER DURING THE SEASON IN WHICH IT IS PLANTED AND WILL NOT LATER COMPETE WITH THE PERMANENT GRASSING.
9. TEMPORARY SEEDING AND MULCHING: SLOPES STEEPER THAN 6:1 THAT FALL WITHIN THE CATEGORY ESTABLISHED IN PARAGRAPH 8 ABOVE SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF THE SEEDED AREA ADEQUATE TO PREVENT MOVEMENT OF SEED AND MULCH.
10. TEMPORARY GRASSING: THE SEEDED OR SEEDED AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED OR HYDROMULCHED OR OTHER SUITABLE METHODS IF REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER. TEMPORARY GRASSING SHALL BE THE SAME MIX & AMOUNT REQUIRED FOR PERMANENT GRASSING IN THE CONTRACT SPECIFICATIONS.
11. TEMPORARY REGRASSING : IF, AFTER 14 DAYS FROM SEEDING, THE TEMPORARY GRASSED AREAS HAVE NOT ATTAINED A MINIMUM OF 75 PERCENT GOOD GRASS COVER, THE AREA WILL BE REWORKED AND ADDITIONAL SEED APPLIED SUFFICIENT TO ESTABLISH THE DESIRED VEGETATIVE COVER.
12. MAINTENANCE: ALL FEATURES OF THE PROJECT DESIGNED AND CONSTRUCTED TO PREVENT EROSION AND SEDIMENT SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION AS THEY WERE ORIGINALLY DESIGNED AND CONSTRUCTED.
13. PERMANENT EROSION CONTROL: THE EROSION CONTROL FACILITIES OF THE PROJECT SHOULD BE DESIGNED TO MINIMIZE THE IMPACT ON THE OFFSITE FACILITIES.
14. PERMANENT SEEDING: ALL AREAS WHICH HAVE BEEN DISTURBED BY CONSTRUCTION WILL, AS A MINIMUM, BE SEEDED. THE SEEDING MIX MUST PROVIDE BOTH LONG-TERM VEGETATION AND RAPID GROWTH SEASONAL VEGETATION. SLOPES STEEPER THAN 4:1 SHALL BE SEEDED AND MULCHED OR SODDED.

STRUCTURAL PRACTICES

1. TEMPORARY DIVERSION DIKE: TEMPORARY DIVERSION DIKES MAY BE USED TO DIVERT RUNOFF THROUGH A SEDIMENT-TRAPPING FACILITY. AND IT SHALL BE CONSTRUCTED IN ACCORDANCE TO D-914.
2. TEMPORARY SEDIMENT TRAP: A SEDIMENT TRAP SHALL BE INSTALLED IN AN DRAINAGEWAY AT A STORM DRAIN INLET OR AT OTHER POINTS OF DISCHARGE FROM A DISTURBED AREA.
   THE FOLLOWING SEDIMENT TRAPS MAY BE CONSTRUCTED EITHER INDEPENDENTLY OR IN CONJUNCTION WITH A TEMPORARY DIVERSION DIKE:
   A. BLOCK & GRAVEL SEDIMENT FILTER – THIS PROTECTION IS APPLICABLE WHERE HEAVY FLOWS AND/OR WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. REFER TO D-902 FOR CONSTRUCTION OF A CURB INLET SEDIMENT FILTER, AND D-904 FOR CONSTRUCTION OF A DROP INLET SEDIMENT FILTER.
   B. GRAVEL SEDIMENT TRAP – THIS PROTECTION IS APPLICABLE WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED, BUT NOT WHERE PONDING AROUND THE STRUCTURE MIGHT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES & UNPROTECTED AREAS. REFER TO D-903 FOR CONSTRUCTION OF CURB INLET & DROP SEDIMENT TRAP.
   C. DROP INLET SEDIMENT TRAP – THIS PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (S < 5%) AND WHERE SHEET OR OVERLAND FLOWS (Q < 0.5 CFS) ARE TYPICAL. THIS METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREET OR HIGHWAY MEDIANS. REFER TO D-905 FOR CONSTRUCTION OF HAY BALE & FABRIC SEDIMENT FILTER.
3. OUTLET PROTECTION: APPLICABLE TO THE OUTLETS OF ALL PIPES AND PAVED CHANNEL SECTIONS WHERE THE FLOW COULD CAUSE EROSION & SEDIMENT PROBLEM TO THE RECEIVING WATER BODY. SILT FENCES & HAY BALES ARE TO BE INSTALLED IMMEDIATELY DOWNSTREAM OF THE DISCHARGING STRUCTURE AS SHOWN ON THE OUTLET PROTECTION DETAIL.
4. SEDIMENT BASIN: WILL BE CONSTRUCTED AT THE COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH 10 OR MORE DISTURBED ACRES AT ONE TIME, THE PROPOSED STORM WATER PONDS (OR TEMPORARY PONDS) WILL BE CONSTRUCTED FOR USE AS SEDIMENT BASINS. THESE SEDIMENT BASINS MUST PROVIDE A MINIMUM OF 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED UNTIL FINAL STABILIZATION OF THE SITE. THE 3,600 CUBIC FEET OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFFSITE AREAS AND FLOWS FROM ONSITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN. ANY TEMPORARY SEDIMENT BASINS CONSTRUCTED MUST BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS FOR STRUCTURAL FILL. ALL SEDIMENT COLLECTED IN PERMANENT OR TEMPORARY SEDIMENT TRAPS MUST BE REMOVED UPON FINAL STABILIZATION.

OTHER CONTROLS

WASTE DISPOSAL

WASTE MATERIALS

ALL WASTE MATERIALS EXCEPT LAND CLEARING DEBRIS SHALL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL LOCAL AND STATE SOLID WASTE MANAGEMENT REGULATIONS. THE DUMPSTER WILL BE EMPTIED AS NEEDED AND THE TRASH WILL BE HAULED TO A STATE APPROVED LANDFILL. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED AT THE CONSTRUCTION SITE BY THE CONSTRUCTION SUPERINTENDENT, THE INDIVIDUAL WHO MANAGES THE DAY-TO-DAY SITE OPERATIONS, WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

HAZARDOUS WASTE

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES AND THE SITE SUPERINTENDENT, THE INDIVIDUAL WHO MANAGES DAY-TO-DAY SITE OPERATIONS,WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.

SANITARY WASTE

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS AS NEEDED TO PREVENT POSSIBLE SPILLAGE. THE WASTE WILL BE COLLECTED AND DEPOSED OF IN ACCORDANCE WITH STATE AND LOCAL WASTE DISPOSAL REGULATIONS FOR SANITARY SEWER OR SEPTIC SYSTEMS.

OFFSITE VEHICLE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE SWEPT DAILY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK TRACKED FROM THE SITE. DUMP TRUCKS HAULING MATERIAL FROM THE CONSTRUCTION SITE WILL BE COVERED WITH A TARPAULIN.

INVENTORY FOR POLLUTION PREVENTION PLAN

THE MATERIALS OR SUBSTANCES LISTED BELOW ARE EXPECTED TO BE PRESENT ONSITE DURING CONSTRUCTION:

☒ Concrete	☒ Fertilizers	☒ Wood
☒ Asphalt	☒ Petroleum Based Products	☒ Masonry Blocks
☒ Tar	☒ Cleaning Solvents	☒ Roofing Materials
☒ Detergents	☒ Paints	☒ Metal Studs
☐ _____	☐ _____	☐ _____

SPILL PREVENTION

MATERIAL MANAGEMENT PRACTICES

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

GOOD HOUSEKEEPING

THE FOLLOWING GOOD HOUSEKEEPING PRACTICES WILL BE FOLLOWED ONSITE DURING THE CONSTRUCTION PROJECT.

- AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.
- ALL MATERIALS STORED ONSITE WILL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND, IF POSSIBLE, UNDER A ROOF OR OTHER ENCLOSURE.
- PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABEL.
- SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.
- WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED UP BEFORE DISPOSING OF THE CONTAINER.
- MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.
- THE SITE SUPERINTENDENT WILL INSPECT DAILY TO ENSURE MATERIALS ONSITE RECEIVE PROPER USE AND DISPOSAL.

HAZARDOUS PRODUCTS

THESE PRACTICES ARE USED TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS.

- PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RESEALABLE.
- ORIGINAL LABELS AND MATERIAL SAFETY DATA WILL BE RETAINED; THEY CONTAIN IMPORTANT PRODUCT INFORMATION.
- IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S OR LOCAL AND STATE RECOMMENDED METHODS FOR PROPER DISPOSAL WILL BE FOLLOWED.

PRODUCT SPECIFIC PRACTICES
THE FOLLOWING PRODUCT SPECIFIC PRACTICES WILL BE FOLLOWED ONSITE:

PETROLEUM PRODUCTS
ALL ONSITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED. ANY ASPHALT SUBSTANCES USED ONSITE WILL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

FERTILIZERS
FERTILIZERS USED WILL BE APPLIED ONLY IN THE MINIMUM AMOUNTS RECOMMENDED BY THE MANUFACTURER. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORM WATER. STORAGE WILL BE IN A COVERED AREA. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER WILL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

PAINTS
ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT WILL NOT BE DISCHARGED TO THE STORM SEWER SYSTEM BUT WILL BE PROPERLY DISPOSED OF ACCORDING TO MANUFACTURERS' INSTRUCTIONS OR STATE AND LOCAL REGULATIONS.

CONCRETE TRUCKS
CONCRETE TRUCKS WILL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON THE SITE.

SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED ON SITE AND SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.

MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREA ONSITE. EQUIPMENT AND MATERIALS WILL INCLUDE BUT NOT BE LIMITED TO BROOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, LIQUID ABSORBENT (i.e. KITTY LITTER OR EQUAL), SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR THIS PURPOSE.

ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.

THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

SPILL OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE OF THE SPILL.

THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS ANOTHER ONE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.

THE SITE SUPERINTENDENT RESPONSIBLE FOR THE DAY-TO-DAY SITE OPERATIONS, WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. HE/SHE WILL DESIGNATE AT LEAST ONE OTHER SITE PERSONNEL WHO WILL RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND CLEANUP. THE NAMES OF RESPONSIBLE SPILL PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IF APPLICABLE, IN THE OFFICE TRAILER ONSITE.

MAINTENANCE/INSPECTION PROCEDURES

EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE PRACTICES

THE FOLLOWING ARE INSPECTION AND MAINTENANCE PRACTICES THAT WILL BE USED TO MAINTAIN EROSION AND SEDIMENT CONTROLS.

- NO MORE THAN 10 ACRES OF THE SITE WILL BE DENUDED AT ONE TIME WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- ALL CONTROL MEASURES WILL BE INSPECTED BY THE SUPERINTENDENT, THE PERSON RESPONSIBLE FOR THE DAY TO DAY SITE OPERATION OR SOMEONE APPOINTED BY THE SUPERINTENDENT, AT LEAST ONCE A WEEK AND FOLLOWING ANY STORM EVENT OF 0.25 INCHES OR GREATER.
- ALL TURBIDITY CONTROL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.
- BUILT UP SEDIMENT WILL BE REMOVED FROM SILT FENCE WHEN IT HAS REACHED ONE-THIRD THE HEIGHT OF THE FENCE.
- SILT FENCE WILL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.
- THE SEDIMENT BASINS WILL BE INSPECTED FOR THE DEPTH OF SEDIMENT, AND BUILT UP SEDIMENT WILL BE REMOVED WHEN IT REACHES 10 PERCENT OF THE DESIGN CAPACITY OR AT THE END OF THE JOB, WHICHEVER COMES FIRST.
- DIVERSION DIKES/SWALES WILL BE INSPECTED AND ANY BREACHES PROMPTLY REPAIRED.
- TEMPORARY AND PERMANENT SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.
- A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED BY THE INSPECTOR IS ATTACHED.
  THE REPORTS WILL BE KEPT ON SITE DURING CONSTRUCTION AND AVAILABLE UPON REQUEST TO THE OWNER, ENGINEER OR ANY FEDERAL, STATE OR LOCAL AGENCY APPROVING SEDIMENT AND AND EROSION PLANS, OR STORM WATER MANAGEMENT PLANS.
  THE REPORTS SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED AND THE NOTICE OF TERMINATION IS SUBMITTED THE REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE.
- THE SITE SUPERINTENDENT WILL SELECT UP TO THREE INDIVIDUALS WHO WILL BE RESPONSIBLE FOR INSPECTIONS, MAINTENANCE AND REPAIR ACTIVITIES, AND FILLING OUT THE INSPECTION AND MAINTENANCE REPORT.
- PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES WILL RECEIVE TRAINING FROM THE SITE. SUPERINTENDENT. THEY WILL BE TRAINED IN ALL THE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ONSITE IN GOOD WORKING ORDER.

NON-STORM WATER DISCHARGES

IT IS EXPECTED THAT THE FOLLOWING NON-STORM WATER DISCHARGES WILL OCCUR FROM THE SITE DURING THE CONSTRUCTION PERIOD:

- WATER FROM WATER LINE FLUSHING
- PAVEMENT WASH WATERS (WHERE NO SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE OCCURRED).
- UNCONTAMINATED GROUNDWATER (FROM DEWATERING EXCAVATION).

ALL NON-STORM WATER DISCHARGES WILL BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE.

CONTRACTOR'S CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

RESPONSIBLE FOR/DUTIES	GENERAL CONTRACTOR	SUB-CONTRACTOR	SUB-CONTRACTOR	SUB-CONTRACTOR	SUB-CONTRACTOR
BUSINESS NAME AND ADDRESS OF CONTRACTOR & ALL SUBS					
SIGNATURE					

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C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A			
A1			
A2			
A3			
A4			
A5			

STORMWATER POLLUTION PREVENTION PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS
PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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Project No.: 19-01-0030
Designed: AMH | Drawn: DCG
Checked: RCW | O.C.: RCW
Date: JUNE 2020
Scale: N.T.S.
Sheet 8

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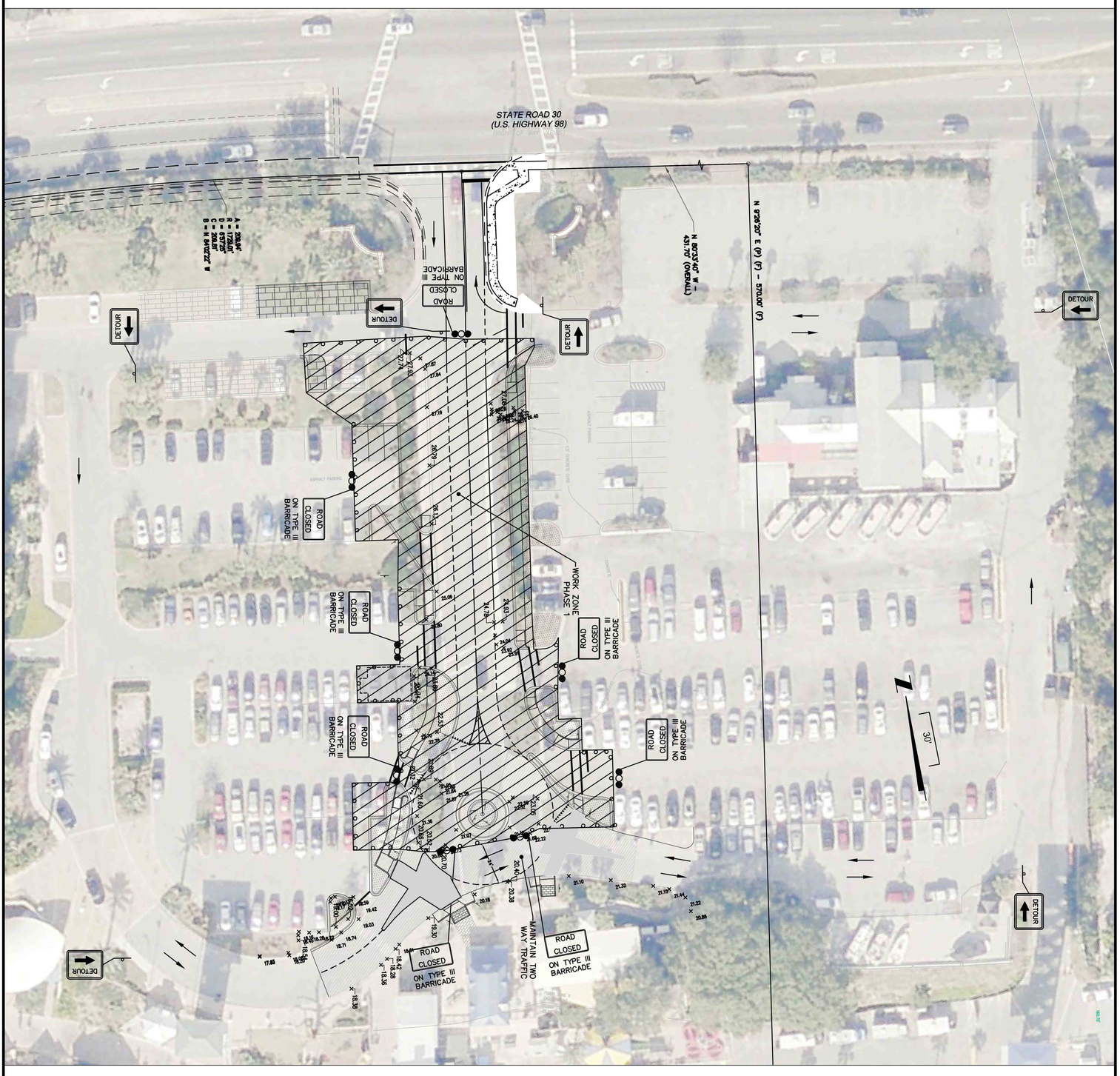

LEGEND

- PROPERTY LINE
- CENTERLINE OF ROADWAY
- SIGN & POST
- STANDARD CURB & GUTTER
- ASPHALT PAVEMENT
- LANDSCAPE/ GRASS AREA
- CONCRETE PAVEMENT
- GRAVEL

Sheet 9A

Project No: 19-01-0030
Designed: AMH
Drawn: DCG
Checked: RCW
QA/QC: RCW
Date: JUNE 2020
Scale: 1" = 30'

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

MAINTENANCE OF TRAFFIC PLAN PHASE 1

No.	Date	Revision	By
1			
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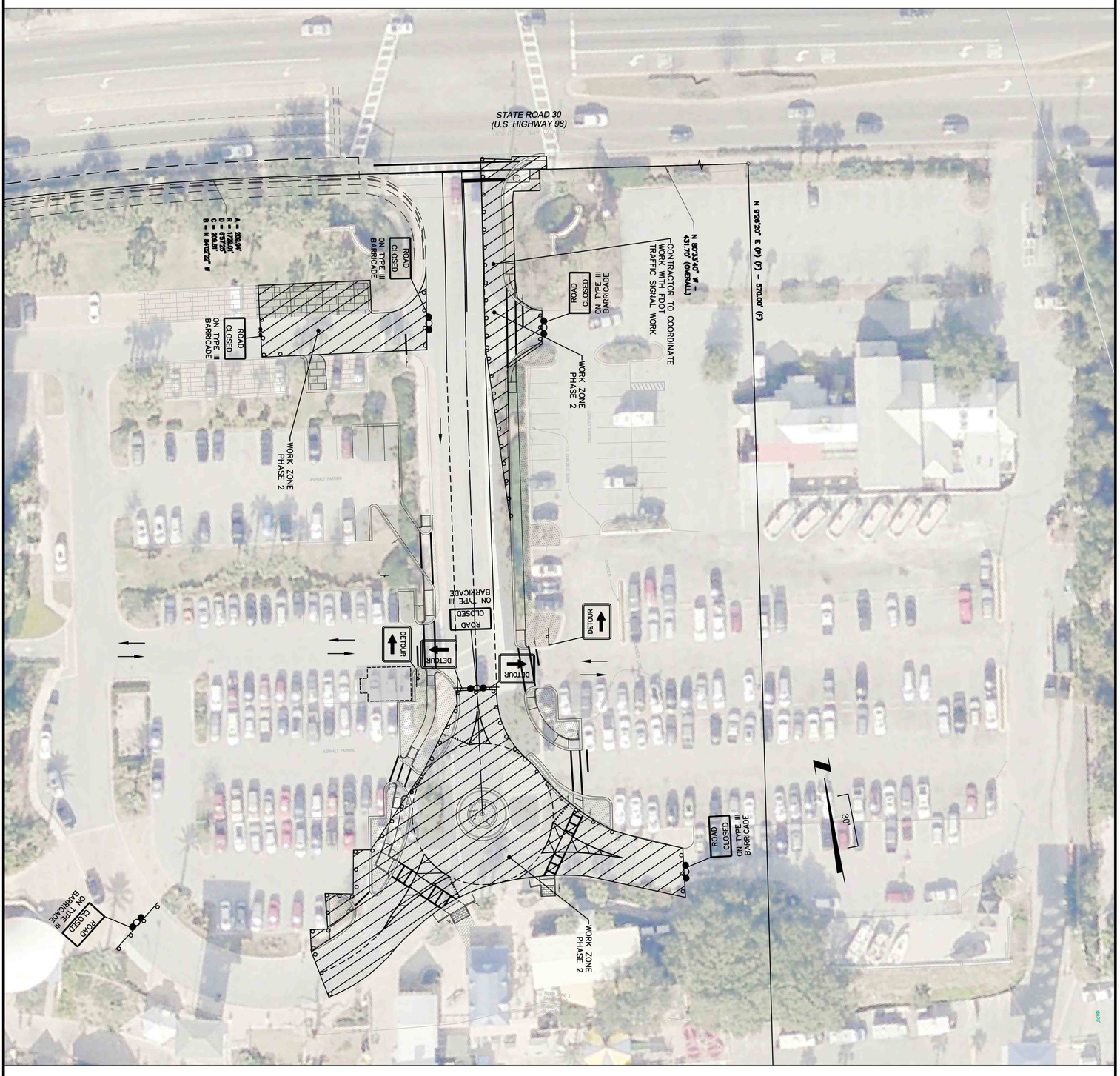

LEGEND

PROPERTY LINE
CENTERLINE OF ROADWAY
SIGN & POST
STANDARD CURB & GUTTER
ASPHALT PAVEMENT
LANDSCAPE / GRASS AREA
CONCRETE PAVEMENT
GRAVEL

Sheet 9B

Project No.: 19-01-0030
Designed: AMH
Drawn: DCG
Checked: RCW
QA/QC: RCW
Date: JUNE 2020
Scale: 1" = 30'

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

HARBORWALK FDOT
ACCESS AND SAFETY
IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

MAINTENANCE OF
TRAFFIC PLAN PHASE 2

No.	Date	Revision	By
1			
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GENERAL NOTES

1. Work operations shall be confined to either one lane, or lane combinations as follows:
   a. Outside travel lane.
   b. Outside auxiliary lane.
   c. Outside travel lane and adjoining auxiliary lane.
   d. Inside travel lane.
   e. Inside auxiliary lane.
   f. Inside travel lane and adjoining auxiliary lane.
   g. See Sheet 3.

   If the work area is confined to an auxiliary lane the work area shall be barricaded and the RIGHT (LEFT) LANE CLOSED AHEAD signs replaced by ROAD WORK AHEAD signs, and the merge symbol signs eliminated.
2. When vehicles in a parking zone block the line of sight to TCZ signs, the signs shall be post mounted and located in accordance with Index No. 17302.
3. If the work space extends across a crosswalk, the crosswalk should be closed using the information in Index No. 660.
4. Signs are required on the median side for divided highways.
5. The two channelizing devices directly in front and directly at the end of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
6. For general TCZ requirements and additional information, refer to Index No. 600.

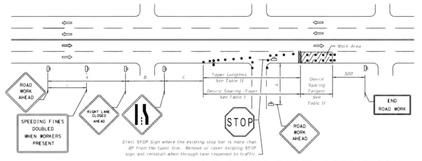
DURATION NOTES

1. For work operations up to approximately 15 minutes, signs, channelizing devices, and arrow board may be omitted if all of the following conditions are met:
   a. Speed limit is 45 mph or less.
   b. No sight obstructions to vehicles approaching the work area (e.g., crests of hills, curves, or intersections).
   c. Volume and complexity of the roadway has been considered.
   d. The closed lane is occupied by a class 5 or larger, medium duty truck(s) with a minimum gross weight vehicle rating (GWVR) of 16,000 lb with high-intensity, rotating, flashing, oscillating, or strobe lights mounted above the cab height and operating.
2. For work operations up to 60 minutes, the arrow board may be omitted if conditions a, b, and c in DURATION NOTE 1 are met, and vehicles in the work area have high-intensity, rotating, flashing, oscillating, or strobe lights operating.

SYMBOLS

- Work Area
- Work Zone Sign
- Advance Warning Arrow Board
- Type III Barricade
- Channelizing Device (See Index No. 600)
- Lane Identification in Direction of Traffic

LAST REVISION 07/01/15	#	DESCRIPTION:	FDOT	FY 2017-18 DESIGN STANDARDS	MULTILANE, WORK NEAR INTERSECTION MEDIAN OR OUTSIDE LANE	INDEX NO. 616	SHEET NO. 1 of 3



RIGHT LANE CLOSED ON FAR SIDE OF MINOR SIDESTREET

Erect STOP Sign where the existing stop bar is more than 30' from the taper line. Remove or cover existing STOP signs and reinstall when through lane reopened to traffic.

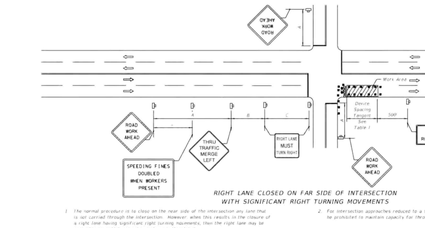
DISTANCE BETWEEN SIGNS

Speed	Spacing (ft.) A	B	C
40 mph or less	350	350	350
45 mph	500	500	500

* 500' beyond the ROAD WORK AHEAD sign or midway between signs whichever is less.

Table I
Device Spacing

Speed (mph)	Max. Distance Between Devices (ft.) Cones or Tubular Markers		Type I or Type III Barricades or Vertical Panels or Drums	
	Taper	Tangent	Taper	Tangent
25	25	50	25	50
30 to 45	25	50	30	50



RIGHT LANE CLOSED ON FAR SIDE OF INTERSECTION WITH SIGNIFICANT RIGHT TURNING MOVEMENTS

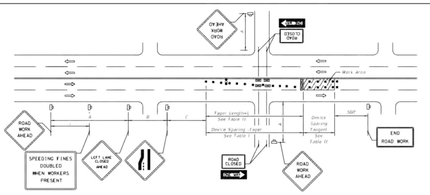
Table II
Taper Length - Merge (12' Lateral Transition)

Speed (mph)	L (ft.)	Notes (Merge)
25	125	
30	180	L = WS²/60
35	245	
40	320	
45	540	L=WS

For lateral transitions other than 12', use formula for L shown in the notes column. Where:
L = Length of taper in feet
W = Width of lateral transition in feet
S = Posted speed limit (mph)

1. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right lane having significant right-turning movements, then the right lane may be maintained as right turns only as shown in this detail.
2. For intersection approaches reduced to a single lane, left turning movements may be prohibited to maintain capacity for through vehicular traffic.

LAST REVISION 07/01/15	#	DESCRIPTION:	FDOT	FY 2017-18 DESIGN STANDARDS	MULTILANE, WORK NEAR INTERSECTION MEDIAN OR OUTSIDE LANE	INDEX NO. 616	SHEET NO. 2 of 3



LEFT LANE CLOSED ON FAR SIDE OF MINOR SIDESTREET - RESTRICTED TURNING MOVEMENTS

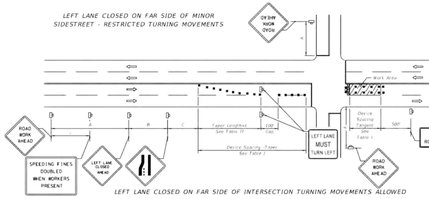
DISTANCE BETWEEN SIGNS

Speed	Spacing (ft.) A	B	C
40 mph or less	350	350	350
45 mph	500	500	500

* 500' beyond the ROAD WORK AHEAD sign or midway between signs whichever is less.

Table I
Device Spacing

Speed (mph)	Max. Distance Between Devices (ft.) Cones or Tubular Markers		Type I or Type III Barricades or Vertical Panels or Drums	
	Taper	Tangent	Taper	Tangent
25	25	50	25	50
30 to 45	25	50	30	50



LEFT LANE CLOSED ON FAR SIDE OF INTERSECTION TURNING MOVEMENTS ALLOWED

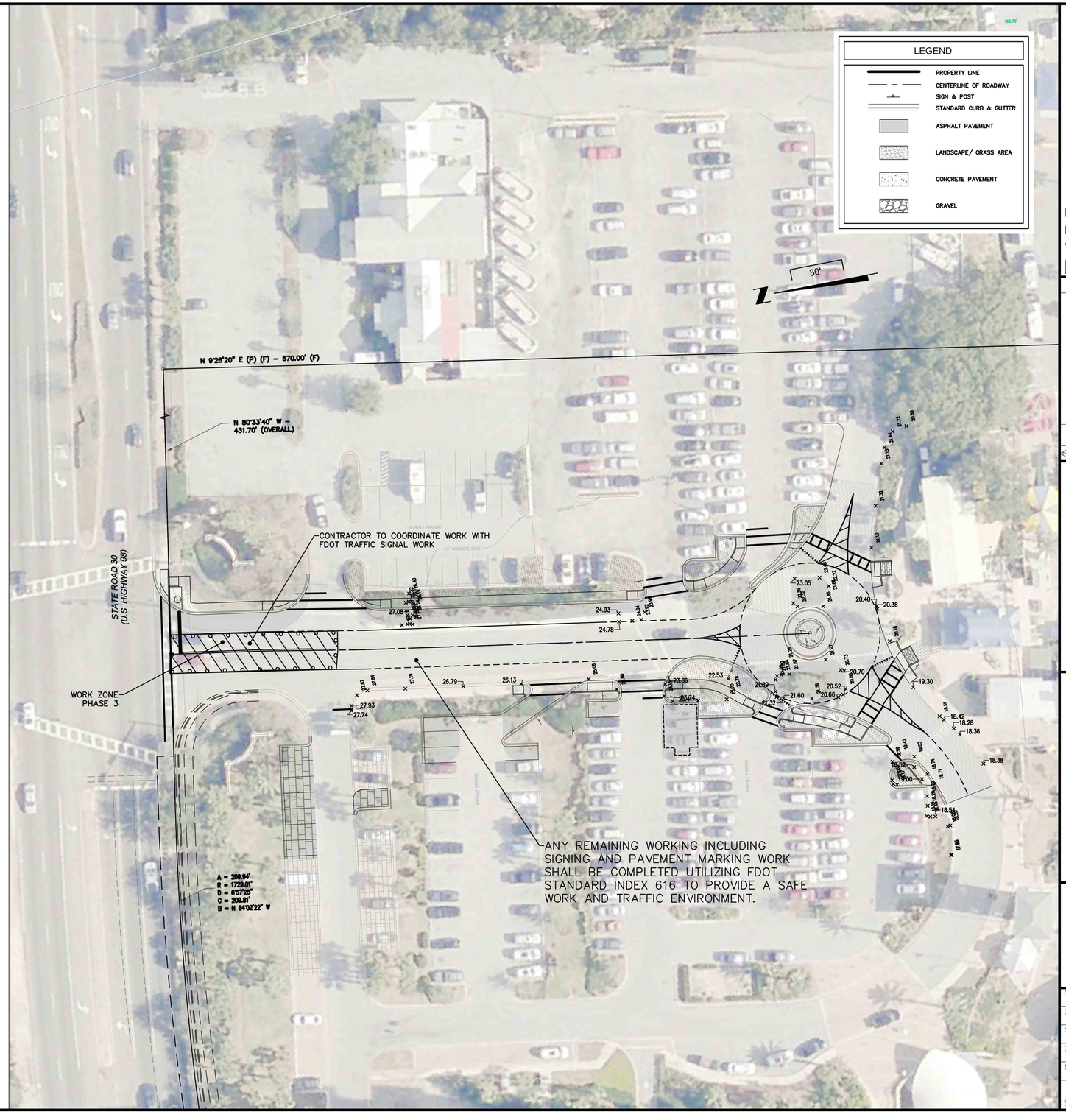
Table II
Taper Length - Merge (12' Lateral Transition)

Speed (mph)	L (ft.)	Notes (Merge)
25	125	
30	180	L = WS²/60
35	245	
40	320	
45	540	L = WS

For lateral transitions other than 12', use formula for L shown in the notes column. Where:
L = Length of taper in feet
W = Width of lateral transition in feet
S = Posted speed limit (mph)

1. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a left lane having significant left turning movements, then the left lane may be considered as a turn bay for left turns only as shown in this detail.

LAST REVISION 07/01/15	#	DESCRIPTION:	FDOT	FY 2017-18 DESIGN STANDARDS	MULTILANE, WORK NEAR INTERSECTION MEDIAN OR OUTSIDE LANE	INDEX NO. 616	SHEET NO. 3 of 3



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C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
1.			
2.			
3.			
4.			
5.			
6.			

MAINTENANCE OF TRAFFIC PLAN PHASE 3

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH PE NO. 40279 Reg. Engineer

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Project No.: 19-01-0030	
Designed: AMH	Drawn: DCG
Checked: RCW	Q.C.: RCW
Date: JUNE 2020	
Scale: 1" = 30'	
Sheet 9C	

Printed: Jun 26, 2020 - 2:22pm Printed By: autumn

11.10.0. - Air quality.

Pursuant to City of Destin's Land Development Code, Article 7.01.02.C and 11.10.03 the contractor shall maintain air quality by controlling dust from areas with disturbed earth and no vegetation as a result of construction activities. The dust control measures shall remain in place until a Certificate of Completion has been issued.

11.10.1. *Purpose.* The purpose of this section is to improve the air quality in the City of Destin by reducing the amount of particulate matter entering the ambient air as a result of development activity by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

A. Dust control plan requirements are as follows:

1. Grading operations shall be suspended when winds exceed 30 miles per hour.
2. Water shall be spread on disturbed earth and roadway base material if there are visible signs of fugitive dust.
3. Covering all particulate materials will be required when transported in open-bodied trucks, trailers or other vehicles, in order to prevent as much dust as possible from becoming airborne during transportation.
4. All stockpiles of particulate material will be watered or covered to prevent as much dust as possible dust from becoming airborne during high wind conditions.
5. Transfer processes involving free fall of soil or other particulate matter will be performed in a manner to minimize free fall distance and thus reduce dust emissions.
6. Water trucks shall be used to spread water to unpaved surfaces, including adjacent rights-of-way, or any other surface that can create airborne dust in order adequately to control dust emissions.
7. All landscaping materials shall be installed and irrigation system modifications completed on the development site prior to issuance of the Certificate of Completion.
8. Vehicles transporting soil or other materials to and from the site shall use the designated routes shown on sheet XXXX.
9. Transport vehicles shall exit the site through the designated construction exit remove soil, sand, dirt and any other particulate matter from

   vehicle tires and undercarriages prior to leaving the development site, in order to prevent the tracking out of said soil, sand, dirt, etc., onto the adjacent rights-of-way.
10. The maximum speed limit on the construction site is 10 MPH. Signs will be posted on barricades for both directions of traffic.
11. Contractor shall utilize street sweeping equipment to remove soil, sand and other particulate material deposited or emitted onto any right-of-way near the development site.
12. Contractor shall monitor dust control systems and/or devices, including but not limited to water application systems, filter replacement, or daily removal of excess dust from containment areas on a daily basis.
13. If required, opacity monitoring will be performed by a properly trained and certified individual in order to make sure that dust emissions do not exceed 30 percent over a six-minute period. If the standard is exceed, the contractor shall take remedial actions such as watering the exposed areas to address excess opacity will be immediately managed and documented.

B. Dust control plan compliance. In addition to the aforementioned the dust control plan, the contractor shall provide to the City a copy of the daily dust control checklist on which the contractor will document the compliance of the mitigation activities detailed in the dust control plan.

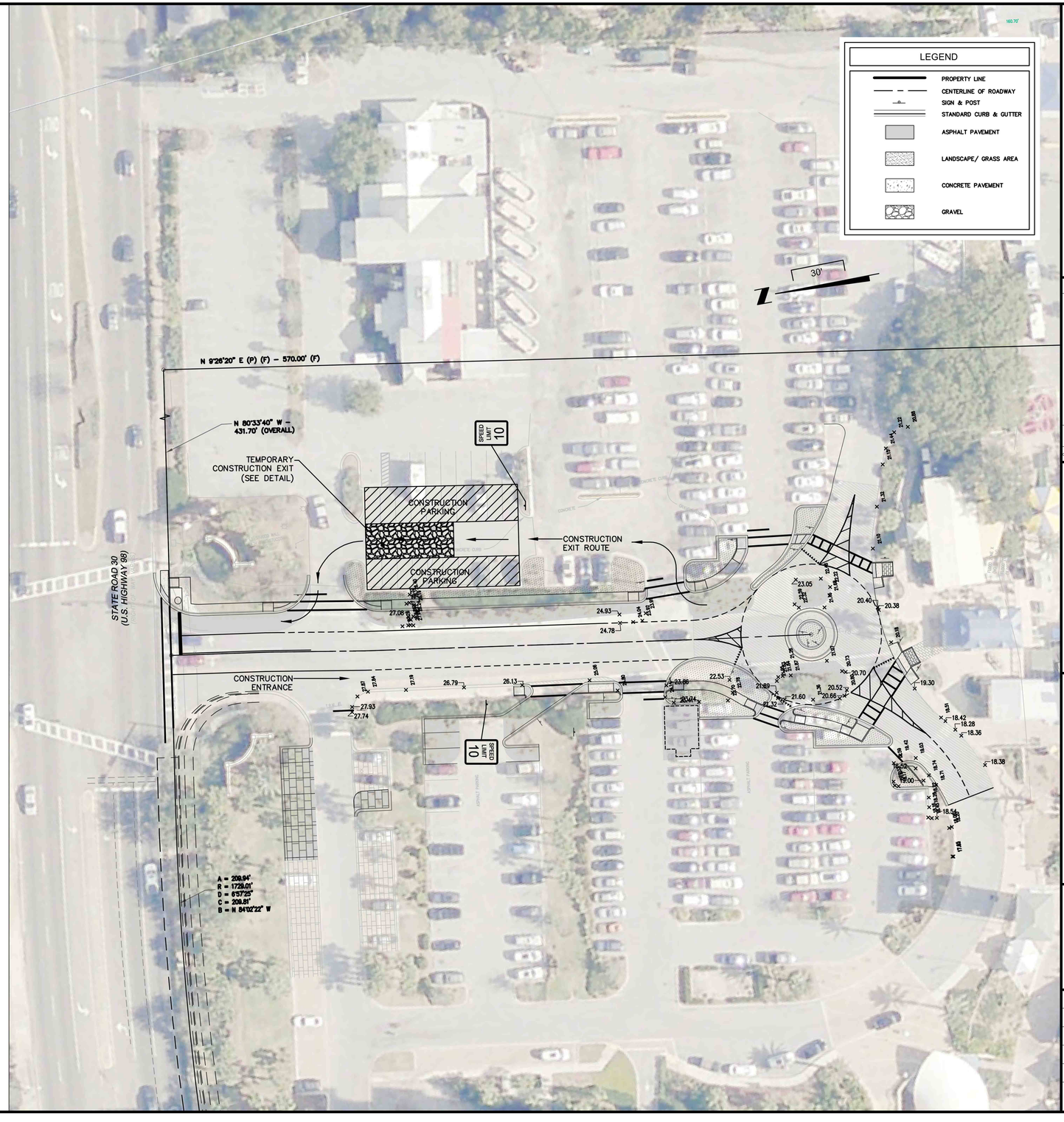
C. Documentation availability: The contractor shall maintain the dust control plan and the daily dust control checklist available at the job site for periodic review, inspection and copying by the City's representatives.

(Ord. No. 08-21-LC, § 6, 12-15-08)

7.2.1. - Mitigation of vibration impacts.

Pursuant to City of Destin's Land Development Code, Article 7.02.01 the contractor shall mitigate vibration impact activity on surrounding properties. The mitigation of vibration impacts shall include the following measures:

1. All Earthwork and Pavement Compaction activities shall be limited to the hours of 8 am to 5 pm.
2. Compaction activity included but not limited to earthwork compaction, concrete and asphalt breaking will not transmit vibrations to sensitive receptor structures at or above the Federal Transit Administration (FTA) approximate vibration damage threshold of 95 Vibration Decibels (VdB).
3. Any activity exceeding the approximate FTA vibration annoyance threshold of 80 VdB shall be limited to the hours of 8am to 5pm.



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C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A.			
A.			
A.			
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A.			
A.			

DUST CONTROL, VIBRATION MITIGATION AND CONSTRUCTION VEHICLE PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

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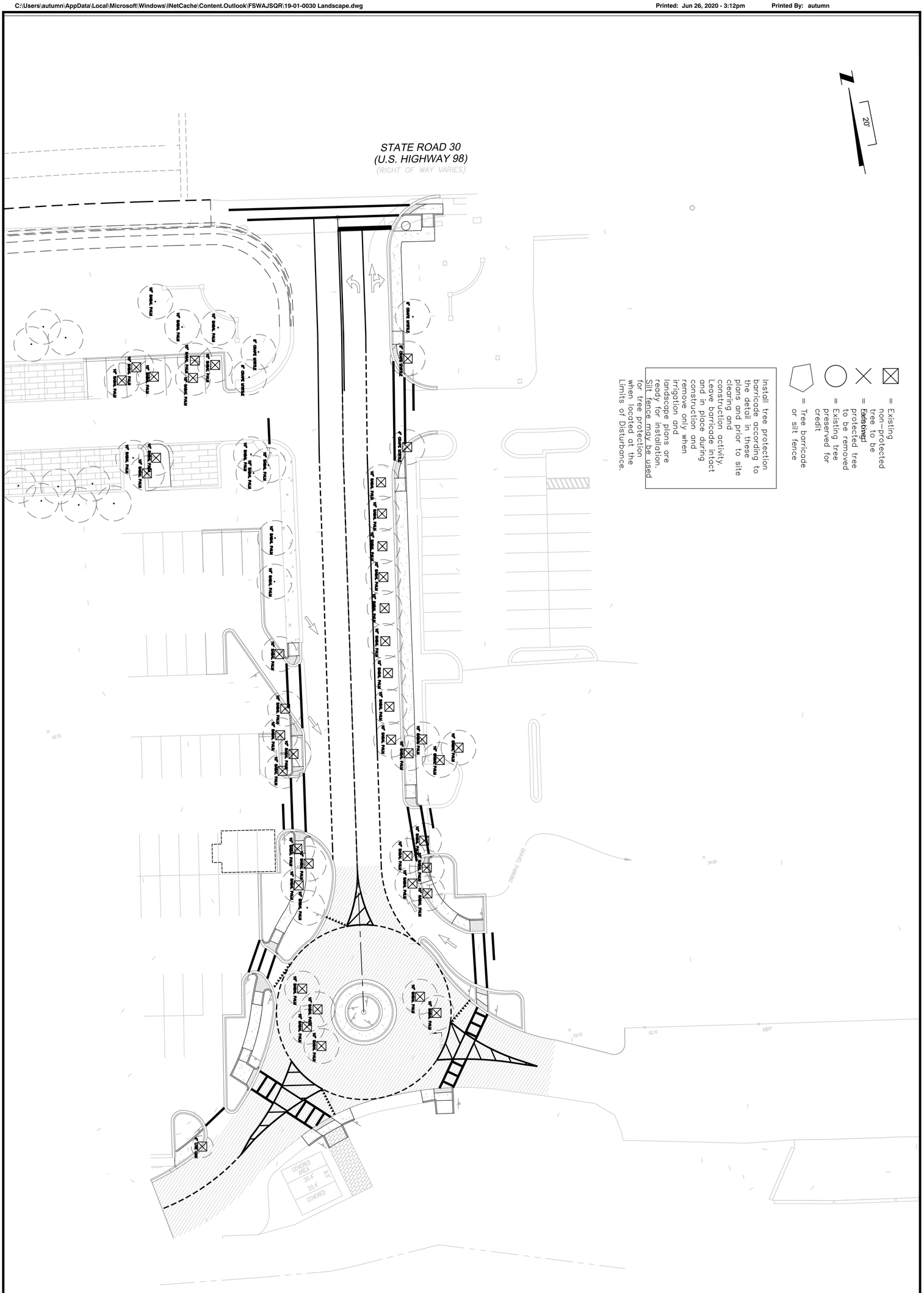
Project No.:	19-01-0030
Designed:	AMH
Drawn:	DCG
Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	1" = 30'

Sheet 10

J:\19\19-01-0030 Harborwalk\Design\Dwgs\Plots\19-01-0030 SEC.dwg



Sheet L1

Project No: 19-01-0030
Designed: ABP
Drawn: RCW
Checked: ABP
Drawn: RCW
Date: JUNE 2020
Scale: 1" = 20'

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

HARBORWALK ACCESS IMPROVEMENTS
DESTIN, FL
PREPARED FOR
LEGENDARY, INC

TREE REMOVAL AND PRESERVATION PLAN

No.	Date	Revision	By
1	..		
2	..		
3	..		
4	..		
5	..		
6	..		
7	..		

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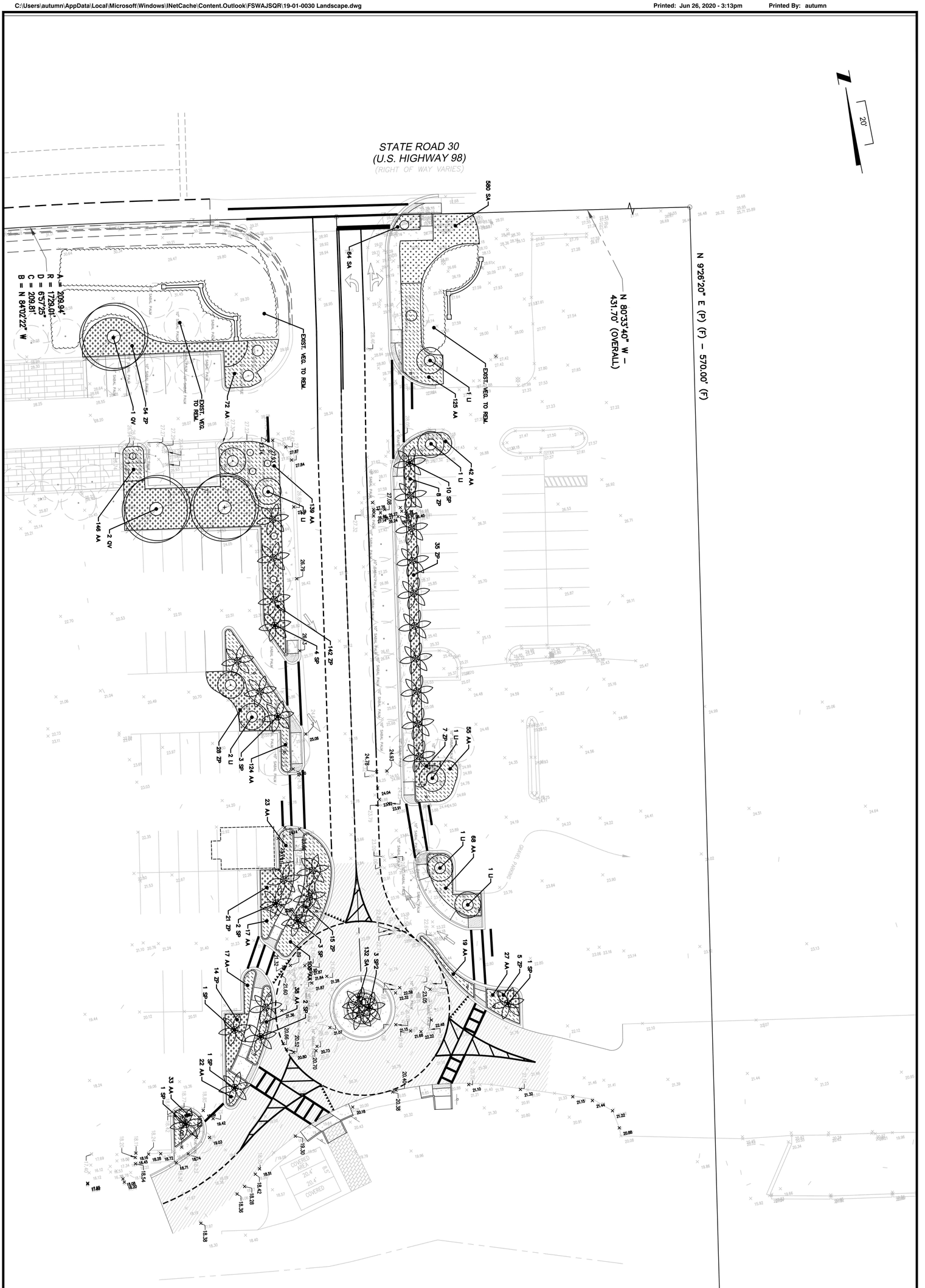

Sheet: L2	Project No.: 19-01-0030	RICHARD C. WELCH PE NO. 40279 Reg. Engineer	HARBORWALK ACCESS IMPROVEMENTS DESTIN, FL PREPARED FOR LEGENDARY, INC	LANDSCAPE PLAN	Connelly & Wicker Inc. Planning · Engineering · Landscape Architecture 10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246 (904) 265-3030 FAX: (904) 265-3031 www.cwleng.com C.A. Number: 3650 L.A. Number: LC26000311
Scale: 1" = 20'	Designed: ABP				
Date: JUNE 2020	Drawn: ABP				
Approved: RCW	Checked: RCW				

No. Date Revision By

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LANDSCAPE SPECIFICATIONS

GENERAL INSTALLATION INSTRUCTIONS

1. Contractor shall furnish all labor, materials, and insurance to complete the work as shown in the plan.
2. Contractor is responsible for acquiring all required permits and associated fees to complete the work.
3. Contractor shall locate and visibly mark all buried utilities prior to construction and notify the landscape architect of any conflicts.
4. Contractor shall demolish and remove from the premises all pavement, sod and other materials required to implement the plan.
5. All work shall be completed in a timely manner and in accordance with standard industry practices.
6. Contractor shall coordinate a work plan with the owner or agent and the landscape architect prior to starting work and shall comply with all state and federal requirements for work safety.
7. Contractor shall coordinate an approved staging area with the owner prior to starting the work and shall maintain a clean and orderly site throughout the construction period and shall properly dispose of all trash and removed materials.
8. Contractor shall proceed with approved work in an orderly and timely fashion.
9. Contractor shall prevent offsite erosion, both by wind and rain, during construction using adequate means such as silt fencing, hay bales, and drain socks.
10. Contractor shall provide all new materials in first quality condition.
11. Substitutions shall be rejected unless approved by the landscape architect prior to installation.
12. Contractor shall repair and/or replace at contractor's cost and in an expedient manner any utilities, pipes, conduit, cables, fences, pavement, plant material, or any other existing property within or abutting the project site damaged by contractor during the course of the project.
13. Contractor shall notify the owner and landscape architect at least one week in advance for a substantial completion inspection. The landscape architect shall provide a punch list to the contractor outlining items to be completed by the contractor. Contractor shall complete punch list items in timely manner before calling for a final inspection by the owner and the landscape architect.
14. Final payment for the work shall not be issued until a final inspection is completed and approved by the landscape architect and/or the owner.
15. All work shall be warranted against defects and failure for at least 1 year following the final acceptance.
16. Contractor shall clean site of all construction debris, materials, and trash. Disturbed areas shall be fine-graded and landscaped according to the plans, or sodded with variety specified in 17.1. Site must be clean and neat before a final acceptance and payment will be issued.

TREE AND EXISTING VEGETATION PROTECTION

1. Contractor shall ensure protection of existing trees and plants to be preserved within the project area and along the project boundaries prior to all clearing or construction activity using a tree barricade as specified in the plans, or if not specified in the plans, according to Florida Department of Transportation Index Number 544 Landscape Installation (http: //www.fdot.gov). A silt fence may serve as a barricade where such measures are required and provide full protection of the critical protection zone as defined in index 544.
2. Provide 4" pine bark compost mulch to uniformly cover all bare, cleared, eroded, or disturbed areas within each tree protection area. Keep mulch 12" away from base of each tree.
3. Notify the landscape architect prior to any construction activity where protection cannot be provided or must be modified to due to conflicting construction activity.
4. Notify the landscape architect prior to site clearing and construction of any trees or otherwise valuable plants not noted on the plans that may warrant protection, especially large trees located on adjacent properties whose roots and canopy occupy space within the project area.
5. Tree barricade shall remain in place for the duration of the project until landscape installation commences whereupon the contractor may remove barricades as needed to prepare final grades and install landscaping according to the plans. Remaining tree barricades shall be removed at the completion of the project.

PLANT INSTALLATION

1. Install all plants according to Florida Department of Transportation Index Number 544 Landscape Installation (http: //www.fdot.gov).
2. Do not install groundcovers or shrubs on top of or into the rootball of new trees.
3. Contractor shall verify and determine all final quantities based on the plans prior to bidding and pricing. In the occurrence of a discrepancy between the plans and the plant list, the plans shall take precedence.
4. All plants shall conform to the specifications on the plant list or plant schedule.
5. All plants shall be Florida No. 1 Grade or better according to the Florida Grades and Standards Handbook.
6. All plants shall be nursery-grown containerized or b&b stock.
7. All plants shall be in good health, vigorous, evenly branched, and thickly foliated when in leaf. All plants shall be free of disease, insects, including eggs and larvae, as well as have a healthy, developed root system. They should also be free of physical damage or adverse conditions that would prevent thriving growth.
8. Plant material, tree locations, and bed outlines shall be staked or flagged on site by the contractor and shall be adjusted as required to fit actual as-built conditions on site and approved by the owner or owner's representative prior to installation.
9. Unless otherwise specified, all existing plant material within the areas of new construction as shown on the plans shall be removed and properly disposed of off of the project site. Plant material outside of these areas shall remain and shall be replaced with like kind if killed or damaged via landscape installation activities (see general installation instructions and tree and existing vegetation protection).
10. Planting beds shall be shovel-cut to form a uniform, clean line between beds and lawn areas.
11. Remove all synthetic material surrounding the rootball, including strapping, and remove all material including burlap and wire basket from top third of root ball prior to backfilling. Failure to take these measures will result in rejection of the installed tree.
12. Shade trees shall be planted a minimum of 4 feet from any edge of pavement and 15 feet from overhead electric lines as measured from the at-grade centerline (refer to local provider to verify specific requirements).
13. All plant material shall be warranted for a period of one year from the date of Final Acceptance of the work and not the date on which it was installed.
14. Contractor shall provide all fine surface grading preparation for planting and shall maintain all finished grade requirements according to the plans, and ensure positive drainage. Report any drainage problems associated with finished grade or finished soil characteristics to the owner and the landscape architect.
15. Coordinate construction of planting areas with installation of irrigation system or hose bibs as specified.
16. Contractor shall provide mulch for all newly installed landscape areas. Provide a minimum 5' diameter mulch ring for all installed trees. Provide uniform coverage for all landscape beds at the specified depth maintain at least 6" clearance from all woody trunks and stems.
    16.1. Mulch shall be pine straw.
    16.2. Mulch shall be 6" uniform depth.
17. Install sod or seed, as specified in the plans, according to the Florida Department of Transportation Standard Specification Section 570 Performance Turf (http://www.fdot.gov) unless otherwise stated herein.
18. Contractor shall provide certified, healthy sod, free of weeds, disease, fungus, insects, or nematodes.
    18.1. Sod shall be 18.1.4 below:
        18.1.1. Celebration bermuda (*Cynodon dactylon 'Celebration'*)
        18.1.2. Argentine bahia (*Paspalum notatum 'Argentine'*)
        18.1.3. Palmetto St. Augustine (*Stenotaphurum secundatum 'Palmetto'*)
        18.1.4. Empire zoysia (*Zoysia japonica 'Empire'*)
19. Contractor shall provide plant maintenance during the construction period through Final Acceptance and the owner shall provide maintenance during the warranty period following Final Acceptance, unless otherwise specified in the contract documents.
20. Contractor shall maintain all staking and guying materials and correct tree leaning or tilting during the warranty period. Contractor shall ensure that tree trunks and branches are not damaged or growth restricted by strapping or guying materials. Contractor shall be responsible for removal of all above-ground staking and guying material at end of the warranty period.

SOILS

1. Contractor shall minimize soil compaction to all new planting areas by limiting access to those areas designated for planting purposes only. Contractor shall not store, clean, or empty equipment or materials within any area specified for preservation or new plant installation.
2. Prior to plant installation, contractor shall conduct a soil test in at least three locations on the site that best represent the plant distribution and conditions shown on the planting plan. The soil test shall be conducted by an independent laboratory qualified to test soils. The test shall be conducted to determine:
    2.1. Soil type
    2.2. Soil pH
    2.3. Nutrient content
    2.4. Recommended amendments
3. Contractor shall furnish a copy of the soil report(s) along with the contractor's recommended amendments to the landscape architect and the owner prior to initiating plant installation. Contractor shall not initiate plant installation without a written or verbal response from the landscape architect or owner indicating receipt of the report and agreement with the amendment approach.
4. At a minimum, contractor shall provide 5-8 percent organic pine bark compost uniformly throughout the planting soils prior to plant installation. Do not apply synthetic fertilizer to any planting area without the approval of the landscape architect or owner.

811 Know what's below. Call before you dig.

IRRIGATION INSTALLATION

1. Contractor shall modify existing irrigation system to provide full, head-to-head coverage of all landscaped areas within the project area. Repair and replace existing components as needed to ensure full operational capacity.
2. Contractor shall submit a cost estimate for the proposed new system design along with unit costs for components and all related work such as sleeve installation, electrical work, and repairs.
3. Upon completion, contractor shall submit an as-built plan of the installed irrigation system, location of all components and sleeves to the owner (and municipal authority if required).
4. Contractor shall provide a double-check backflow preventer equal to a DCA-100 (or approved equal), mounted in a rectangular valve box on the serving side and adjacent to the meter, and shall provide freeze protection.
5. All pipe and wire under paving shall be placed in Schedule 40 PVC sleeves from the full pavement coverage length and shall be at least 24" below finished grade.
6. Main lines shall be installed at least 18" below finished grade and lateral lines shall be installed at least 12" below finished grade.
7. Contractor shall reroute piping to avoid existing plants and tree roots and hand-dig pipes under or through tree roots within the canopy area of existing trees that cannot be avoided. Mechanical trenching through tree roots within the canopy area of preserved trees shall not be permitted.
8. Contractor shall be responsible for all applicable permits and fees.
9. Contractor shall comply with all state and local codes and shall clarify any discrepancies on the plan prior to bidding.
10. Prior to final acceptance, contractor shall show owner or maintenance superintendent how to operate and maintain the system.
11. Contractor shall furnish all warranty, maintenance equipment, and operating instructions.

PLANT LIST

QTY	ABV	BOTANICAL NAME	COMMON NAME	SIZE / SPECS	SPACING	SHADE	ORIGIN
TREES							
9	LI	Lagerstroemia indica 'Tuscarora'	Tuscarora crape myrtle	45 gal / 10–12' ht / Multitrunk	As shown	No	Non–native
3	QV	Quercus virginiana	Live oak	4" cal / 13–15' ht	As shown	Yes	Native
28	SP	Sabal palmetto	Cabbage palm	16–18' CT regen / btd	As shown	No	Native
3	SP2	Sabal palmetto	Cabbage palm	20–22' CT regen / specimen cluster	As shown	No	Native
43	TOTAL						
SHRUBS							
87	ZP	Zamia pumila	Coontie palm	15–20" ht	3.5' OC		Native
GROUNDCOVERS							
128	AA	Agapanthus africanus	Lily of the nile	10–15" ht / 1 gal	2' OC		Exotic
776	SA	Seasonal annuals	Various	6–10" ht / 1 qt	12" OC		Exotic
	SOD	Zoysia japonica 'Empire'	Empire zoysiagrass	Certified	Solid sod		Exotic

CITY OF DESTIN LANDSCAPE REQUIREMENTS

Proposed landscape modifications responding to entry drive and parking area improvements do not alter landscape requirements met via previously permitted plans for this area. Tree counts and species are maintained with a minor shift in species distribution to fit new parking layout.

TREES TO BE REMOVED WITHIN THE PROJECT AREA

Sabal palm: 40
Crape myrtle: 2
Live oak: 1
Total: 43

TREES TO BE INSTALLED WITHIN THE PROJECT AREA

Sabal palm: 31
Crape myrtle: 9
Live oak: 3
Total: 43

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(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A1			
A2			
A3			
A4			
A5			
A6			

LANDSCAPE SPECIFICATIONS

HARBORWALK ACCESS IMPROVEMENTS
DESTIN, FL
PREPARED FOR
LEGENDARY, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

Project No.:	19-01-0030
Designed:	ABP
Drawn:	ABP
Checked:	RCW
O.C.:	RCW
Date:	JUNE 2020
Scale:	Custom
Sheet	L3

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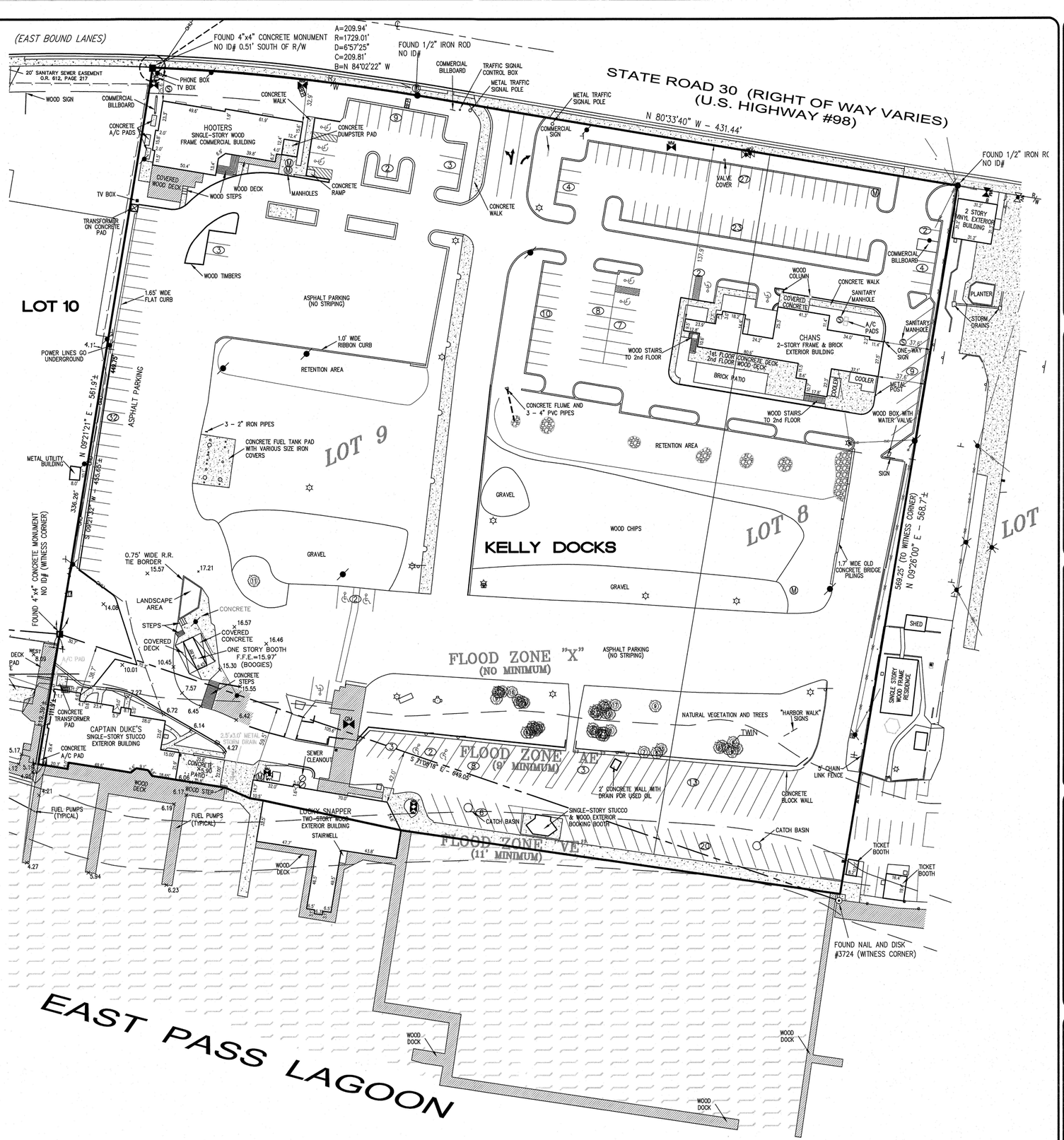
Printed: Jun 26, 2020 - 3:13pm Printed By: autumn
C:\Users\autumn\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\FSWAJSOR\19-01-0030 Landscape.dwg

LEGEND:

ECA = EMERALD COAST ASSOCIATES
CORP. = CORPORATION
No. = NUMBER
# = NUMBER
—/\— = DISTANCE NOT TO SCALE
L.B. = LICENSED BUSINESS
R.R. = RAIL ROAD
L.S. = LICENSED SURVEYOR
P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER
± = MORE OR LESS
A = ARC LENGTH
R = RADIUS
D = DELTA ANGLE
B = CHORD BEARING
C = CHORD LENGTH
PVC = POLYVINYL CHLORIDE
C.M.P. = CORRUGATED METAL PIPE
C.P.P. = CORRUGATED PLASTIC PIPE
R.C.P. = REINFORCED CONCRETE PIPE
R/W = RIGHT OF WAY
℄ = CENTERLINE
F.E.M.A. = FEDERAL EMERGENCY MANAGEMENT AGENCY
A/C = AIR CONDITIONER
ID. = IDENTIFICATION
OHU = OVERHEAD UTILITY LINE
CMP = CORRUGATED METAL PIPE
□ = SET 4"x4" CONCRETE MONUMENT STAMPED "ECA PRM CORP. 3724"
= PINE TREE (DIAMETER AS INDICATED)
= MAGNOLIA TREE (DIAMETER AS INDICATED)
= BAY TREE (DIAMETER AS INDICATED)
= CEDAR TREE (DIAMETER AS INDICATED)
= OAK TREE (DIAMETER AS INDICATED)
= SIGN
= GAS METER
= WATER METER
= WATER VALVE
= NUMBER OF PARKING SPACES
= UTILITY POLE
= GUY ANCHOR
= LAMP POST
= TELEPHONE MANHOLE
= STORM WATER MANHOLE
= MANHOLE
= SANITARY MANHOLE
= FIRE HYDRANT
= BACKFLOW PREVENTER
= RIP-RAP
= ASPHALT
= WOOD
= CONCRETE
= COASTAL HIGH HAZARD AREA (CHHA) OVERLAID BY COORDINATE INPUT OF NORTH AMERICAN DATUM 1983/90 (NAD 83/90); SOURCE DATA: OKALOOSA COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)

GRAPHIC SCALE
0 20 40 80
(IN FEET)
1 inch = 40 ft.



DESCRIPTION:

LOTS 8 AND 9 OF MORENO POINT MILITARY RESERVATION, ACCORDING TO DEED BOOK 25, PAGE 573 OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA, LYING SOUTH OF STATE ROAD 30 (US HIGHWAY 98) RIGHT OF WAY.

NOTES:

1. BEARINGS SHOWN HEREON ARE REFERENCED TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 30 (U.S. HIGHWAY 98)(100' WIDE RIGHT OF WAY), AS BEING NORTH 80°33'40" WEST. (ASSUMED DATUM)
2. THIS PARCEL IS LOCATED IN FLOOD ZONE X, NO MINIMUM FLOOR ELEVATION REQUIRED, AND IN FLOOD ZONE AE, 8.00' MINIMUM FLOOR ELEVATION REQUIRED, AND IN FLOOD ZONE VE, 11.00' MINIMUM FLOOR ELEVATION REQUIRED, AS DETERMINED BY SCALE FROM F.E.M.A. PANEL NUMBER 12091C0469 H, PANEL 469 OF 494, DATED DECEMBER 6, 2002, OKALOOSA COUNTY, FLORIDA.
3. NO ENVIRONMENTAL JURISDICTION LINES HAVE BEEN DETERMINED BY EMERALD COAST ASSOCIATES, INC.
4. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT ABSTRACT OF TITLE OR TITLE INSURANCE POLICY. NO SEARCH OF THE PUBLIC RECORDS WAS PERFORMED BY EMERALD COAST ASSOCIATES INC.
5. APPARENT USES ARE AS SHOWN.
6. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
7. NO STRUCTURAL FOUNDATIONS BELOW THE SURFACE OF THE GROUND WERE LOCATED.
8. GRAPHIC SYMBOLISM OF CORNER MONUMENTATION, UTILITIES, SIGNS, ETCETERA, ARE EXAGGERATED FOR CLARITY AND ARE NOT TO SCALE. THE CENTER POINT OF WHICH IS ACCURATELY PLOTTED TO SCALE AND/OR DIMENSIONED THERETO.
9. NO UNDERGROUND UTILITIES OR UTILITY LINES WERE LOCATED.
10. INTERIOR IMPROVEMENTS NOT UPDATED OR RE-VERIFIED SINCE 6-17-2004 (BY CLIENT'S REQUEST, SITE UNDER CONSTRUCTION.)

TOTAL AREA LOTS 8,9 - 361,885± SQUARE FEET (8.31± ACRES)

www.eca-fl.com
Emerald Coast Associates Inc.
Land Planning • Engineering • Surveying
Since 1979
327 COUNTY HIGHWAY 393 SOUTH
SANTA ROSA BEACH, FLORIDA 32459
PH: (850) 267-0473, FAX: (850) 267-0979

BOUNDARY SURVEY

BOUNDARY SURVEY OF LOTS 8 AND 9, MORENO POINT MILITARY RESERVATION LOCATED IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA
REQUESTED BY: TOM PATTON
DOCUMENT NO.

DATE	REVISION	ORDER BY:

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

DARYL E.W. BURGIS
FLORIDA LICENSED SURVEYOR AND MAPPER # 4980
EMERALD COAST ASSOCIATES, INC. - L.B. #3724

3/11/20
DATE

PROJECT: 01-254B

DRAWN BY: W.J.L.	SCALE: 1" = 40'
DWG. DATE: 3-1-20	ORDER: 16-0424
FIELD DATE: 6-17-04	PROJECT: 01-254
FIELD BOOK(S): 1724, PAGES 43-55 (EE)	

SHEET 1 OF 1

THESE PLANS, AND IDEAS AND CONCEPTS CONTAINED HEREIN INCLUDING DIGITAL INFORMATION ARE THE PROPERTY OF ECA, INC. AND ARE NOT TO BE REPRODUCED, COPIED, MODIFIED, OR CHANGED IN ANY FORM OR MANNER WITHOUT THE EXPRESS WRITTEN PERMISSION AND CONSENT OF ECA, INC.

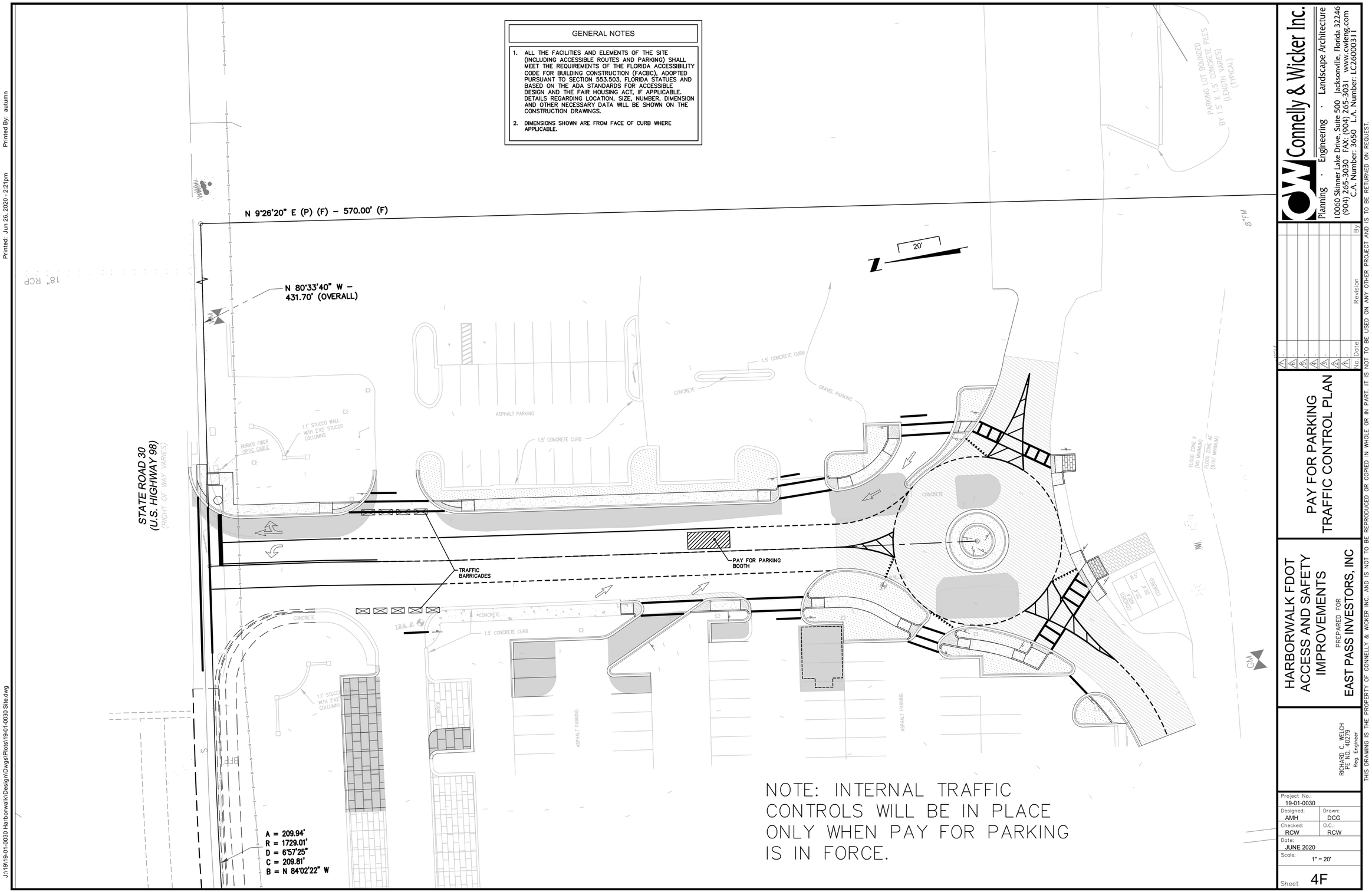
J:\2001\01-254\16-0424-SUR\Description Sketch_Harborwalk Village\Drawing\01-254B.dwg, LAYOUT1, BB, Mar 11, 2020 - 11:13:55am

Printed: Jun 26, 2020 - 2:21pm Printed By: autumn

J:\19\19-01-0030 Harborwalk\Design\Dwgs\Plots\19-01-0030 Site.dwg

GENERAL NOTES

1. ALL THE FACILITIES AND ELEMENTS OF THE SITE (INCLUDING ACCESSIBLE ROUTES AND PARKING) SHALL MEET THE REQUIREMENTS OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION (FACBC), ADOPTED PURSUANT TO SECTION 553.503, FLORIDA STATUES AND BASED ON THE ADA STANDARDS FOR ACCESSIBLE DESIGN AND THE FAIR HOUSING ACT, IF APPLICABLE. DETAILS REGARDING LOCATION, SIZE, NUMBER, DIMENSION AND OTHER NECESSARY DATA WILL BE SHOWN ON THE CONSTRUCTION DRAWINGS.
2. DIMENSIONS SHOWN ARE FROM FACE OF CURB WHERE APPLICABLE.



NOTE: INTERNAL TRAFFIC CONTROLS WILL BE IN PLACE ONLY WHEN PAY FOR PARKING IS IN FORCE.

Connelly & Wicker Inc.
Planning · Engineering · Landscape Architecture
10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 265-3030 FAX: (904) 265-3031 www.cwleng.com
C.A. Number: 3650 L.A. Number: LC26000311

No.	Date	Revision	By
A			
A			
A			
A			
A			
A			

PAY FOR PARKING TRAFFIC CONTROL PLAN

HARBORWALK FDOT ACCESS AND SAFETY IMPROVEMENTS

PREPARED FOR
EAST PASS INVESTORS, INC

RICHARD C. WELCH
PE NO. 40279
Reg. Engineer

Project No.: 19-01-0030	
Designed: AMH	Drawn: DCG
Checked: RCW	Q.C.: RCW
Date: JUNE 2020	
Scale: 1" = 20'	
Sheet 4F	

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ITEM # 2025-443

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Consent Agenda
AGENDA OUTLINE NUMBER: 3.A.

TO: City Council

THRU: Larry Jones , City Manager

FROM: Michael Burgess, Public Works Director

DATE: 04/03/2025

SUBJECT: Temporary Waiver of Parking Fees for Destin High School Senior Day – Marler Street Parking Lot

I. BACKGROUND: Lori Saczynski, who is assisting with the coordination of Destin High School's Senior Day, has requested the use of the Marler Street parking lot on the morning of Wednesday, May 14, 2025, for student and chaperone parking. The request includes a waiver of parking fees during the event.

Senior Day is an annual celebration for graduating seniors, and this year's plans include a breakfast at The Edge followed by a trip to Crab Island for traditional "cap toss" photos.

II. DISCUSSION: The proposed use of the Marler Street parking lot is for a limited time window from 6:45 AM to approximately 11:00 AM on Wednesday May 14th. This temporary waiver would allow seniors and event coordinators to park without charge while participating in the planned festivities.

The event is expected to bring a manageable number of vehicles and should not interfere with regular parking demand at that time of the morning. This show of support for local students recognizes their accomplishments and helps facilitate a safe and coordinated start to their graduation festivities.

Code Compliance will be advised not to issue parking citations at this location during this time.

Approval of this request requires Council authorization, as it involves a waiver of standard parking fees.

No attachments are included for this item.

A. Link to Strategic Goals / Objectives: II. Enhanced Quality of Life

and Safety for Families

B. Effect on Budget (EOB): None

C. Level of Service (LOS): The temporary use of the Marler Street parking lot for this school-related event will not significantly impact public parking availability due to the early morning timeframe. No additional staffing or resources are expected to be necessary. Standard operations of the lot can resume immediately following the event's conclusion around 11:00 AM.

D. Legislative Sponsor: N/A

E. Business Impact Statement: N/A

III. CONCLUSION: Staff recommends that City Council approve the waiver of parking fees for the Marler Street parking lot on Wednesday, May 14, 2025, from 6:45 AM to 9:30 AM, in support of Destin High School's Senior Day event. This action provides a small but meaningful accommodation for a local educational celebration and will not adversely affect city services or parking operations.

IV. RECOMMENDED MOTION: I move to approve the waiver of parking fees at the Marler Street parking lot for Destin High School's Senior Day event on Wednesday, May 14, 2025, from 6:45 AM to 11:00 AM.

Attachments:

None

ITEM # 2025-465

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 3.B.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Daniel Butler, Principal Planner
David Prichard, Community Development Director

DATE: April 14, 2025

SUBJECT: Holiday Isle, Residential Section No. 7 Replat - Final Plat Approval SUB-001401-2024

I. BACKGROUND: The original Holiday Isle Residential Section No. 7 Subdivision Plat was recorded at the County level on February 22, 1973. This Plat established multiple properties, as well as a 20' access easement at the terminus of the canal illustrated on the Plat, which is dedicated to the County.

II. DISCUSSION: The County (applicant) considers this 20' easement as surplus property that is not needed; therefore, is requesting to subdivide and dedicate the associated parcels to the adjacent property owners.

The submitted Plat is in conformance with all applicable Florida State Statutes and City Codes, and there is no development proposed as part of this subdivision.

COMPREHENSIVE PLAN CONSISTENCY: The proposed project is consistent with ***Comprehensive Plan Policy 1-2.2.2: Prevent Deterioration and Enhance the Appearance of Residential Areas; Policy 8-1.1.1: Ensure Effective Intergovernmental Coordination; Policy 8-1.1.4: Coordinate with Okaloosa and Walton Counties on Development and Growth Management Issues; Policy 8-1.4.4: Protect Shorelines.***

A. Link to Strategic Goals / Objectives: II. Enhanced quality of life and safety for families

B. Effect on Budget (EOB): There is no anticipated effect on the budget.

C. Level of Service (LOS): There is no anticipated effect on the surrounding level of service.

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: The applicant is requesting Final Plat approval for the Holiday Isle, Residential Section No. 7 Replat. The submitted Plat is in conformance with all applicable Florida State Statutes and City Codes. As a result, the City's Technical Review Committee (TRC) approved the proposed Plat on February 21, 2025.

STAFF RECOMMENDATION: Staff are recommending Final Plat approval for Holiday Isle, Residential Section No. 7 Replat (SUB-001401-2024).

IV. RECOMMENDED MOTION: I move that the City Council approve Final Plat for Holiday Isle, Residential Section No. 7 Replat (SUB-001401-2024).

Attachments:

1. 1. Holiday Isle Residential Section No. 7 Replat Drawing
2. 2. Original Holiday Isle Residential Section No. 7 Plat
3. 3. Release of Plat Application
4. 4. Proposed Legal Descriptions
5. 5. Public Comment
6. 6. Abutter Notice

PLAT BOOK _____, PAGE _____

HOLIDAY ISLE, RESIDENTIAL SECTION NO. 7 REPLAT

A REPLAT OF 20' ACCESS EASEMENT OF HOLIDAY ISLE, PLAT BOOK 5, PAGE 34, UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 24 WEST, OKALOOSA COUNTY, FLORIDA.

Dedication:

THE OKALOOSA COUNTY BOARD OF COMMISSIONERS, AS OWNERS OF THE PROPERTY KNOWN AS THE 20' ACCESS EASEMENT ON THE HOLIDAY ISLE RESIDENTIAL SECTION NO.7 PLAT WHICH IS SUBDIVIDED HEREON, DO HEREBY ACKNOWLEDGE THE SUBDIVISION THEREOF, AS SHOWN HEREON, TO BE THEIR FREE ACT AND WILL. NO DEDICATION TO PUBLIC.

_____ _____
PAUL MIXON, CHAIRMAN WITNESS

_____
WITNESS

Acknowledgement to Dedication:

STATE OF FLORIDA, COUNTY OF OKALOOSA

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2025 BEFORE ME, AN OFFICER DULY AUTHORIZED AND ACTING, PERSONALLY APPEARED, WHO IS PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT OF DEDICATION, AND AS REPRESENTING MEMBER OF THE OKALOOSA COUNTY BOARD OF COMMISSIONERS, ACKNOWLEDGED TO AND BEFORE ME THAT SAID INSTRUMENT IS THEIR FREE ACT AND DEED.

_____
NOTARY PUBLIC, STATE OF FLORIDA, COUNTY OF OKALOOSA
MY COMMISSION EXPIRES: _____

Certification by Tax Collector:

I, BEN ANDERSON, DO HEREBY CERTIFY THAT TAXES HAVE BEEN PAID FOR THE TAX YEAR _____ FOR THE PROPERTY DESCRIBED HEREON TO THE BEST OF BY KNOWLEDGE AS OF THE _____ DAY OF _____ 2025.

_____
BEN ANDERSON, TAX COLLECTOR
OKALOOSA COUNTY, FLORIDA

Clerk's Certificate of Recording:

BRAD E. EMBRY, CLERK OF THE CIRCUIT COURT, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD ON THE _____ DAY OF _____, 2025 IN PLAT BOOK _____, PAGE _____.

_____
BRAD E. EMBRY
CLERK OF CIRCUIT COURT, OKALOOSA COUNTY, FLORIDA

Title Opinion:

IT IS THE OPINION TO THE UNDERSIGNED ATTORNEY-AT-LAW, LICENSED IN THE STATE OF FLORIDA, THAT THE TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON SAID LAND, EXCEPT AS NOTED HEREON.
OPINION RENDERED ON THE _____ DAY OF _____, 2025.

_____
BY: KERRY A. PARSONS, ESQ.

City Council Approval:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF DESTIN, FLORIDA AND APPROVED BY THEM ON THE _____ DAY OF _____, 2025.

_____
STEVE O'CONNER
INTERIM COMMUNITY DEVELOPMENT DIRECTOR

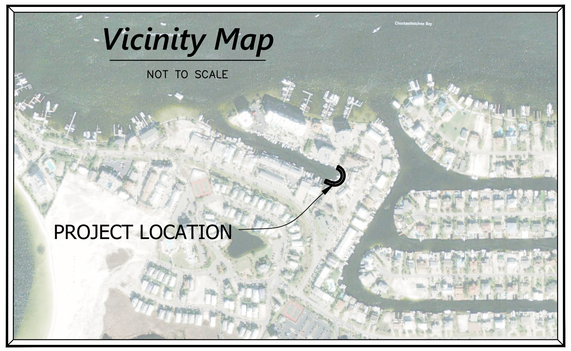
_____
ERIC STEWART, PSM
CITY SURVEYOR

_____
MICHAEL BURGESS, MS, PH, CSM, CFM
PUBLIC WORKS DIRECTOR

_____
LARRY JONES
CITY MANAGER

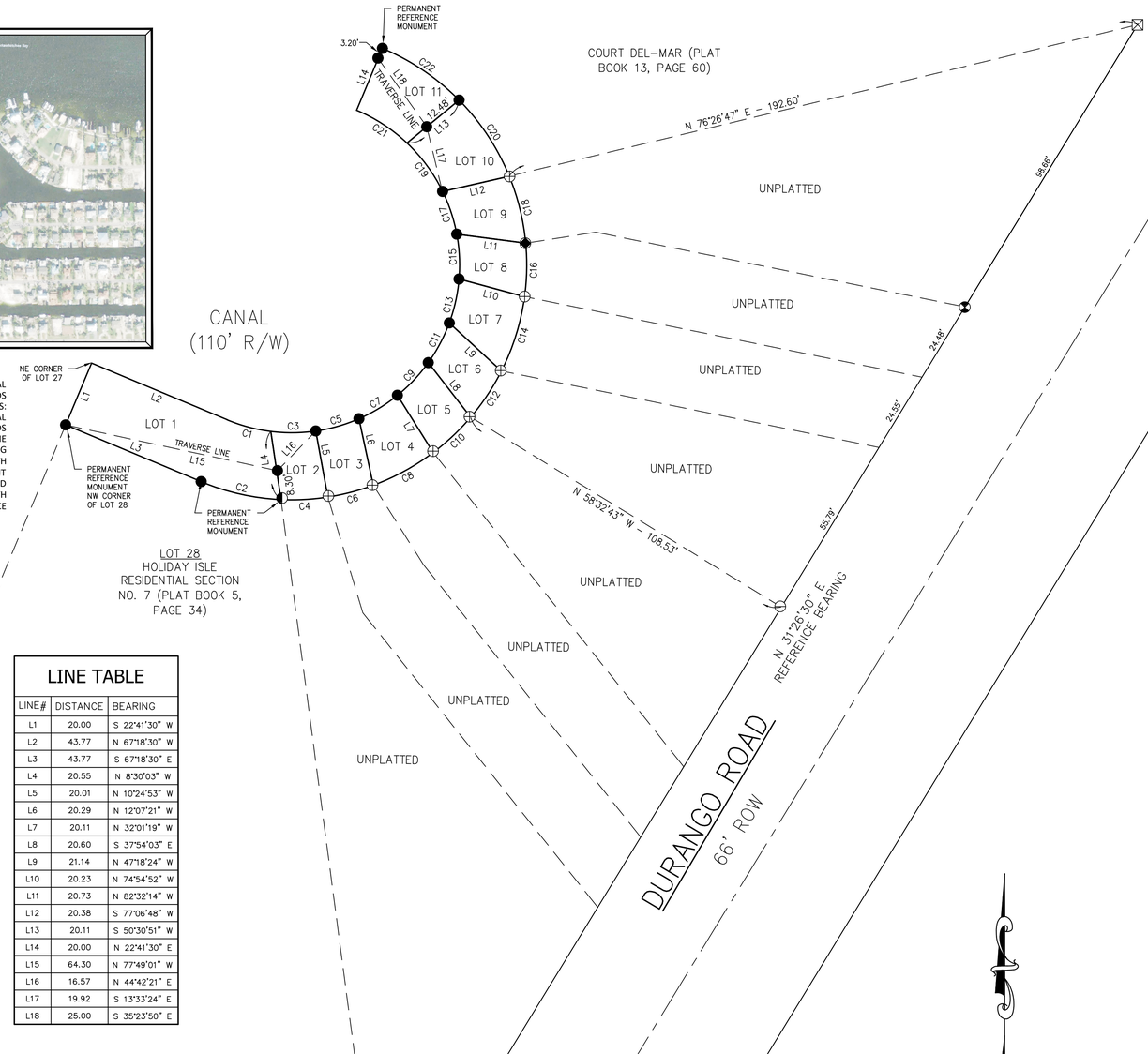
LEGEND:

No. = NUMBER
L.S. = LICENSED SURVEYOR
P.S.M.= PROFESSIONAL SURVEYOR AND MAPPER
FIR = FOUND 1/2" CAPPED IRON ROD
C1 = CURVE & NUMBER
℄ = CENTERLINE
R/W = RIGHT OF WAY
⧓ = FOUND 1/2" CAPPED IRON ROD, L.B. #4450
● = SET 1/2" CAPPED IRON ROD, L.S. # 7178
◆ = FOUND 5/8" CAPPED IRON ROD, L.B. # 1532
⊕ = FOUND 1/2" CAPPED IRON ROD, NO IDENTIFICATION
⊠ = FOUND 4"x4" CONCRETE MONUMENT, NO IDENTIFICATION
◐ = FOUND 1/2" CAPPED IRON ROD, L.B. # 7237
⊖ = FOUND 1/2" CAPPED IRON ROD, L.B. # 7299



Legal Description:

A PARCEL LABELED AS "20' ACCESS EASEMENT" OF HOLIDAY ISLE, RESIDENTIAL SUBDIVISION NO. 7, AS RECORDED IN PLAT BOOK 5, PAGE 34, IN THE OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 27, HOLIDAY ISLE, RESIDENTIAL SUBDIVISION NO. 7, AS RECORDED IN PLAT BOOK 5, PAGE 34, IN THE OFFICIAL RECORDS OF OKALOOSA COUNTY, FLORIDA; THENCE SOUTH 67°18'30" EAST 43.77 FEET TO THE POINT OF A CURVE, CONCAVE WESTERLY, WITH A RADIUS OF 50.00 FEET; THENCE ALONG SAID CURVE AN ARC LENGTH OF 157.08 (CHORD BEARING AND DISTANCE= NORTH 22°41'30" EAST, 100.00 FEET); THENCE NORTH 22°41'30" EAST 20.00 FEET TO THE POINT OF A CURVE CONCAVE WESTERLY, WITH A RADIUS OF 70.00 FEET; THENCE ALONG SAID CURVE AN ARC LENGTH OF 219.90 FEET (CHORD BEARING AND DISTANCE= SOUTH 22°41'30" WEST 140.00 FEET); THENCE NORTH 67°18'30" WEST 43.77 FEET; THENCE NORTH 22°41'30" EAST 20.00 FEET TO THE POINT OF BEGINNING.



CURVE TABLE

CURVE#	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	50.00'	13.51'	15°28'57"	13.47'	N 75°02'59" W
C2	70.00'	24.48'	20°02'27"	24.36'	S 77°19'44" E
C3	50.00'	13.44'	15°24'06"	13.40'	S 89°30'30" W
C4	70.00'	14.02'	11°28'42"	14.00'	N 86°54'41" E
C5	50.00'	13.44'	15°24'06"	13.40'	S 74°06'24" W
C6	70.00'	14.00'	11°27'43"	13.98'	N 75°26'29" E
C7	50.00'	13.44'	15°24'06"	13.40'	S 58°42'18" W
C8	70.00'	20.41'	16°42'28"	20.34'	N 61°21'24" E
C9	50.00'	13.44'	15°24'06"	13.40'	N 43°18'13" E
C10	70.00'	15.40'	12°36'21"	15.37'	S 46°41'59" W
C11	50.00'	13.44'	15°24'06"	13.40'	S 27°54'07" W
C12	70.00'	16.57'	13°33'42"	16.53'	N 33°36'58" E
C13	50.00'	13.44'	15°24'06"	13.40'	S 12°30'01" W
C14	70.00'	23.31'	19°04'39"	23.20'	N 17°17'47" E
C15	50.00'	13.44'	15°24'06"	13.40'	S 2°54'05" E
C16	70.00'	15.99'	13°05'31"	15.96'	N 1°12'43" E
C17	50.00'	13.44'	15°24'06"	13.40'	S 18°18'10" E
C18	70.00'	20.62'	16°52'53"	20.55'	N 13°46'29" W
C19	50.00'	18.03'	20°39'29"	17.93'	S 36°19'58" E
C20	70.00'	27.35'	22°23'22"	27.18'	N 33°24'37" W
C21	50.00'	18.02'	20°38'47"	17.92'	N 56°59'06" W
C22	70.00'	27.74'	22°42'12"	27.56'	S 55°57'23" E

LINE TABLE

LINE#	DISTANCE	BEARING
L1	20.00	S 22°41'30" W
L2	43.77	N 67°18'30" W
L3	43.77	S 67°18'30" E
L4	20.55	N 8°30'03" W
L5	20.01	N 10°24'53" W
L6	20.29	N 12°07'21" W
L7	20.11	N 32°01'19" W
L8	20.60	S 37°54'03" E
L9	21.14	N 47°18'24" W
L10	20.23	N 74°54'52" W
L11	20.73	N 82°32'14" W
L12	20.38	S 77°06'48" W
L13	20.11	S 50°30'51" W
L14	20.00	N 22°41'30" E
L15	64.30	N 77°49'01" W
L16	16.57	N 44°42'21" E
L17	19.92	S 13°33'24" E
L18	25.00	S 35°23'50" E

General Notes:

1. BEARINGS AND COORDINATES SHOWN HEREON ARE REFERENCED TO STATE PLANE COORDINATES SYSTEM, FLORIDA NORTH ZONE (0903), NORTH AMERICAN DATUM OF 1983 (NAD 83), U.S. SURVEY FOOT. BEARINGS ARE REFERENCED ALONG THE WEST RIGHT OF WAY LINE (66 FEET RIGHT OF WAY) OF DURANGO ROAD, HAVING A FIELD BEARING OF N 31°26'30" E.
2. CAPTIONS WHICH APPEAR OUTSIDE THE PLATTED SUBDIVISION ARE FOR CONVENIENCE ONLY. NO CONVEYANCE OR PROMISE TO CONVEY ANY LANDS OR ANY INTEREST IN LANDS OUTSIDE THE SUBDIVISION IS INTENDED OR IMPLIED.
3. THERE MAY BE ADDITIONAL RESTRICTIONS NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
4. LINES EXTENDING FROM CURVED LINES ARE NON-RADIAL UNLESS OTHERWISE SHOWN.
5. THIS PLAT HAS BEEN PREPARED FROM A PREVIOUS BOUNDARY SURVEY OF THE SUBJECT PROPERTY PREPARED BY OKALOOSA COUNTY AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYS AS DEFINED IN CHAPTER 5J-17.051 OF THE FLORIDA STATUTES.
6. C1 DENOTES CURVE NUMBER 1, CORRESPONDING CURVE DATUM AS SHOWN IN THE CURVE TABLE. L1 DENOTES LINE NUMBER 1, CORRESPONDING BEARING AND DISTANCE AS SHOWN IN THE LINE TABLE.
7. ALL LOT CORNERS SHOWN ON THIS PLAT HAVE BEEN SET IN THE FIELD WITH CAPPED IRON RODS OR PERMANENT CONTROL POINTS (NAIL & DISC.) MARKED LICENSE NUMBER 7178.

Surveyor's Certificate:

STATE OF FLORIDA, COUNTY OF OKALOOSA

I, CLAYTON M. JOHNSON, DO HEREBY CERTIFY THAT A SURVEY OF THE LANDS WITHIN THE BOUNDARY OF THIS PLAT HAS BEEN MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LAND SURVEYED AND THAT THE SURVEY COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177, PART 1, PLATTING, FLORIDA STATUTES; THAT P.R.M.'S HAVE BEEN SET AS SHOWN AND THAT P.C.P.'S WILL BE SET AS SHOWN AT SUCH TIME WHEN IMPROVEMENTS ARE COMPLETE OR WITHIN ONE YEAR OF THE RECORDING OF THIS PLAT.

_____
CLAYTON M. JOHNSON, PROFESSIONAL LAND SURVEYOR AND MAPPER NO.7178
1759 S. FERDON BOULEVARD
CRESTVIEW, FLORIDA 32536
PHONE: (850) 689-5772

OKALOOSA COUNTY ENGINEERING DEPARTMENT
1759 SOUTH FERDON BLVD.
CRESTVIEW, FLORIDA 32536
(850) 689-5772

Holiday Isle

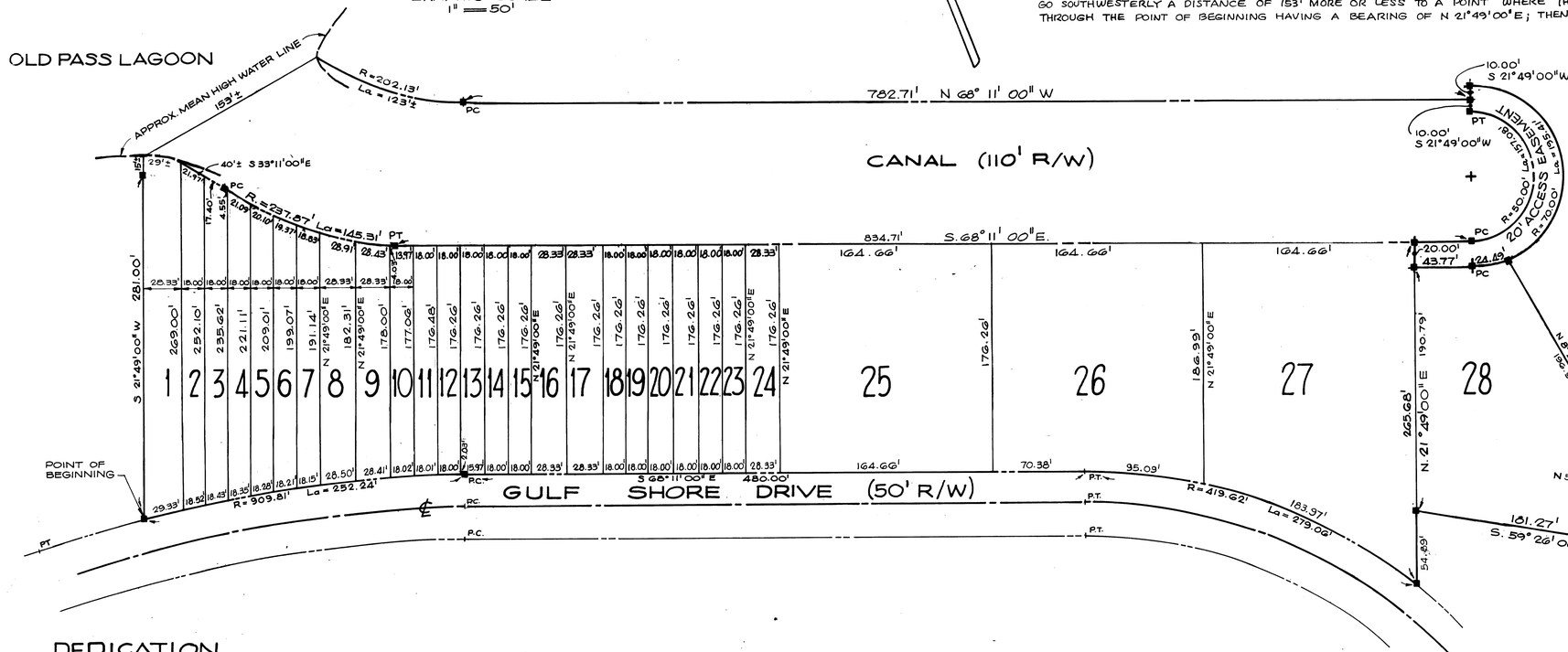
On the Gulf of Mexico at Destin, Inc.
Residential Section ~ Nº 7
Okaloosa County, Florida

GRAPHIC SCALE
50 0 50 100 150 200
1" = 50'

N

DESCRIPTION

COMMENCE AT THE NORTHERNMOST CORNER OF LOT 124, BLOCK F, HOLIDAY ISLE ON THE GULF OF MEXICO AT DESTIN, INC., RESIDENTIAL SECTION Nº. 5, AS RECORDED IN PLAT BOOK 4 AT PAGE 39 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA; THENCE GO S 30° 34' 00" W ALONG THE EASTERLY RIGHT-OF-WAY LINE OF DURANGO RD. (66' R/W) A DISTANCE OF 350.00'; THENCE GO N 59° 26' 00" W A DISTANCE OF 247.27'; THENCE GO S 21° 49' 00" W A DISTANCE OF 54.89' TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 419.62', SAID CURVE BEING THE NORTHERLY RIGHT-OF-WAY LINE OF GULF SHORE DRIVE (50' R/W); THENCE GO NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE ON SAID CURVE TO THE LEFT AN ARC DISTANCE OF 279.06' (CH = 273.94', CH BEARING = N 49° 07' 54" W) TO A POINT OF TANGENCY; THENCE GO N 68° 11' 00" W ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 480.00' TO A POINT OF CURVATURE; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 909.81' AN ARC DISTANCE OF 252.24' (CH = 251.43', CH BEARING = N 76° 07' 50" W) TO THE POINT OF BEGINNING; THENCE GO SOUTHEASTERLY ALONG THE NORTHERLY R/W LINE OF GULF SHORE DRIVE (50' R/W) ON A CURVE TO THE RIGHT HAVING A RADIUS OF 909.81' AN ARC DISTANCE OF 252.24' (CH = 251.43', CH BRG = S 76° 07' 50" E) TO A POINT OF CURVATURE; THENCE GO S 68° 11' 00" E ALONG SAID R/W LINE A DISTANCE OF 480.00' TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID R/W LINE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 419.62' AN ARC DISTANCE OF 279.06' (CH = 273.94', CH BRG. = S 49° 07' 54" E ; THENCE GO N 21° 49' 00" E A DISTANCE OF 54.89'; THENCE GO S 59° 26' 00" E A DISTANCE OF 181.27' TO A POINT ON THE WESTERLY R/W LINE OF DURANGO ROAD (66' R/W); THENCE GO N 30° 34' 00" E ALONG SAID R/W LINE A DISTANCE OF 50.00'; THENCE GO N 59° 26' 00" W A DISTANCE OF 20.00'; THENCE GO N 8° 26' 00" W A DISTANCE OF 196.97' TO A POINT ON A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 70.00'; THENCE GO NORTHERLY ALONG SAID CURVE TO THE LEFT AN ARC DISTANCE OF 195.41' (CH = 137.86', CH BRG. = N 11° 47' 21" E); THENCE GO S 21° 49' 00" W A DISTANCE OF 10.00'; THENCE GO N 68° 11' 00" W A DISTANCE OF 782.71' TO A POINT OF CURVATURE; THENCE GO NORTHWESTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 202.13' AN ARC DISTANCE OF 123' MORE OR LESS TO THE MEAN-HIGH-WATER LINE OF OLD PASS LAGOON; THENCE GO SOUTHWESTERLY A DISTANCE OF 153' MORE OR LESS TO A POINT WHERE THE MEAN-HIGH-WATER LINE OF OLD PASS LAGOON INTERSECTS A LINE PASSED THROUGH THE POINT OF BEGINNING HAVING A BEARING OF N 21° 49' 00" E; THENCE GO S 21° 49' 00" W A DISTANCE OF 296' MORE OR LESS TO THE POINT OF BEGINNING.



PREPARED BY:
PATTERSON ASSOCIATES, INC.
SURVEYORS • ENGINEERS • PLANNERS
GULF BREEZE, FLORIDA

SEPTEMBER 1972

DEDICATION
STATE OF FLORIDA, COUNTY OF OKALOOSA

We, The White Sands Investment Corp., the lessee of the land shown on this Plat, do hereby authorize the same to be recorded in the Public Records of Okaloosa County, Florida, and by our execution do authorize the dedication forever the streets shown on this Plat to the Public.

Witness our hand and seals this day of 1972.

W.B. Harbeson, III President

John W. Brooks, Secretary – TREASURER

SURVEYORS CERTIFICATE

This is to certify that I have subdivided the land shown and described herein, that permanent reference monuments (indicated P.R.M.) have been placed as required by the Plat Act (Chapter 71-339) of the Acts of Legislature of Florida, the map and survey are true and correct to the best of my knowledge.

REGISTERED ENGINEER W. H. BASKERVILLE STATE OF FLORIDA NO. 1225 SURVEYOR

W.H. Baskerville
W. H. Baskerville
Reg. Florida Surveyor Nº. 1835

SURVEYORS NOTES

1. Permanent Reference Monuments are indicated thusly (■).
2. The sign (°) means degrees and the sign (') means feet or minutes and the sign (") means seconds.
3. All bearings are referenced from Holiday Isle, on the Gulf of Mexico at Destin, Inc., Residential Section Nº. 5.

COMMISSIONERS APPROVAL

This certifies that this Plat was presented to the Board of County Commissioners of Okaloosa County, Florida, and approved by them for record on the day of 1972.

DEDICATION
STATE OF FLORIDA, COUNTY OF OKALOOSA

We, the Okaloosa County Toland Authority, the owner of the land shown on this Plat, do hereby authorize the same to be recorded in the Public Records of Okaloosa County, Florida, and by our execution do authorize the dedication forever the streets shown on this Plat to the Public.

Witness our hands and seals this day of 1972.

J.M. Hollingsworth
Chairman

Secretary

ACKNOWLEDGEMENT
STATE OF FLORIDA, COUNTY OF OKALOOSA

Before me the subscriber this day appeared personally, W. B. Harbeson, III to me well known, and acknowledged this Plat for the purposes set forth herein.

given under my hand and seal this the day of 1972.

Notary Public, State of Florida

My commision expires

CLERKS FILING CERTIFICATE

I, Cecil Anchors, Clerk of the Circuit Court, Okaloosa County Florida, do hereby certify that the forgoing Plat conforms to the requirements of the Plat Act (Chapter 71-339, sections 177.011 thru 177-121) of the 1971 Acts of the Legislature of Florida, and was filed in my office on the 22nd day of Feb. 1972. for record and placed in Public Records of Okaloosa County, Florida, in Plat Book Nº. 5 Page Nº. 34

Cecil Anchors
Clerk of the Circuit Court
Okaloosa County, Florida

City of Destin

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

RELEASE OF PLAT APPLICATION

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

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

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

SUBDIVISION / PUD NAME: SUB-001401-2024

I. CONTACT INFORMATION:

A. Owner(s): Okaloosa County Board of County Commissioners

Mailing Address: 101 E James Lee Blvd

Business Phone: 850-689-5772 Cell: _____

Email: _____

B. Authorized Agent (if applicable): Jason Autrey, Director of Public Works

Mailing Address: 1759 S Ferdon Blvd, Crestview, FL

Business Phone: 850-689-5772 Cell: 850-689-5772

Email: jautrey@myokaloosa.com

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

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

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

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

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

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

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

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

City Staff Use Only

_____ _____
Public Services Director Community Development Director

_____ _____
Date Date

_____
City Manager

_____
Date

INSTRUCTIONS AND REQUIREMENTS TO THE DEVELOPER/OWNER

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

1. **One (1) copy of the recorded Property Owners' Association documents (if applicable)**

2. **One (1) full-size (24" x 36") Mylar copy of the recorded plat**

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

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

APPLICANT:

SIGNATURE: Jason T. Autrey, PE, CPM Digitally signed by Jason T. Autrey, PE, CPM Date: 2025.02.26 12:20:00 -06'00' DATE: 2/26/25

PRINTED NAME: Jason Autrey

To be filled in by City Staff

TO:	**Date:**
Owner/Developer	**Project:**
Address	
	Location:
	Site Plan & Plat #

RELEASE OF PLAT Bond for Missing, Incomplete or Damaged INFRASTRUCTURE
City of Destin
(Section 2.14.00, LDC)

Developer's request for approval to post a bond per Destin Land Development Code Article 2.20.00. in the amount of **$** _____ for the purpose of securing performance has been approved. Amount of the bond posted is 200% of the cost to complete the remaining public infrastructure (See attached Engineering letter, dated_____.)

The following stipulations apply and are conditions agreed to:

1. The City will allow you _____ from the date of this letter to complete the work identified in the approved development plans and specifications, to the satisfaction of the City Engineer on or before close of business on _____. Upon certification by the City Engineer that the work has been completed by the Developer in accordance with City standards, the bond will be returned. If the work is not completed within this time and no diligent effort is being made to do so, the entire infrastructure bond is forfeited and the City will complete the necessary work.
2. Agreement that all improvements, whether required by the City Code or constructed at the developer's option, shall be constructed in accordance with the standards and provisions of the City Code.
3. Nothing in this letter shall be construed to relieve the applicant of meeting any concurrency requirements applicable to the project.
4. The projected total cost for each improvement has been determined by an estimate prepared and provided by the applicant's engineer; (copies attached)
5. Specification of the improvements to be made and dedicated together with the time table for making improvements shall be consistent with descriptions given in item 4 above.
6. The amount and type of security provided to insure performance is cash.
7. The amount of the security may be reduced, at the City's discretion, as construction proceeds and improvements are made, as follows:

No		Yes		As follows: One-Time Only

8. The fee schedule is assessed in accordance with the current fee resolution and Destin Land Development Code Article 2.20.00.C.3.c.

9. **Right of Entry.** The developer, their successors, assigns, beneficiaries and representatives, agree to allow the City, or agent, to enter onto the project property for the purpose of completing the bonded work, should the developer not complete the work.

If a developer does not timely schedule any required inspections, the inspection fees for that unscheduled inspection shall be **triple** the usual inspection fee.

Conformance with the City code requires complete/repair of any missing or damaged infrastructure covered by this cash performance bond in a timely manner. ***BE AWARE THAT THE DEVELOPER IS RESPONSIBLE FOR WORK BEING PERFORMED AND INSPECTED BY THE CITY ENGINEER BEFORE THE DATE SPECIFIED, OR THE ENTIRE INFRASTRUCTURE BOND WILL BE FORFEITED.***

FAILURE TO MAKE REQUIRED CORRECTIONS SPECIFIED BY THE CITY ENGINEER SHALL RESULT IN A FORFEITURE OF THE ENTIRE BOND. RESPONSIBILITY FOR ACQUIRING PERMANENT ACCEPTANCE SHALL BE THE DEVELOPER'S.

Developer/Owner posting the Infrastructure bond acknowledges agreement and acceptance of foregoing statements:

Agent:	
By (Signature):	Date:
Type or Print Name and Title	

Please return one signed original of this agreement with the infrastructure bond.

Attachments:
Itemized Engineer's estimate, Date
City Engineer's acceptance of estimate, Date

cc:
Finance
City Manager
Community Development: SP number

Reference:
Ord. 152.26.1
LDC 2.14.00
Resolution 19-11 Fee Resolution

DURANGO ROAD

COUNTY LOT SPLIT

LOT SPLIT OF OKALOOSA COUNTY–OWNED PARCEL TO ADJACENT OWNERS IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 24 WEST, CITY OF DESTIN, FLORIDA.

Parcel 1:

Beginning at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence South 08°29'12" East 20.33 feet to the point of a curve concave Northerly, with a radius of 70.00 feet; thence along said curve an arc length of 24.49 feet(chord bearing and distance=North 78°12'38" West 24.36 feet; thence North 68°11'55" West 43.37 feet to the Point of Beginning.

Parcel 2:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet) to the Point of Beginning; thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence South 10°20'07" East 19.82 feet to the point of a curve concave Northerly, with a radius of 70.00 feet; thence along said curve an arc length of 14.02 feet(chord bearing and distance=South 86°09'03" West 14.00 feet); thence North 08°29'12" West 20.33 feet to the Point of Beginning.

Parcel 3:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet) to the Point of Beginning; thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence South 12°05'02" East 20.07 feet to the point of a curve concave Northerly, with a radius of 70.00 feet; thence along said curve an arc length of 14.00 feet(chord bearing and distance=South 74°36'49" West 13.98 feet; thence North 10°20'07" West 19.82 feet to the Point of Beginning.

Parcel 4:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet) to the Point of Beginning; thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence South 32°10'58" East 19.80 feet to the point of a curve concave Northwesterly, with a radius of 70.00 feet; thence along said curve an arc length of 20.41 feet(chord bearing and distance=South 60°29'07" West 20.34 feet; thence North 12°05'02" West 20.07 feet to the Point of Beginning.

Parcel 5:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet) to the Point of Beginning; thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence South 38°11'05" East 20.28 feet to the point of a curve concave Northwesterly, with a radius of 70.00 feet; thence along said curve an arc length of 15.40 feet(chord bearing and distance=South 45°45'56" West 15.37 feet; thence North 32°10'58" West 19.80 feet to the Point of Beginning.

Parcel 6:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northerly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet) to the Point of Beginning; thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet); thence South 47°45'51" East 20.80 feet to the point of a curve concave Northwesterly, with a radius of 70.00 feet; thence along said curve an arc length of 16.57 feet(chord bearing and distance=South 32°46'45" West 16.53 feet); thence North 38°11'05" West 20.28 feet to the Point of Beginning.

Parcel 7:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northwesterly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet) to the Point of Beginning; thence continue along said curve and arc length of 13.44(chord bearing and distance=North 11°37'15" East 13.40 feet); thence South 75°50'16" East 19.86 feet to the point of a curve concave Westerly, with a radius of 70.00 feet; thence along said curve an arc length of 23.31 feet(chord bearing and distance=South 16°25'38" West 23.20 feet); thence North 47°45'51" West 20.80 feet to the Point of Beginning.

Parcel 8:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northwesterly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet); thence continue along said curve an arc length of 13.44(chord bearing and distance=North 11°37'15" East 13.40 feet) to the Point of Beginning; thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 03°46'45" West 13.40 feet); thence South 83°39'01" East 20.37 feet to the point of a curve concave Westerly, with a radius of 70.00 feet; thence along said curve an arc length of 15.99 feet(chord bearing and distance=South 00°20'56" West 15.96 feet); thence North 75°50'16" West 19.86 feet to the Point of Beginning.

Parcel 9:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northwesterly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet); thence continue along said curve an arc length of 13.44(chord bearing and distance=North 11°37'15" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 03°46'45" West 13.40 feet) to the Point of Beginning; thence continue along said curve an arc length of 13.43 feet(chord bearing and distance=North 19°10'36" West 13.39 feet); thence North 75°32'38" East 20.03 feet to the point of a curve concave Westerly, with a radius of 70.00 feet; thence along said curve an arc length of 20.62(chord bearing and distance=South 14°39'58" East 20.55 feet); thence North 83°39'01" West 20.37 feet to the Point of Beginning.

Parcel 10:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northwesterly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet); thence continue along said curve an arc length of 13.44(chord bearing and distance=North 11°37'15" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 03°46'45" West 13.40 feet); thence continue along said curve an arc length of 13.43 feet(chord bearing and distance=North 19°10'36" West 13.39 feet) to the Point of Beginning; thence continue along said curve an arc length of 18.04 feet(chord bearing and distance=North 37°16'12" West 17.94 feet); thence North 48°37'15" East 19.94 feet to the point of a curve concave Southwesterly, with a radius of 70.00 feet; thence along said curve an arc length of 27.35 feet(chord bearing and distance=South 34°16'13" East 27.18 feet); thence South 75°32'38" West 20.03 feet to the Point of Beginning.

Parcel 11:

Commencing at the Northwest corner of Durango Winds, a townhouse development, according to the plat thereof on file in Plat Book 16, Page 6, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida; thence North 21°50'36" East 20.02 feet; thence South 68°11'09" East 43.77 feet to the point of a curve concave Northwesterly, with a radius of 50.00 feet; thence along said curve an arc length of 13.51 feet(chord bearing and distance=South 75°55'45" East 13.47 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 88°37'46" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance= North 73°13'46" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 57°49'36" East 13.40 feet); thence continue along said curve and arc length of 13.44 feet(chord bearing and distance=North 42°25'25" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 27°01'15" East 13.40 feet); thence continue along said curve an arc length of 13.44(chord bearing and distance=North 11°37'15" East 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 03°46'45" West 13.40 feet); thence continue along said curve an arc length of 13.44 feet(chord bearing and distance=North 19°10'36" West 13.39 feet); thence continue along said curve an arc length of 18.04 feet(chord bearing and distance=North 37°16'12" West 17.94 feet) to the Point of Beginning; thence continue along said curve an arc length of 18.02 feet(chord bearing and distance=North 57°51'14" West 17.93 feet); thence North 21°46'24" East 20.01 feet to the point of a curve concave Southerly, with a radius of 70.00 feet; thence along said curve an arc length of 27.35 feet(chord bearing and distance=South 56°38'58" East 27.18 feet); thence South 48°37'15" West 19.94 feet to the Point of Beginning.

February 18, 2025

City of Destin, Florida
4200 Indian Bayou Trail
Destin, FL 32541

Re: Replat Submittal by Okaloosa County, Florida
SUB-001401-2024 – Durango

To Whom It May Concern:

We are Jacob and Marissa Rohrbach, homeowners in Durango Winds Townhomes, residing adjacent to a portion of the area under consideration for replatting (SUB-001401-2024). We strongly support Okaloosa County's application for the replat to the City of Destin.

For years, we have watched the waterfront seawall—currently on county-owned land—deteriorate, knowing it is only a matter of time before it fails entirely. This ongoing disrepair has put a halt to much-needed improvements on our property, as we cannot move forward with rebuilding our exterior deck area until the County transfers this land and our HOA can obtain the necessary permits to replace the seawall. What should be a simple process has left us in limbo, unable to protect and restore a part of our home that means so much to us.

This matter affects not just us but our entire community, and we hope for a resolution that allows us to restore both the function and beauty of our waterfront. We truly appreciate your time and consideration and look forward to a positive and timely outcome.

Sincerely,

Jacob & Marissa

Jacob and Marissa Rohrbach
130 Durango Road
Destin, FL 32541

February 19, 2025

City of Destin, Florida
4200 Indian Bayou Trail
Destin, FL 32541

Re: Replat Submittal by Okaloosa County, Florida
SUB-001401-2024 – Durango

To Whom It May Concern:

My name is DOOLEY and FAYE CULBERTSON, I live adjacent to a portion of the area being concerned for replat under SUB-001401-2024. I am in full support of Okaloosa County's application for the replat to the City of Destin.

DOOLEY AND FAYE CULBERTSON
OWN 142 DURANGO RD DESTIN 32541

March 20, 2025

City of Destin, Florida
4200 Indian Bayou Trail
Destin, FL 32541

Re: Replat Submittal by Okaloosa County, Florida
SUB-001401-2024 – Durango

To Whom It May Concern:

My name is Missy McDonald, I live adjacent to a portion of the area being concerned for replat under SUB-001401-2024. I am in full support of Okaloosa County's application for the replat to the City of Destin.

Missy McDonald 03/20/2025 06:36 PM

Missy McDonald
138 Durango Rd.
Destin, Fl. 32541

Electronically Signed using eSignOnline™ [Session ID : d36bd38d-f21a-4d16-8a86-87969efe99e2]

From:	Simona Ghile
To:	mmartinez@myokaloosa.com
Cc:	Planning; jula sorin; Micah Rutherford; Dsloan21.ds@gmail.com
Subject:	Court Del Mar - Durango
Date:	Wednesday, October 30, 2024 1:12:33 PM

Some people who received this message don't often get email from simonaghile@gmail.com. Learn why this is important

Good afternoon

Opposition to Proposed Division of Water Access – Durango Properties

community development SUB-001 401-2024

My name is Simona Ghile, and I am the owner of 190 Durango and 188 Durango.

I have cc'd several other property owners from our neighborhood who share the same concerns.

We are opposed to the proposed division of the remnant parcel, specifically the plan to grant the owner of 192 Durango nearly half of the water access. As property owners, we collectively do not approve of this proposal.

Additionally, there are ongoing issues with the owner of 192 Durango. He has not been paying for garbage services since acquiring the property, does not maintain his area, and has split his unit into two separate rentals. One of these renters has been consistently causing problems and trashing the neighborhood.

As someone actively involved in maintaining the community, I find it unfair that he would be granted such a significant portion of the water access, especially given his track record.

We kindly request that you do not approve this proposed division. Your assistance in preserving the integrity of our neighborhood is greatly appreciated.

Thank you for your time and attention to this matter.

BEST REGARDS,
SIMONA GHILE

Destin, Fl, 32541

Community Development
Planning and Zoning Division

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

May 16, 2024

Subject: Notification of Application Submittal: Durango Road Replat
City of Destin Project Number: SUB-001401-2024

Dear Property Owner:

The purpose of this letter is to notify you that the Planning Division has received an application for a Minor Replat application. This application is currently under review by members of the Technical Review Committee. As an owner of property located within 300 feet of this project, ***Section 2.17.00 of the Destin Land Development Code (LDC)*** requires a written notice providing you the following information.

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

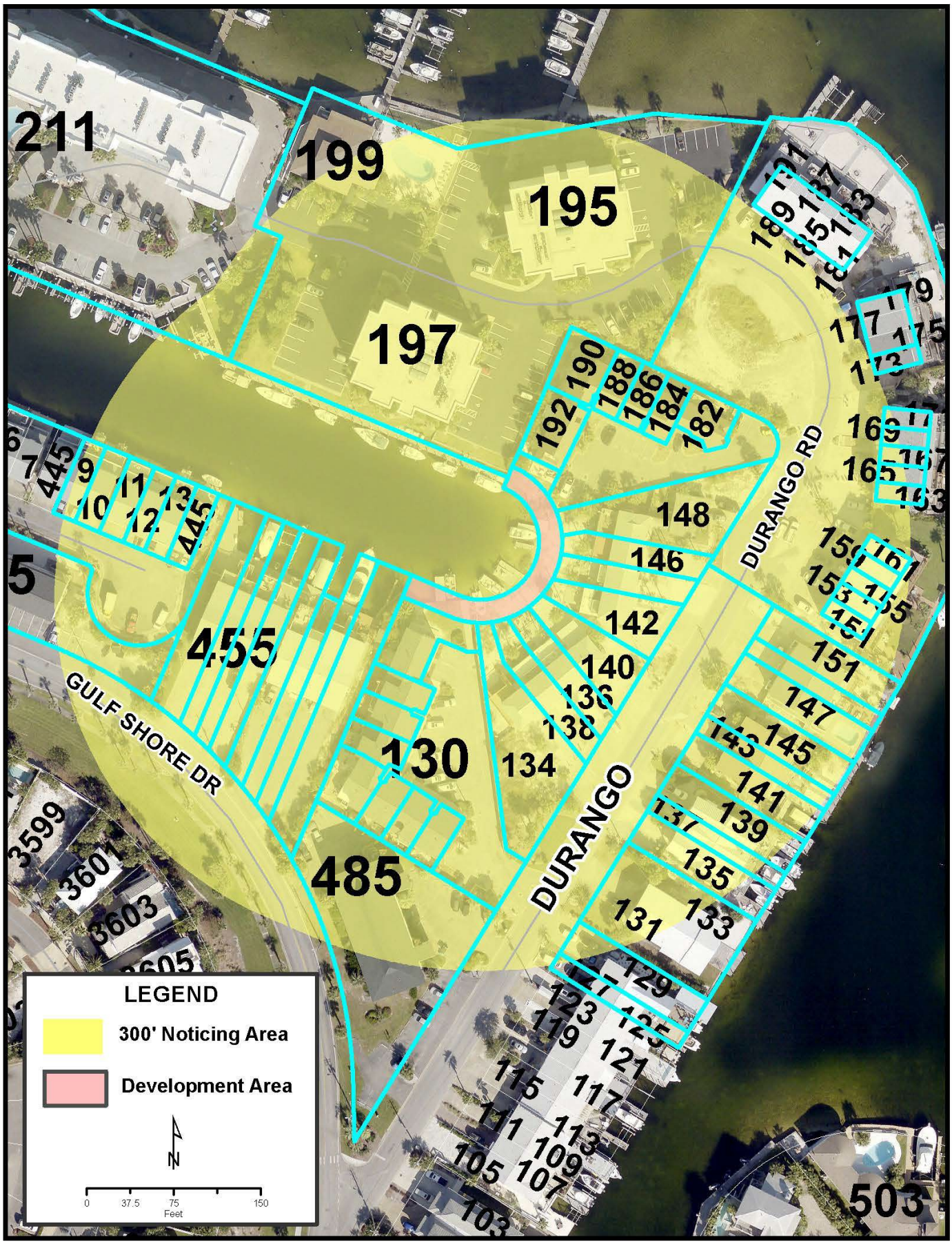
1. Name of Owner: Okaloosa County Board of County Commissioners (BCC)
2. Name of Agent: Elliot Kampert, Okaloosa County BCC
3. Address of Project: Unaddressed parcel adjacent to Durango Road canal
4. Parcel ID Number: 00-2S-24-2187-0000-0CA0
5. Project Description: This is an application for the proposed division of a remnant parcel created as part of the "Holiday Isle Residential Subdivision No 7" plat into 11 small parcels to be added to the adjacent privately-owned parcels.
6. Location Map: Please refer to the back of this letter.
7. Location of Application Package: To request 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 online: http://www.cityofdestin.com/forms.aspx?fid=121

If you have any questions, please do not hesitate to call (850) 654-1119.

Sincerely,

Daniel Butler
Senior Planner

cc: Louis Zunguze, MURP, Community Development Director
Planning Division
Project File and Letter Log


211
199
195
197
455
130
485
503
DURANGO RD
DURANGO
GULF SHORE DR
LEGEND
300' Noticing Area
Development Area
N
0
37.5
75
150
Feet

CITY OF DESTIN

TRAVEL EXPENSE LOG

Name: Bobby Wagner

Travel Dates: 3/24/25 to 3/26/25

						Monday 24-Mar-25	Tuesday 25-Mar-25	Wednesday 26-Mar-25	Total
Date:									
Meals:									
Partial Per Diem:									
Daily Per Diem:						$ 64.00	$ 64.00	$ 64.00	$ 192.00
Total Meals						**$ 64.00**	**$ 64.00**	**$ 64.00**	**$ 192.00**
Transportation:									
Airfare:									
Car Rental:									
Fuel Expenses									
Taxi:									
Personal Miles:	**$ 0.700**					$ 111.30		$ 111.30	$ 222.60
Total Transportation						**$ 111.30**		**$ 111.30**	**$ 222.60**
Lodging:									
Hotel Charges:						$ 437.07	$ 437.07		$ 874.14
						$ 437.07	**$ 437.07**		**$ 874.14**
Misc. Expenses:									
Parking:									
Tolls:									
WIFI:									
Other: Explain:	Conf. Reg.					$ 250.00			$ 250.00
Other: Explain:									
Total Misc. Expenses						**$ 862.37**	**$501.07**	**$ 175.30**	**$ 1,538.74**
Grand Total			**$ -**		**$ -**	**$ 862.37**	**$501.07**	**$ 175.30**	**$ 1,538.74**

City of Destin

Travel Expense Claim

Name: Bobby Wagner **Department:** Mayor

Travel: Place/Purpose Florida League of Mayors/Legislative Action Days **Date:** March 24-26, 2025

Note: All expenses must be supported by a receipt except meal per diems and must be supported by a Travel Expense Log.

Meals/Per Diem:	**$ 192.00**	
Airfare:	**$ -**	
Car Rental:	**$ -**	
Fuel Expenses	**$ -**	
Taxi:	**$ -**	
Personal Miles:	**$ 222.60**	POV
Lodging:	**$ 874.14**	
Parking:		
Tolls:	**$ -**	
WIFI:	**$ -**	
Other: Itemize	**$ 250.00**	Conference Registration
Other: Itemize	**$ -**	
	$ -	
	$ -	
Total Reimbursable Expenses:	**$ 1,538.74**	
Less: Purchasing Card Charges	**$ 1,124.14**	
Less: Purchasing Card Charges		
Balance Due Traveler	**$ 414.60**	
Reimburse City for fuel cost		
Net Due Traveler	**$ 414.60**	

Finance Director: **Krystal Strickland** **Account #:** 151110.54

City Manager: **Larry Jones** **Date:** 4/15/2025

CITY OF DESTIN, FLORIDA

REQUEST FOR CHECK

DATE: April 15, 2025

TO: Accounting Clerk/Amie Torres

THROUGH: City Manager (Required if exceeds $350.00)

THROUGH: Finance Director/Krystal Strickland

FROM: City Clerk/Rey Bailey

DEPARTMENT: City Clerk's Office

BRIEF EXPLANATION: Reimbursement to Mayor Bobby Wagner for expenses incurred while attending the Florida League of Mayors events and the Florida League of Cities 2025 Legislative Action Days, held March 24–26, 2025, in Tallahassee, Florida.

DATE REQUIRED: **NEXT SCHEDULED CHECK RUN __X_ ___**
(Check One)

MANUAL CHECK REQUIRED _____

VENDOR NAME: Bobby Wagner

VENDOR ADDRESS: 422 Anderson Drive
Destin, FL 32541

VENDOR FED ID # _____
(only needed if new vendor)

AMOUNT OF CHECK: **$ 414.60**

CHARGE TO ACCOUNT: **0151110.540000**

P.O. NUMBER:
(If Applicable)

MAIL CHECK WITH NORMAL CHECK RUN _____

RETURN CHECK TO DEPT FOR DISTRIBUTION ___X_____

REGULAR MEETING
DESTIN CITY COUNCIL
MARCH 17, 2025
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM

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

Destin City Council

Mayor Bobby Wagner
Councilmember Terésa Hebert
Councilmember Jim Bagby
Councilmember Sandy Trammell
Councilmember Rodney Braden

Destin City Staff

City Manager Larry Jones
City Clerk Rey Bailey
Parks & Recreation Director Lisa Firth
Finance Director Krystal Strickland
Deputy Comm Dev Director Steve O'Connor
Principal Planner Daniel Butler
Public Works Director Michael Burgess
IT Specialist Eli Burroughs
Public Information Director Tamara Young
Deputy Public Works Director Joe Bodi
Projects/Grants/Contract Manager Jeffrey Cozadd
City Attorney Kimberly Kopp

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

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

AGENDA APPROVAL

- Agenda item 4C – *Request for Exception to Livery Vessel Moratorium for 35-foot Captained Pontoon Due to Substantial Hardship* was pulled from the agenda.
- Agenda item 4I – *Proposed Legislation HB 991 and SB 1242 – CRAs* was added to the agenda.

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to approve the agenda, as amended, passed 4-0 (Council members Schmidt, Geile, and Destin were absent from the meeting).

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

A. Proclamation - Water Conservation Month

The mayor read the Proclamation designating the month of April 2025 as *Water Conservation Month,* and then presented it to Ms. Monica Wallis, Operations Manager, and Mr. Lockwood Wernet, General Manager, of the Destin Water Users.

2. PUBLIC COMMENTS

Mr. Dan Dulles, a Destin resident, expressed heartfelt gratitude, thanking several individuals for their kindness and support during a difficult time. He acknowledged Public Works Director Michael Burgess for delivering sandbags to his home, and Councilmember Dewey Destin for checking in on him and his family before the big storm hit noting their concerns. He also stated that local police, prompted by Lieutenant Joe Gordon and his wife, visited his home to offer assistance. He highlighted the community's generosity and the impact of small acts of kindness.

3. CONSENT AGENDA

A. 711 Sixth St, Residential Marine Construction, HWB-001506-2024
B. 925 Peacock's Point Dr, Residential Marine Construction, HWB-001489-2024
C. 3815 Indian Trail, Residential Marine Construction, HWB-001514-2024
D. Resolution 25-07 - Community Land Trust

E. Pooch Palooza
F. Approval of minutes of February 21, 2025, Council Strategic Visioning Session

Councilmember Hebert moved for approval of Consent Agenda items 3A – 3F, as printed above; seconded by Councilmember Trammell. Motion passed 4-0.

4. CITY MANAGER REPORTS

A. Community Development Director Confirmation - David Prichard

Councilmember Hebert moved to confirm the City Manager's recommendation to hire Mr. David Pritchard as Destin's Community Development Director; seconded by Councilmember Bagby. Motion passed 4-0.

B. City Engineer Confirmation - Robert Tomasek

Councilmember Hebert moved to confirm the City Manager's recommendation to hire Mr. Robert Tomasek as the City of Destin's Engineer; seconded by Councilmember Trammell. Motion passed 4-0.

C. Request for Exception to Livery Vessel Moratorium for 35 Foot Captained Pontoon Due to Substantial Hardship

This item was pulled from the agenda.

D. Public parking support for Destin's 68th Annual Blessing of the Fleet and Community Fish Fry on Thursday, May 29, 2025

The City Manager noted that the Destin Week of Blessings Committee and the Immanuel Anglican Church have requested that the city waives the parking fees at the Marler Parking Lot on Harbor Blvd on Thursday, May 29, 2025, beginning at 2:00 pm in support of this long-standing community event, and concluding at the end of the event.

Motion by Councilmember Trammell, seconded by Councilmember Hebert, to waive the parking fees at the Marler Parking Lot for the 2025 Blessings of the Fleet effective at 2 PM on May 29 through the end of the event, passed 4-0.

E. Community Rating System - Recertification as a Class 6 Community

The City Manager reported that the city has maintained its Class 6 rating in the Community Rating System during the recent recertification process. While no points were gained or lost, staff have discussed potential improvements to achieve a higher rating. These improvements largely involve increasing public notification efforts, which would require mailing documents to approximately 7,000 residents on multiple times, incurring additional costs. The City Manager plans to present further recommendations on this matter at a future meeting.

F. Recognition as a StormReady Community

The City Manager reported that Destin is being recognized as a StormReady Community by the National Weather Service. The recognition highlights the city's preparedness for severe weather, as outlined in the materials provided to the council.

G. Code Compliance Beach Patrol Discussion

The Deputy Director of Community Development presented an update on beach code compliance enforcement, focusing on beach vendors and illegal ice cream sales. He outlined a tentative patrol schedule for the Beach Patrol Division, emphasizing that while flexible, it ensures increased presence to monitor beach activities, particularly during peak hours. Key points included:

- Beach Umbrella & Chair Vendors**:** New seasonal vendors often require early-season education on placement regulations. The department will focus on ensuring compliance.

- Illegal Ice Cream Vendors**:** The sale of food and drinks on the beach is strictly prohibited. The enforcement team will prioritize identifying and addressing unauthorized vending.

- Patrol Strategy**:** The plan includes two officers per day, one primary and one secondary—to prevent fatigue and ensure safety. Officers will use a side-by-side vehicle for patrols, with flexibility to adjust shifts based on weather and crowd activity.

Councilmember Bagby emphasized the importance of:

- Situational Awareness**:** Ensuring real-time tracking of code enforcement officers to improve response efficiency.
- Communication with the Sheriff's Office: Strengthening coordination between city code enforcement and sheriff's deputies to ensure effective enforcement.
- Rapid Response: Establishing a standard for responding to complaints within five to six minutes.

Councilmember Bagby moved to direct the City Manager to report back at the end of April on the number of violations and citations issued during spring break, as well as how the plan worked. Additionally, the City Manager is to execute a plan to improve situational awareness, communication, coordination, and synchronization with the Sheriff's Office to enhance beach code enforcement. Councilmember Braden provided a second to the motion, which passed 4-0.

The Deputy Director of Community Development provided an update on parking violations following the city council's directive from November 2024. The report primarily focused on parking enforcement data from January through March 2025:

- Paid Parking Transactions:
  - Jan - 0
  - Feb - 0
  - Mar - 78

    Total: 78

- Parking Citations:
  - Jan - 1
  - Feb - 1
  - Mar - 9

    Total: 11

- Parking Warnings:
  - Jan - 19
  - Feb - 6
  - Mar - 41

    Total: 66

- STR Parking Citations:
  - Jan - 0
  - Feb - 1
  - Mar - 2

    Total: 3

- STR Warning Citations:
  - Jan - 7
  - Feb - 6
  - Mar - 21

    Total: 34

H. TDC Monthly Report - Informational Only

I. Proposed Legislation: HB 991/SB 1242 – CRAs

Councilmember Bagby moved to direct the city manager to have the city's lobbyist to notify their legislative delegation of the city's strong opposition to House Bill 991 and Senate Bill 1242. Additionally, if the lobbyist would like a letter in this regard, authorize the city manager to draft that letter and send it on behalf of the council. Furthermore, to have the mayor and the city manager bring up their opposition to these bills when they travel to Tallahassee next week. Motion seconded by Councilmember Hebert and passed 4-0.

J. Announcements:

1. City staff have engaged in discussions with the contractor and other stakeholders regarding the ongoing work at Norriego Point. Based on these discussions, the contractor has provided updated project timelines, indicating substantial completion by June 1 and full completion by the end of June. Additionally, concerns have been raised about unauthorized boat docking on the harbor side. To address this, city staff proposed the installation of signage prohibiting docking in the area.

Councilmember Trammell made a motion to formally authorize city staff to install the signs that will reference state law and indicate "No Trespassing During Construction," granting law enforcement authority to enforce the restriction. The motion was seconded by Councilmember Hebert and passed 4-0.

2. At the last meeting of the Tourist Development Council (TDC), the City requested $300,000 from its allocated funding to supplement the construction of new pickleball courts. However, TDC staff responded that they would only approve 25% of the overall project cost rather than the full requested amount. Based on previous bid estimates, this would equate to approximately $175,000 instead of the full $300,000.

Councilmember Bagby moved to direct city staff to communicate the council's strong position to the TDC that the full $300,000 should be fully allocated for the pickleball courts as initially requested as the project directly supports tourism and enhances local recreational amenities. Motion was seconded by Councilmember Trammell and passed 4-0.

3. Intelligent Intersections Update – The presentation by Terry Shaw from Kimley-Horn on intelligent intersections was postponed due to a weather-related flight cancellation. Efforts are underway to reschedule the discussion for the April 7th city council agenda.

4. The annual Easter Egg Hunt will take place on Saturday, April 19th, at 9:00 a.m. at Morgan Sports Center. The event is designed for children 12 and under but is enjoyable for all ages.

5. The first-ever Pooch Palooza will be held on Saturday, April 5th, from 10:00 a.m. to 3:00 p.m. at the dog park and the City Hall Annex parking lot. Activities include:

- Blessings of the dogs
- Pet Talent Contest
- K-9 demonstrations by the Sheriff's Office
- Professional pet photographer
- Raffles, vendor booths, and food trucks
- Pooch nail trimming and trick scent demonstrations

Proceeds from the event, including vendor fees and a silent auction, will benefit the Parks Foundation to help improve the dog park. Volunteers are needed—those interested can contact the Parks Director at the Community Center.

5. PUBLIC HEARINGS

A. Non-Residential Marine Construction -- MRD Associates/Coastal Protection Engineering Inc., on behalf of the Destin Fire District, has submitted a Harbor and Waterways Board application for non-residential marine construction at 127 Calhoun Avenue. The proposed scope of work includes the extension of an existing finger pier and staging area, totaling approximately 264 square feet of new dock area.

The city's Principal Planner provided further detail, stating that MRD Associates, on behalf of the Destin Fire Control District, is requesting approval to extend an existing finger pier and staging area. The proposed extension would result in a total structure length of 264 feet. He clarified that there would be no increase in dock length beyond the existing footprint, no additional slip density, and no creation of new slips. The purpose of the extension is to enhance operational access to a new fireboat recently acquired by the district.

The mayor opened a public hearing to receive comments for or against the project. Having none, the mayor closed the public hearing and turned the matter over to the city council for their discussion and consideration.

Councilmember Hebert moved for approval of the Non-Residential Marine Construction project proposed at 127 Calhoun Avenue, for the extension of an existing finger pier and staging area, with the following conditions:

1. **At 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.**

Motion was seconded by Councilmember Trammell and passed 4-0.

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

A. Councilmember Braden

1) Legislative Sponsor for Ordinance Creating Exception to Separation Requirements for 501(c)(19) Entities.

Councilmember Braden initiated a request to create an exemption in the city's alcohol ordinance for 501(c)(19) organizations, which are nonprofit military or veterans' organizations. The request was made in relation to an organization planning to relocate to a site approximately 423 feet from a church—less than the 500-foot minimum separation currently required by city ordinance. Councilmember Braden noted that there have been no past complaints about similar organizations such as the Elks Lodge, and emphasized that these are private, veteran-based groups.

Councilmember Braden moved to direct staff to bring back an ordinance creating exception to Separation Requirements for 501(c)(19) entities; seconded by Councilmember Hebert.

Councilmember Bagby questioned why this matter was being pursued through an ordinance change rather than a simpler variance, expressing concern that adopting an ordinance could require more time due to multiple readings and might open the door to broader requests from other nonprofit classifications (e.g., 501(c)(3), (c)(4), and (c)(6)). Councilmember Bagby highlighted the potential for a slippery slope if the city made exemptions for one type of nonprofit, prompting others to expect similar treatment.

In response, the City Attorney clarified that a variance is not currently authorized in the municipal code for this type of situation, and even if it were, it would be difficult to justify under the legal criteria for variances, particularly because locating near a church could be considered a "self-imposed" condition. The City Attorney explained that the proposed ordinance amendment would be narrowly tailored to apply only to 501(c)(19) military-affiliated tax-exempt organizations and not to other types of nonprofits, thereby limiting the potential for a flood of similar requests.

The council collectively acknowledged the need to preserve the city's family-friendly atmosphere and affirmed the importance of narrowly defining any exceptions to avoid unintended consequences.

Motion passed 4-0.

Councilmember Braden volunteered to act as the Legislative Sponsor for this matter.

B. Councilmember Trammell
C. Councilmember Destin

D. Councilmember Bagby

1) Live Oak Fiber - Review of Lease Agreement

Councilmember Bagby requested an update from the City Manager regarding numerous complaints from contractors working on underground utilities in the city's rights-of-way. He inquired about the enforcement of leases, agreements, and city codes to ensure issues are minimized and repairs are promptly addressed.

The City Manager noted that representatives from LiveOak and GigaPower, the primary companies involved in the underground utility work, were present and had recently met with city

officials due to significant issues observed in their work. During the meeting, city officials clearly communicated the expectations and requirements outlined in the companies' permits, emphasizing compliance with safety and operational standards.

Key outcomes from the meeting included:

- Companies must notify the city two weeks in advance of their work locations.
- Monthly meetings will be held to address concerns, with additional meetings as needed.
- Open holes must be properly covered and well-marked for safety.
- Subcontractors must have visible signage on their vehicles for accountability.
- The city will hold the permit holders responsible for any violations or damages.
- Companies are expected to leave rights-of-way and private properties in better condition than they found them.

The City Manager assured the council that progress had been made, and the city would continue to monitor the situation closely to ensure public safety and compliance.

Councilmember Trammell raised ongoing concerns regarding unresolved issues on Mountain Drive, specifically referring to private property damage caused by Live Oak Fiber's previous excavation. A representative from Live Oak Fiber responded that the issues had been resolved, but Councilmember Trammell firmly indicated the problems remain. The representative committed to revisiting and addressing these concerns directly.

Councilmember Bagby inquired about identifying a single, direct point of contact for residents experiencing similar issues to streamline complaint management. The Deputy Community Development Director clarified that such complaints should primarily go through the Community Development's engineering division, which coordinates directly with permit holders. The Deputy Director emphasized a structured follow-up process, noting that unresolved problems would escalate to his level, potentially resulting in permit revocation if necessary corrections were not promptly made.

E. Councilmember Hebert
F. Councilmember Geile
    1) Projects Status/Updates
G. Councilmember Schmidt

H. Mayor Wagner
    1) Mobility on Demand Program Implementation

Mayor Wagner provided an update on a potential mobility initiative for Destin. He is exploring the idea of introducing well-equipped, manned golf carts to serve as a short-distance transit option, particularly for the short-term rental community within a one-mile radius. He emphasized that he does not support scooter rentals or unattended vehicle drop-off services. He referenced similar models in other coastal communities, noting that funding could come from advertising or tourism development rather than rider fees. He plans to refine the proposal with further input and may present a more detailed plan for consideration, potentially leading to a bidding process or other creative solutions. He invited feedback from council members to help shape the direction of the initiative.

I. City Attorney

6. PUBLIC COMMENTS

Ms. Monica Wallace of Destin Water Users (DWU) addressed the council regarding directional drilling activity in Destin. She expressed willingness for DWU to participate in ongoing discussions, noting that right-of-way permits are typically handled by the City's Engineering Division. She mentioned that DWU staff have observed an uptick in drilling activity on Fridays, speculating that this may be due to other municipalities prohibiting such work on that day. Ms. Wallis highlighted that while some Fridays are busier than others, the trend of increased Friday activity has been notable and is offered for the council's consideration.

Ms. Wallace commended the improved cooperation between DWU and current subcontractors in terms of site restoration and cost recovery. However, she acknowledged that issues remain with some previous contractors. She also emphasized that while permit holders are generally responsive, it is often the subcontractors who require follow-up, and those subcontractors frequently change.

Councilmember Bagby interjected to ask Ms. Wallis for her personal opinion on why Friday drilling is more prevalent in Destin. Ms. Wallis suggested that it may be because Destin permits such activity on Fridays, while other municipalities do not, especially due to the impact on weekend tourism and traffic. Ms. Wallis stated that while she had not personally investigated the matter, she had received that same information from staff and acknowledged that Destin's status as a busy tourist destination on weekends may influence neighboring cities' decisions to restrict Friday drilling.

Ms. Wallis assured the Council that DWU ensures water service is maintained, including prompt repairs when disruptions occur, regardless of the day. She also encouraged residents experiencing sewer issues to contact DWU first so the utility can determine if it is a private plumbing issue or potentially the result of a damaged lateral from drilling.

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 7:18 PM.

_____

Bobby Wagner, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

ITEM # 2025-461

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.A.

TO: City Council

THRU: Kimberly Kopp, City Attorney
Larry Jones , City Manager

FROM: Jeffrey Cozadd, Projects, Grants and Contracts Manager

DATE: 4/11/2025

SUBJECT: Crosstown Connector EIR Acceptance and Project Update - AtkinsRealis

I. BACKGROUND: CIty Council Authorized AtkinsRealis to update the Environmental Impact Report for the Crosstown Connector Project in April of 2024.

II. DISCUSSION: The environmental impact report for the Crosstown Connector project has been completed and is attached. The presentation from Atkins will highlight the updates to the EIR and provide a project update.
We received the approval from FDOT to phase the Crosstown Connector project and move forward with Phase I.

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence
B. Effect on Budget (EOB): None at this time
C. Level of Service (LOS): LOS will be increased
D. Legislative Sponsor:
E. Business Impact Statement:

III. CONCLUSION: The updated EIR will comply with FDOT funding requirements and will advance the city's eligibility for state funding toward this project.

IV. RECOMMENDED MOTION: I move that the City accept the updated Environmental Impact Report for the Crosstown Connector Project.

Attachments:

1. DCTC Council April

21 2025_v3

2. Final Reevaluation with SHPO Concurrence in Appendices_03242025

Cross Town Connector

Project Update

April 21, 2025

AtkinsRéalis

Agenda

- Summary of EIR Re-evaluation
  - Purpose
  - Results & Commitments
  - Conclusion
- Construction phasing
  - Why?
  - Limits of construction
  - Potential Schedule

AtkinsRéalis

Summary of EIR Re-evaluation - Purpose

❖ Why was a Re-evaluation necessary?

Required for funding (State or Federal)

More than a year since the Environmental Impact Report (EIR) was prepared

Project typical section has significantly changed

Stormwater management system has significantly changed

Potential changes in the existing conditions (enviro, historical, etc.)

Summary of EIR Re-evaluation - Purpose

❖ Why was a Re-evaluation necessary?

Making the project eligible for State / Federal Funding

Option	Funding Source	Required Documentation	Time to Complete (months)	Estimated Cost	Review/Approvals Requirements	Summary
1	State Funds ($$)	**EIR "Re-evaluation"** - Update current EIR with design changes, etc.	8	$114,000	Reviews and approval by FDOT D-3	Limited to City and State funds only Significantly less costly than New PD&E Study Shorter timeline to construction

Summary of EIR Re-evaluation - Purpose

❖ What does a Re-evaluation do?

- ❑ Evaluates impacts of the changes in design, existing conditions or applicable laws or regulations on each environmental resource.
- ❑ Develops measures to offset adverse impacts.
- ❑ Conducts and documents public and agency coordination.
- ❑ Verifies consistency with transportation planning documents.

Summary of EIR Re-evaluation - Results

❖ Results of the Re-evaluation

- ✓ **Completed in March 2025** and submitted to City for review.
- ✓ Changes in design **do not change the EIR conclusion** regarding environmental resources.
- ✓ Changes in existing conditions **do not change the EIR conclusion** regarding environmental resources.
- ✓ Changes in applicable laws & regulations **require a commitment to coordinate with the USFWS** regarding species with suitable habitat in the study area.

Summary of EIR Re-evaluation - Commitments

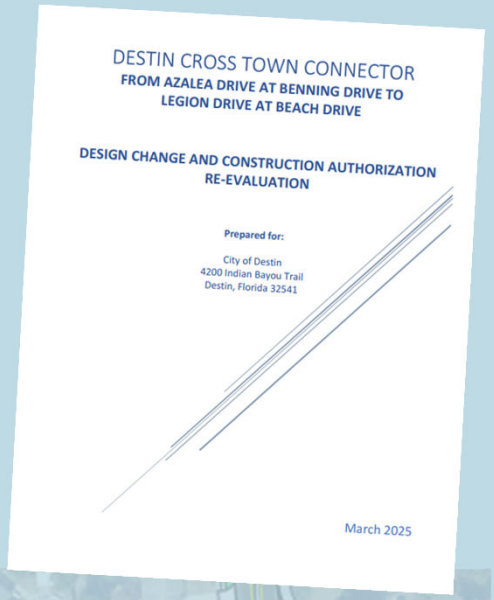
❖ City must commit to:

- Conduct pre-construction surveys for:
  Gopher tortoise; Burrowing owls; and Bald eagle nests.

- Include FDOT's standard protection measures for:
  Eastern Indigo Snake

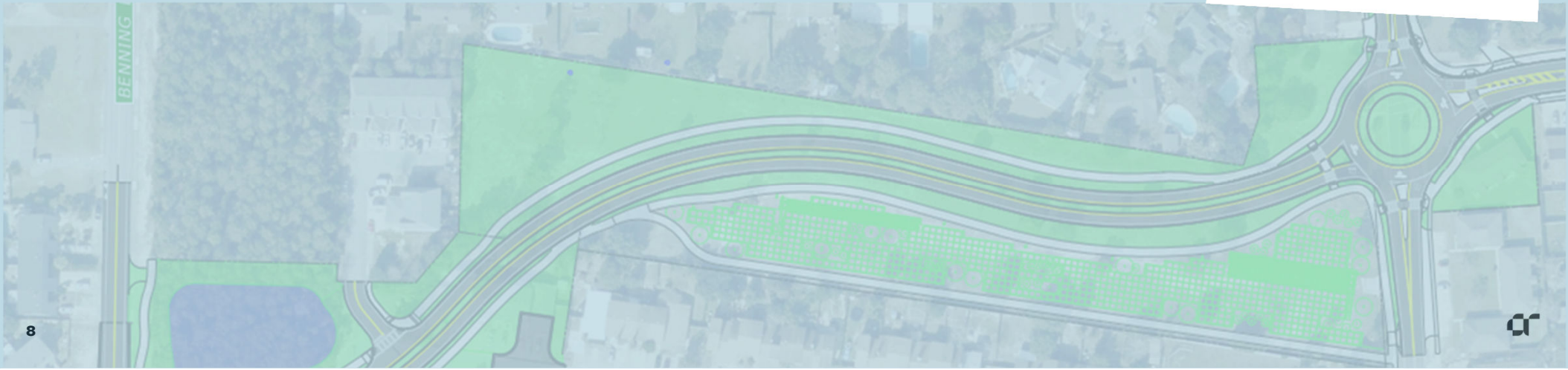
- Consult with the USFWS if the following become formally listed in Endangered Species Act prior to completion of construction:
  Tri-colored bat; Monarch butterfly

Summary of EIR Re-evaluation - Conclusion



- The Cross Town Connector project is **compliant** with environmental laws and regulations and can proceed to the construction phase

- Requests City approval of the EIR Re-evaluation document to be **eligible for State funding**



Construction phasing

Construction phasing – Why?

- **Why build project in phases?**
  City has a construction funds that needs to be spent to avoid finance charges/penalties. Must start spending before Summer 2025.

- **When will FDOT funding be available?**
  Anticipated Fall 2025

- **Other considerations?**
  Approval of construction phasing / limits by City Council and FDOT

Construction phasing – Limits of Construction

❖ Considerations for :

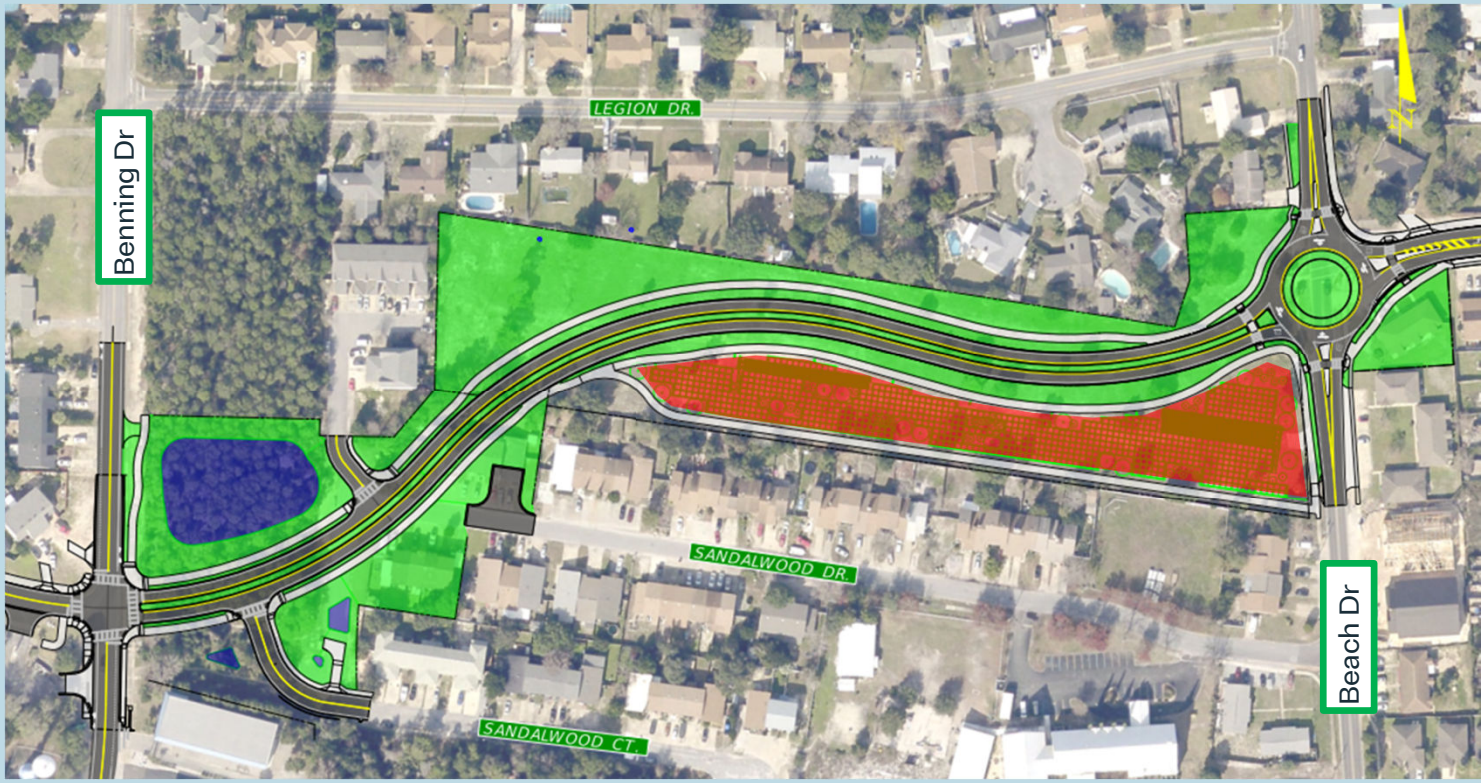
- Efficient separation of work area
- Avoid rework and throwaway
- Const. costs consistent with available budget
- Const. duration

❖ Phase 1 (red area):

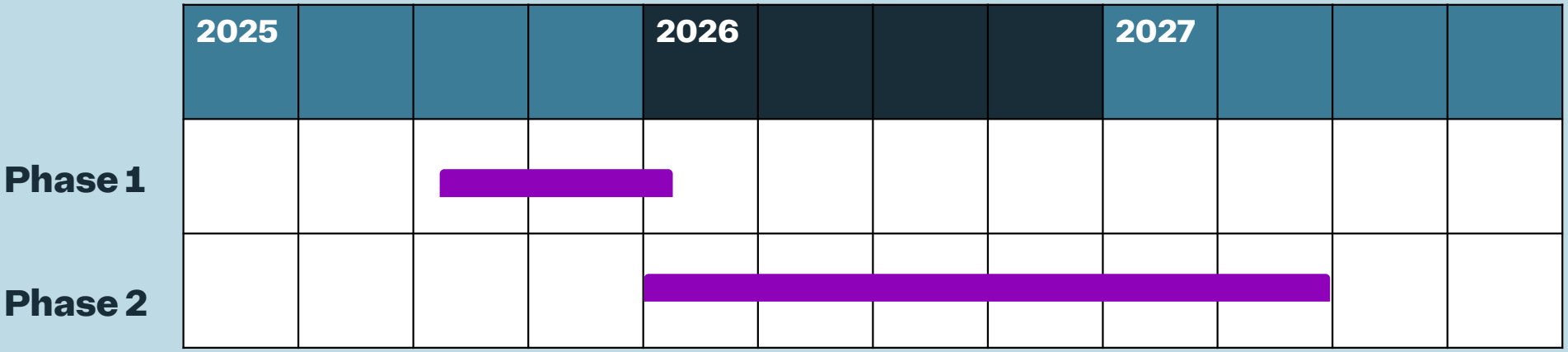
- Stormwater chamber and inflow pipes only
- 4-6 months

❖ Phase 2:

- Remainder of project
- 18 months



Construction phasing – Potential schedule



QUESTIONS?

Destin Cross Town Connector

April 21, 2025

AtkinsRéalis

DESTIN CROSS TOWN CONNECTOR

FROM AZALEA DRIVE AT BENNING DRIVE TO LEGION DRIVE AT BEACH DRIVE

DESIGN CHANGE AND CONSTRUCTION AUTHORIZATION RE-EVALUATION

Prepared for:

City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541

March 2025

Project Re-evaluation

1. GENERAL PROJECT INFORMATION

A. Re-evaluation Type(s):

☐Preliminary Engineering Phase

☐Right of Way Phase

☒Design Change

☒Construction Advertisement

B. Original approved Environmental Document

Document Type: Environmental Impact Report

Date of Approval: September 2018

Project Numbers

Federal Aid: N/A

FM Number: 440553-1-X4-01

ETDM Number: No ETDM numbers listed for this project.

Project Name: Destin Cross Town Connector

Project Location: FDOT District 3 (Okaloosa County)

Project Limits: From Azalea Drive at Bennington Drive to Legion Drive at Beach Drive

C. Prior Re-evaluation(s):

Has this project been previously re-evaluated?

☐Yes
☒No

D. Project or project segment(s) being evaluated.

Federal Aid: Not Assigned

FM Number: 440553-1-X4-01

Project Name: Destin Cross Town Connector from Azalea Drive at Benning Drive to Legion Drive at Beach Drive

Project/Segment Location: District 3 – Okaloosa County

Re-evaluation Type: Design Change and Construction Advertisement Re-evaluation

Project/Segment Letting Type: Bid-Build

Funding: State and Local

2. PROJECT DESCRIPTION

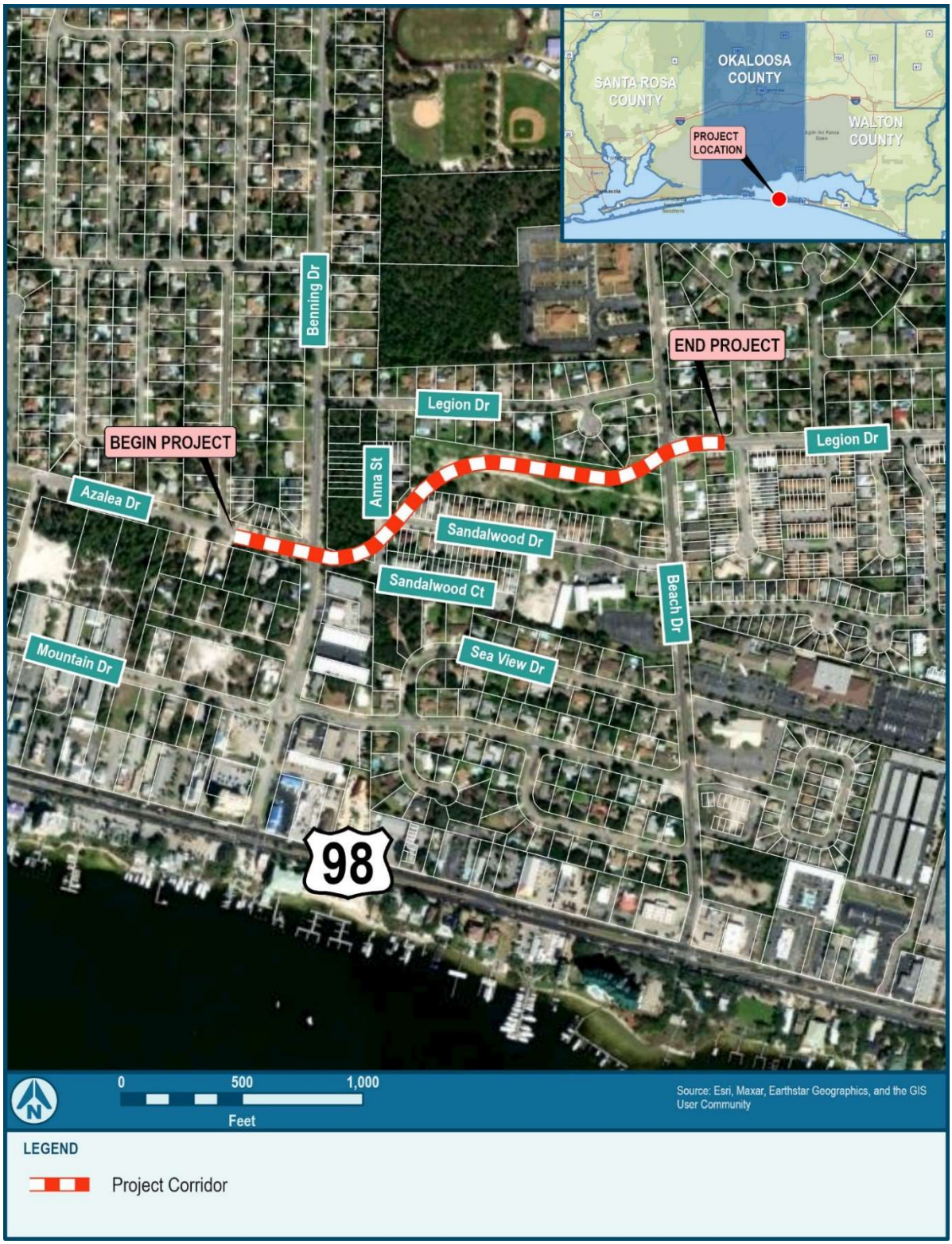
An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018 after review by the Florida Department of Transportation District 3. The proposed project is construction of a new 0.42-mile two-lane segment of roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive (see **Figure 1** Project Location Map). The new roadway segment will be classified as a major collector and would have a speed limit of 25 miles per hour (MPH).

Improvements to three existing roadways would also be required. These include: a "T" turnaround at the end of Sandalwood Drive; a new intersection between Sandalwood Court and the proposed project; and a new intersection with Anna Street and the proposed project. Both intersections would be right-in and right-out only.

The project will provide a two-lane roadway with curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate project runoff.

Status of Design within the Original Study Limits:
Final design for the proposed improvements was completed in November 2022

Figure 1: Project Location Map



3.

CHANGES IN APPLICABLE LAW OR REGULATION

Are there changes in federal or state laws, rules, regulations, or guidance that require consideration since the date of the original Environmental Document or subsequent Re-evaluation(s)?

☐Yes
☒No

Since the EIR, additional wildlife species have been listed by the US Fish and Wildlife Service (USFWS) as proposed endangered or candidate species for listing as threatened or endangered. These species are: tri-colored bat (Perimyotis subflavus); monarch butterfly (Danus plexipus); and alligator snapping turtle (Machrochelus terminickii).

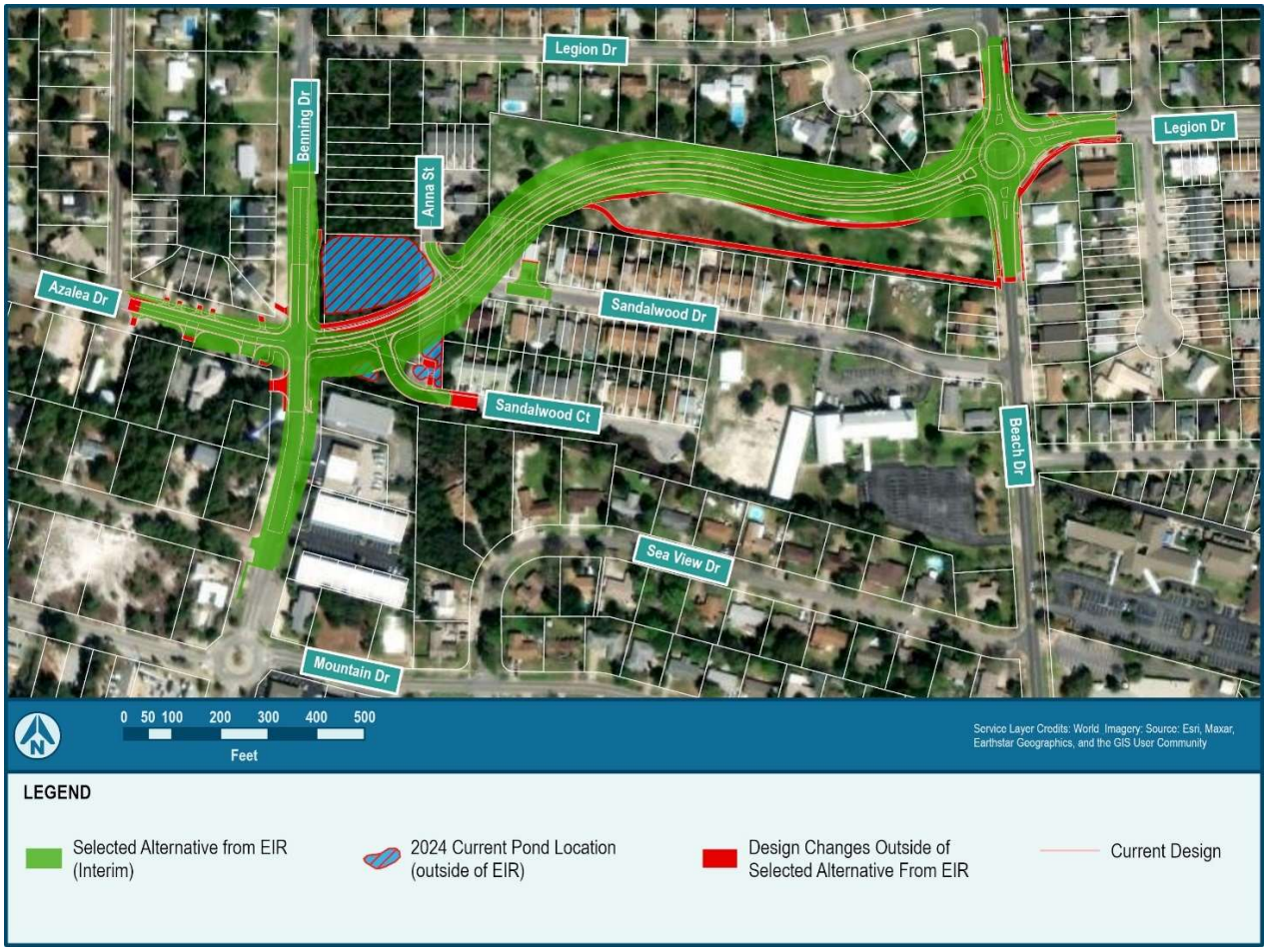
4. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Are there major design changes including but not limited to, changes in the alignment(s), typical section(s), drainage/stormwater requirements, design control and criteria, or temporary road or bridge?

☒Yes
☐ No

This Design Change and Construction Advertisement Reevaluation is based upon review of the Phase IV Design Plans (November 2022) in comparison with the conceptual design of the project for the EIR. The design plans are mostly consistent with the project as evaluated in the EIR. **Figure 2** below shows the project layout as designed overlain on the preliminary design evaluated in the EIR.

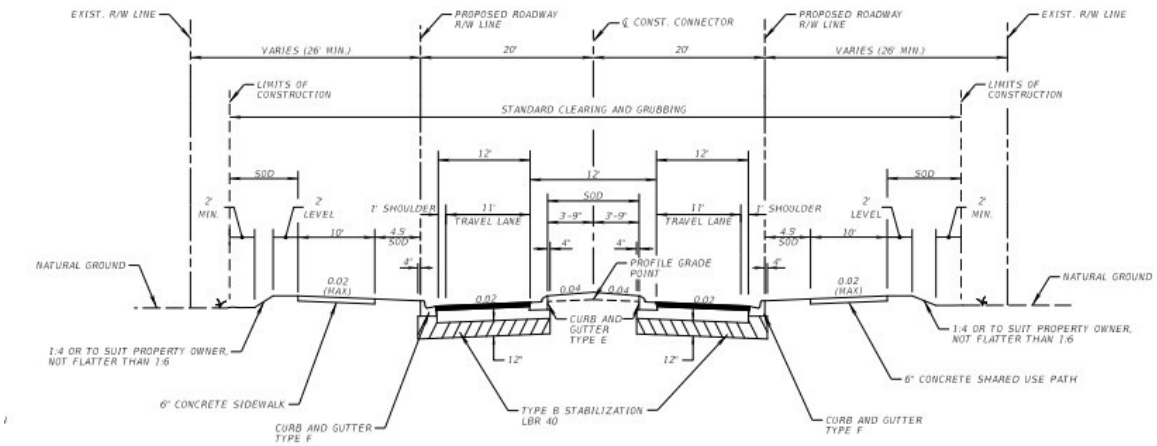
Figure 2: Design Differences between EIR Concept and Final Design



The principal design change is in the typical section. The EIR proposed an interim typical section consisting of one 11-foot travel lane in each direction and a five-foot bicycle lane in each direction separated by a 37.5-foot median. Ten-foot sidewalks were offset from the travel lanes by a six-foot buffer, all within a 110-foot-wide right-of-way.

The current typical section (**Figure 3**) retains the two 11-foot travel lanes but differs from the EIR typical section in that it reduces the median width to 10 feet, provides 1 foot of paved shoulder in both directions, and substitutes a 10-foot shared use path on either side of the roadway instead of the five-foot bicycle lanes. The design typical section will be constructed within the same 110-foot-wide right-of-way as originally proposed. In addition, the 10-foot shared use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

Figure 3: Destin Cross Town Corridor Typical Section



The roadway layout is nearly identical to that shown in the EIR but has smoother curves, resulting in slight shifts in the alignment while remaining within the original right-of-way. There will be a four-way stop intersection at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, and a single-lane roundabout at Beach Drive. Sandalwood Drive will not connect to the project, but residents will be able to access Sandalwood Drive from Beach Drive as they do now.

Stormwater treatment in the EIR consisted of the collection of stormwater run-off in a closed system to be conveyed to a retention pond for treatment; however, the location of the treatment pond was not identified. Instead, the EIR noted that the City-owned property was of sufficient size to accommodate a pond or ponds on either side of the proposed roadway to provide the required treatment.

Because a preliminary environmental assessment of the entire City-owned property was conducted as part of EIR and no environmental impacts were identified within the City-owned property, it was concluded that there would be no impacts from the construction of stormwater ponds.

The current design shows the locations of three small stormwater retention ponds at the west end of the project. Two ponds are located on either side of Sandalwood Court at its intersection with the project and one pond is located north of the project, across from the proposed intersection of the extended Sandalwood Court with the project. These ponds are not located on the original City-owned property evaluated in the EIR. However, the City of Destin has acquired these parcels.

5. PUBLIC INVOLVEMENT

Were there additional public involvement activities?

☒Yes
☐No

Project Re-evaluation

Since completion of the public involvement activities for the Project Development & Environment phase (documented in the EIR) of the project, there have been no formal public workshops or hearings, but there have been multiple opportunities for public comment during City Council meetings. Minutes of these City Council meetings have been reviewed and any public comments related to the Destin Cross Town Connector project were catalogued in spreadsheets for inclusion in **Appendix A**.

A total of 32 City Council meetings were conducted between January 22, 2019, and June 30, 2024. Of these, there were only nine meetings where comments from the public or strategic partners were recorded. Some the comments, both for and against the project, were made on multiple occasions by the same individual. Therefore, a tally of the number of comments for or against the project was not calculated as it would not provide an accurate representation of the public's opinions. Further, some of the comments were questions or suggestions rather than actual positions on the perceived benefit or detriment of the proposed project.

6. PROJECT or SEGMENT(S) PLANNING CONSISTENCY

Is Planning Consistency required for this project? ☒Yes ☐No

Currently Adopted CFP LRTP	COMMENTS
Okaloosa/Walton Transportation Planning Organization* **2045 Long Range Transportation Plan (LRTP) Amendment** **LRTP Limits:** Benning Drive to Beach Drive **Improvement:** Enhanced two-lane roadway **Funding:** Local and State	

PHASE	TIP/STIP	Currently Approved	TIP STIP $	TIP STIP FY	COMMENTS
PE (Final Design)	**TIP**	**Yes**			Complete
	STIP	**N/A**			
R/W	**TIP**	**Yes**	$1,700,000 (TRIP funds)		Complete
	STIP	**N/A**			
Construction	**TIP**	**Yes**	$6,000,000 (LF)	FY 2024/ FY 2025	**CST Funding:** Construction funding shown in the TIP is $6,000,000 in Local Funding (LF). 2045 Cost Feasible Plan (CFP) shows $6,000,000 (LF). **Project Length:** Project length .42 mile. **Project Limits:** No Action is Required: Project limits in TIP match CFP. **Improvement:** No Action is Required: Project in TIP matches project in CFP
	STIP	**N/A**			

*See **Appendix B** for TIP and LRTP pages.

**Email correspondence between the City of Destin and the Emerald Coast Regional Council indicates the tentative work program for FY 2025-FY 2030 shows a construction cost of $7,632,529 in local funds and $2,000,000 in state funds for the Destin Cross Town Connector project, with construction to begin in FY 2026 (which starts in July 2025). These amounts will be reflected in the FY 2026-2030 TIP that will be adopted in May 2025.

7. EVALUATION OF CHANGES IN IMPACTS

Not Applicable (N/A) is selected when the resource/issue is not present in the project area. This applies to all N/As below.

a. SOCIAL & ECONOMIC

Are there changes in impacts to the social, economic, land use, mobility, and/or aesthetic effects?

☒Yes
☐No
☐N/A

Social

The neighborhoods surrounding the study area are well-established and unchanged since approval of the EIR. The project was designed to minimize impacts as much as possible by utilizing undeveloped land owned by the City of Destin. However, there would be a change in traffic circulation between three side streets (Anna Street, Sandalwood Court and Sandalwood Drive) that serve a neighborhood of townhomes. Entrance to the neighborhood is from Beach Drive to Sandalwood Drive. Sandalwood Drive ends in a "T" intersection with Anna Street and Sandalwood Court. The proposed project would cross Anna Street, separating it from Sandalwood Drive. However, the project will provide a right-in/right-out intersection at Anna Street maintaining, albeit changed access to the Sandalwood neighborhood by a new intersection with Sandalwood Court. These intersections were developed in coordination with the residents of this neighborhood. The changes in the project design, as discussed in this reevaluation do not affect the neighborhood access provided in the EIR.

Status: There is no change in status.

Community Services

Community services within the immediate study area include the First Baptist Child Development (First Baptist Destin Preschool) and First Baptist Church of Destin. The preferred alternative was found to have no adverse effect on community services. Community services expected to benefit from the proposed project include fire and police protection. The closest fire station is located at 848 Airport Road, approximately 0.6 mile east of the project. The Okaloosa County Sheriff's Department has an office at 4200 Indian Bayou Trail, approximately 2 miles east of the project.

Status: There is no change in status.

Title VI Consideration

This project was developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Demographic analysis found that the study area had a slightly larger minority population than Okaloosa County and twice the percentage of persons of Hispanic origin as the County. The percentage of African Americans was less than that of Okaloosa County. Public meetings were held within the project area to ensure that opportunity was provided to all residents and businesses to provide input into the project. In addition, the Conceptual Stage Relocation Plan prepared for the project determined there was suitable replacement housing near the study area. Therefore, the EIR concluded that the project would not have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

Status: There is no change in status.

Controversy Potential

A comprehensive Public Involvement Program was implemented during the PD&E Study in accordance with the FDOT PD&E Manual, Section 339.155 F.S. Executive Orders 11990 and 11988, Council on Environmental Quality Regulations for implementing the procedural provision of the National Environmental Policy Act; and 23 Code of Federal Regulations 771, including providing Advance Notification on April 1, 2015, an Alternatives Public Meeting on September 15, 2015, and a Public Hearing on October 18, 2016. Concerns or opinions expressed included:

- Provision of a left turn onto Benning Drive,
- Initiation of a shuttle service,
- Provision of a noise buffer,
- Provision of an outlet for Sandalwood Drive,
- School traffic congestion between 2:00 and 3:30 p.m.,
- Whether those subject to relocations could acquire similar properties,
- Bicycle safety,
- Safety and property values,
- One person concerned about cars coming into her yard.
- "Bottlenecking" at Legion Drive if a four-lane roadway were constructed.

A noise study was conducted during the PD&E study that found no noise sensitive receptors would experience noise levels that would approach or exceed the noise abatement criteria. Nor would any receptors experience a substantial increase in noise levels over existing levels. Therefore, consideration of noise abatement measures did not warrant further investigation.

Status: Since completion of the PD&E study, the City of Destin determined only a two-lane roadway will be built eliminating the "bottleneck" concern, the originally proposed sidewalk and bike lane have been replaced with a multi-use path which will improve bicycle safety by moving bicycle away from traffic, and all necessary relocations have occurred.

The public input received since the EIR was approved has been presented in Section 5 of this Reevaluation. There were contradictory comments expressed about the project including: unspecified concerns regarding a negative impact on neighborhoods versus the delay in implementing the project. While some expressed concern about impacts the project would have on neighborhoods, this was not a widespread community concern and was countered by others desiring the project move ahead expeditiously. It was determined that the concern about neighborhood impacts did not rise to the level of controversy and therefore, there is no change in status.

Economic

The EIR documented that the proposed project would benefit local economic conditions by improving connectivity to commercial land uses east, west, and south of the proposed corridor, thereby, benefitting the Harbor and Town Center Community Redevelopment Areas (CRAs).

Status: The project design changes would not alter the enhanced local connectivity the project provides; therefore, there is no change in status.

Project Re-evaluation

Land Use

Residential is the predominant land use in the study area followed by retail/office. Together these categories comprise 47.9 percent of the study area. Existing land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor.

Future land use along the corridor is Medium Density residential. South of the corridor there is some commercial (Trade and Services) land use along the east side of Benning Drive and some Institutional along Beach Drive and some Commercial General where Beach Drive intersects SR 30/US 98.

In addition to these land uses, the City of Destin has designated two Community Redevelopment Areas (CRA): The Town Center CRA and the Harbor CRA. The proposed project is located within the boundaries of the Harbor CRA and is adjacent to the western boundary (Beach Drive) of the Town Center CRA and connects to its northern limit (Legion Drive). The connectivity provided by the project is consistent with goals of the CRAs.

Status: The project design changes would not alter land uses; therefore, there is no change in status.

Mobility

The proposed project is located within Destin's Multimodal Transportation District (MMTD) the purpose of which is to support transportation options by planning and implementing improvements to the City's bicycle and pedestrian network.

Pedestrian & Bicycle – There is a sidewalk along the west side of Benning Drive but no bicycle lane. Along Azalea Drive in the vicinity of Beach Drive there is a sidewalk on the south side of the roadway, but it crosses to the north side as the sidewalk travels west. There are no bicycle lanes. Sidewalks are present on both sides of Beach Drive and Legion Drive, but there are no bicycle facilities.

The EIR proposed a five-foot bicycle lane in each direction and ten-foot sidewalks on either side of the roadway.

Status: The final design of the project eliminates the bicycle lanes and ten-foot sidewalks and substitutes a ten-foot shared use path on both sides of the road. In addition, approximately 680 feet east of the intersection with Sandalwood Court, the shared use path on the south side of the roadway diverges with one leg continuing to follow the proposed roadway and the other leg traveling south to run parallel to the southern property line of the City-owned parcel. This southern leg of the multi-use trails terminates at Beach Drive approximately 300 feet north of Sandalwood Drive.

While the final design of the project substitutes a 10-foot shared use path along both sides of the road for the bicycle lanes and sidewalks proposed in the EIR, bicycle and pedestrian mobility in the study area is not only maintained but enhanced by additional route for bicycles and pedestrians along the City's southern property line that was not considered in the EIR concept. Therefore, the change in status is enhanced.

Transit – The EIR found that the only transit service in the vicinity of the study area was along Mountain Drive, one block south of Azalea Drive. The EIR also presumed that the improved connectivity provided by the project had the potential to attract future bus service, especially as an alternate route to the airport.

Status: There is no change in status.

Project Re-evaluation

Aesthetic Effects

Most of the project alignment is located on vacant land owned by the City of Destin. The land to the north and south of the City-owned parcel is mostly residential as is the property along Beach Drive and Benning Drive where they intersect with the proposed roadway. Most residential units with exposure to the proposed road have privacy fences which shield residents from the view of the city-owned vacant parcel. The principal exception to this is for the residents along Beach Drive at Legion Drive whose residences front Beach Drive and would view the proposed intersection with the project. At the time of EIR, the residences along Benning Drive (north of Azalea Drive) had a wooded lot screening their view of the proposed intersection. South of Azalea Drive the residence in the southwest corner of the intersection of Benning Drive with Azalea Drive, fronts Azalea Drive rather than Benning Drive. Although the proposed roadway would be a new feature in the visual landscape, it would not be a startling different feature than the current road network. Since the view of road is mostly blocked, the EIR concluded there would be limited visual impacts from the project. Further, the proposed improvements were to include landscaping to minimize any potential adverse visual effects.

> **Status:** Since approval of the EIR, the wooded lot along Benning Drive has been cleared to make way for the stormwater management ponds. This would change the view for 4 additional residences. Instead of a wooded lot, the view would be of a pond with the new roadway located on the far side of the pond. While the proposed project will result in changes in the view from residences along Benning Drive near the intersection with the project and at the intersection of Beach Drive and the project, these changes were not considered an adverse impact, as landscaping around the stormwater ponds and within the roundabout is provided by the final design plans.

Right of Way Needs

Are there changes in right-of-way needs?

☒Yes
☐No
☐N/A

The proposed project is a new road segment on new alignment. Right-of-way acquisition was minimized as much as possible by using existing City-owned property for much of the project. However, it was not possible to develop the project without additional right-of-way acquisition. The EIR identified the need to acquire a total of 22 parcels. Since approval of EIR, design changes have resulted in a reduction in the number of parcels needing to be acquired to 15 parcels.

> **Status:** Right-of-way acquisition and relocations have been completed.

Relocation Potential

Are there changes in relocations?

☒Yes
☐No
☐N/A

The proposed project is a new road segment on new alignment. Although relocations were minimized as much as possible by utilizing City-owned property and selecting the alternative with the least displacements, the project alignment is surrounded by residential properties, resulting in the unavoidable need for some displacements. A Conceptual Stage Relocation Plan, developed as part of the PD&E study, determined there was suitable

replacement housing near the study area. To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin committed to carrying out a Right-of-Way and Relocation program consistent with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Since approval of EIR, design changes in the project, reduced the number of displacements from ten to nine.

Status: Right-of-way acquisition and relocations have been completed.

Prime or Unique Farmlands

Are there changes in impacts to Prime and/or Unique Farmlands?

☐Yes
☐No
☒N/A

Status: There are no prime or unique farmlands in the study area.

b. CULTURAL

Historical and Archaeological Resources

Are there changes in impacts to cultural resources pursuant to Section 106 of the National Historic Preservation Act (historic sites/districts and archaeological sites)?

☐Yes
☒No
☐N/A

A cultural resources assessment of the project location was first conducted by Archaeological Consultants, Inc. [ACI] and documented in *the Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida (*2009). The *Cultural Resource Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County, Florida* (FMSF Survey No. 21485; Atkins 2015) updated the 2009 report. The Area of Potential Effects (APE) for the 2009 and 2015 technical memoranda included the proposed project limits. No archaeological sites or historic resources were identified within the APE for the 2009 and 2015 surveys.

During development of the Phase IV Design Plans, design changes were made. These changes include revisions to the typical section, shifts in the alignment within the existing right-of-way (ROW), and the development of three stormwater retention ponds. Some, but not all, of the design change areas were surveyed as part of the previous technical memoranda (ACI 2009; Atkins 2015), necessitating the preparation of another current CRAS Addendum with the purpose of identifying any archaeological sites and/or historic resources within the APE and assessing their eligibility for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 Code of Federal Regulations (CFR) 60.4 and if applicable, to apply the Criteria of Adverse Effects, as set forth in 36 CFR Part 800.5(a)(1), to the project.

Therefore, the boundaries of the original archaeological and historic APE have been expanded to include the footprint of the design changes that were not previously evaluated. In addition, the historic APE included parcels

that are adjacent to the proposed single-lane roundabout at Beach Drive, as well as parcels that are adjacent to the Destin Cross Town Connector.

The CRAS Addendum was developed in compliance with Section 106 of the *National Historic Preservation Act (NHPA) of 1996* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), Chapter 267, *Florida Statutes* (*FS*) and Chapter 1A-46, *Florida Administrative Code* (*FAC*), and the City of Destin's Comprehensive Plan (codified under Ordinance No. 380) and Article 7.05.00 (codified under Ordinance No. 24- 01-LC). All work was performed in accordance with the standards outlined in the *Module Three Guidelines for Use by Historic Preservation Professionals* (Florida Division of Historical Resources [FDHR] 2003).

Prior to any field surveys, a desktop analysis was conducted to identify any previously recorded cultural resources and/or any parcels containing historic age buildings (constructed in 1974 or prior) within the APE. Background research did not identify any previously recorded archaeological sites or historic resources within the APE. Based on the desktop analysis, there is potential for one historic age building within the APE.

The archaeological field survey consisted of a thorough visual inspection, subsurface testing, and photographic documentation of the APE. A total of two shovel tests were excavated within a previously un-surveyed portion of a proposed stormwater retention pond, yielding no cultural materials. As a result of the current investigation, no archaeological sites or archaeological occurrences were identified within the APE.

The historic field survey identified one unrecorded historic structure within the APE, 701 Legion Drive (8OK04391). This structure is a typical post-World War II ranch-style building that was constructed circa (ca.) 1974 and is not considered eligible for listing in NRHP, individually or as part of a historic district.

Based on the results of this assessment, AtkinsRéalis recommended a finding of ***no historic properties affected*** for this project. No further work was recommended.

> **Status:** A Cultural Resource Assessment Survey (CRAS) Addendum (**Appendix** C) was prepared in September 2024 to document the CRAS survey performed of the un-surveyed portion of the revised Area of Potential Effect (APE) for the Destin Cross Town Connector project. A field survey revealed no evidence of archaeological sites within the stormwater pond locations. A historic resources field survey resulted in the identification of one unrecorded historic structure within the APE, 701 Legion Drive (8OK04391). This structure is a typical post-World War II ranch-style building constructed circa (ca.) 1974 and not considered eligible for listing in NRHP, individually or as part of a historic district. Based on the results of background research and field survey, there are no cultural resources located within the project APE that are listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Officer (SHPO) concurred with the findings in the CRAS Addendum on March 12, 2025 (**Appendix C**).

Section 4(f)

Are there changes in effects to Section 4(f) of the Department of Transportation Act protected resources or other protected public lands? For Federal projects only.

☐Yes
☐No
☒N/A

Status: This project does not have federal funding.

Section 6(f)

Are there changes in impacts to recreational areas or other public lands?

☐Yes
☐No
☒N/A

Status: This project does not have any involvement with recreation areas or other public lands that utilized Land and Water Conservation Funds.

Recreation Areas

Are there changes in impacts to recreation areas or protected lands?

☐Yes
☒No
☐N/A

The EIR found that there were no recreation areas or conservation lands in the immediate vicinity of the project. There were two parks (Destin Sports Complex at 460 Kelly Street and Buck Destin Park at 724 Legion Drive) within the surrounding neighborhoods that could benefit by the enhanced connectivity the project would provide.

In addition to the parks above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment of the trail that has been constructed. The remainder of the trail through Okaloosa County requires right-of-way acquisition.

The proposed alignment of the GNCT in the City of Destin would travel from Stalhman Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the eastern segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require right-of-way acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for right-of-way acquisition for that segment.

Status: The design changes to the project remove the sidewalks and bicycle lanes and replaces them with a shared use path along both sides of the roadway. This would not alter the potential for the shared use path to serve as the segment of the GNCT trail along the western segment of Legion Drive between Benning Drive and Beach Drive. Therefore, there is no change in status.

c. NATURAL

Are there changes in impacts to protected species and habitat, wetlands and other surface waters, and/or essential fish habitat?

☐Yes
☒No
☐N/A

Protected Species, Wetlands and Other Surface Waters, and Essential Fish Habitat

The 2015 Biological Assessment (BA) conducted for the EIR included the following federally listed species as potentially occurring in the project area and a 300-ft buffer comprising the study area: the Gulf sturgeon (*Acipenser oxyrinchus desotoi*), eastern indigo snake (*Drymarchon couperi*), and Chockawhatchee beach mouse (*Peromyscus polionotus allophrys*). The gopher tortoise (*Gopherus polyphemus*) at that time was included as a candidate species for federal listing. The 2015 BA also included three species of sea turtles (green sea turtle [*Caretta caretta*], loggerhead sea turtle [*Chelonia mydas*], and leatherback sea turtle [*Dermochelys coriacea]*). The following potentially occurring state-listed faunal species were included in the 2015 BA: least tern (*Sternula antillarum*), Florida burrowing owl (*Athene cunicularia floridana*), black skimmer (*Rhychops niger*), and gopher tortoise.

Potential protected species habitat in the study area, as described in the 2015 BA, primarily consists of open (vacant) land within an urban area with street patterns but without structures. Under the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS) (1999), this area is classified as FLUCFCS 190. This area was historically a mobile home park abandoned since 2010. Vegetation noted in the 2015 Endangered Species Biological Assessment Report (ESBAR) included typical ruderal grasses and forbs with scattered sand pine and sand live oak. Small areas of sand pine flatwoods (FLUCFCS 4111) were observed within the western portion of the study area and at the juncture of Azalea Drive and Benning Drive. There was no other undeveloped uplands or aquatic, marine, shoreline, sand dune or surface water habitats documented within or immediately adjacent to the project study area. No federal plants were listed as potentially occurring in the project study area.

Due to the lack of impact to suitable habitat for species identified in databases as potentially occurring in the proposed project area, the 2015 Biological Assessment (BA) proposed that there was "*no effect*" on federal- or state-listed faunal species or their habitats. Although the 2015 BA was reviewed by the US Fish and Wildlife Service (USFWS) at that time, an official concurrence was not received. However, in a phone conversation with Harold Mitchell (USFWS) on July 27, 2015, the USFWS stated their agreement with effect findings.

The 2015 BA also evaluated 19 plant species listed on the Florida Natural Areas Inventory (FNAI) Biodiversity Matrix as having the potential to occur within the study area. However, the study area was determined to lack suitable habitat for any of the plant species considered, and there were no historic observations of species within the study area. Therefore, the BA concluded that there is "no effect anticipated" on state protected plant species and "*no effect*" to federally protected plant species.

Project Re-evaluation

In comments submitted in response to the State Clearinghouse review period for the 2015 PD&E Study, the Florida Fish and Wildlife Conservation Commission (FWC) recommended that sea turtle-friendly lighting be utilized along the roadway. However, in accordance with the *Okaloosa County Code of Ordinances 2018-07*, sea-turtle friendly lighting is only required in the Sea Turtle Conservation Zone which is south of US 98 and not within the study area. Further, the City of Destin's *Land Development Code 7.17* indicates that sea-turtle friendly lighting is required in areas within the Coastal Construction Control Line which runs along the shoreline south of US 98 and is also not within the study area. Therefore, sea turtle-friendly lighting is not anticipated to be required for this project.

Status: This project was reviewed again in August-September 2024 and the results documented in a Natural Resources Evaluation (NRE) Technical Memorandum, located in **Appendix D**. There are no wetlands and/or other surface waters, essential fish habitat, or new habitat types that were not previously evaluated in the 2024 Re-evaluation study area. There is federally designated Critical Habitat for the gulf sturgeon and the West Indian manatee, however, the federally designated Critical Habitat for the two species does not overlap the study area. Therefore, there is no impact or effect to federally designated Critical Habitat.

The NRE technical memorandum also found that there is no adverse impact or effect to any currently federally or state listed, or other species with the use of recommended construction protection measures and Best Management Practices (BMPs). Three additional federally listed species - the eastern black rail (*Laterallus jamaicensis jamaicensis*), wood stork (*Mycteria americana*), and West Indian manatee (*Trichechus manatus*) are included in the 2024 USFWS IPaC as potentially occurring in the area. However, due to a lack of suitable habitat (wetland or aquatic habitats) in the study area, an effect determination of "*no effect"* has been proposed for these three species. The study area has been determined to have suitable although sub-optimal habitat for the federally listed eastern indigo snake. The USFWS Eastern Indigo Snake Effect Determination key was utilized to propose an updated effect determination for the eastern indigo snake. Based on the key (A>B>C>NLAA), and with the commitment by the City of Destin to use FDOT Standard Protection Measures for the Eastern Indigo Snake, the effect determination was modified from "*no effect"* to "*may affect but is not likely to adversely affect*" the eastern indigo snake.

The NRE also determined that three species proposed for listing or candidates for listing were added to the USFWS IPaC as potentially occurring in the project area - the tricolored bat (*Perimyotis subflavus*), a proposed endangered species; the alligator snapping turtle (*Macrochelus terminckii*), a proposed threatened species; and the monarch butterfly (*Danaus plexippus*), a candidate species. There is no suitable habitat for the alligator snapping turtle, so no further consideration of the alligator snapping turtle is warranted. Since the tricolored bat and monarch butterfly are proposed or candidate species, no consultation with the USFWS or further action is required unless these species are formally listed before construction is completed.

Although no gopher tortoise (a state-listed species) or their burrows, or burrowing owl (a state-listed species) or their burrows were observed during past field reviews, it was determined that there was suitable although sub-optimal habitat within the study area for these species. The City will conduct a gopher tortoise survey in accordance with FWC guidelines prior to construction. If gopher tortoises or their burrows are observed, permitting and relocation would be initiated as required. With this provision in place, there is "no adverse effect anticipated" to the gopher tortoise. Likewise, if burrowing owls are observed, the City of Destin will coordinate with FWC to determine the appropriate actions. With this provision in place, there is "no adverse effect anticipated" to the Florida burrowing owl.

The bald eagle is a protected species under the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). There are no documented nests within 660 ft of the study area according to the Audubon Florida EagleWatch database and the eBird database. No nests were identified within the proposed improvement during field reviews. However, prior to construction, surveys will be conducted for the bald eagle to assure that none have moved within 660 feet of the project area since those earlier field reviews.

Wetlands and Surface Waters

Are there changes in impacts to wetlands and other surface waters?

☐Yes
☐No
☒N/A

The EIR found that there were no wetlands in the study area.

Status: Updated reviews of the USFWS NWI database, the NWFWMD land use data aerial reviews (2010, 2013, 2015, 2022) and aerials on google earth (2022) of the Re-evaluation study area verified that no wetlands or Other Surface Waters (OSWs) in the study area, including in pond site areas. There are also no existing stormwater management facilities, including roadside ditches, in the project area. There is no change in status.

Essential Fish Habitat

Are there changes in impacts to essential fish habitat?

☐Yes
☐No
☒N/A

On May 7, 2015, the National Marine Fisheries Service (NMFS) determined that the project would not have direct or indirect effects to NMFS trust resources.

Status: The project is not connected to or located in, over or adjacent to EFH.

Aquatic Preserves, Coastal Barrier Resources, Wild and Scenic Rivers, and/or Outstanding Florida Waters

Are there changes in impacts to designated Aquatic Preserves, Coastal Barrier Resources, Wild and Scenic Rivers, and/or Outstanding Florida Waters?

☐Yes
☐No
☒N/A

Aquatic Preserves

The EIR found that the proposed project is not located in, over, or adjacent to an aquatic preserve.

Status: There is no change in status.

Coastal Barrier Resources

The EIR noted that there were two coastal barrier resources in the general vicinity of the project, but neither were closer to the proposed project than 3.5 miles. The EIR identified Coastal Barrier Resource Unit (P32) as located

north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US 98 there is a designated Otherwise Protected Area (OPA) (P32P) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. The USFWS Coastal Barrier Resource Act website mapper, accessed on October 22, 2024, verified the proposed project is not located in a Coastal Barrier Resources Area.

Status: There is no change in status.

Wild and Scenic Rivers

The EIR indicated that there are no designated wild and scenic rivers located within the project limits.

Status: There is no change in status.

Outstanding Florida Waters

The EIR identified the closest resource designated as Outstanding Florida Waters (OFW) was Henderson Beach State Park. Because Henderson Beach State Park was approximately 3.5 miles from the project study area, the EIR concluded the project location was not within, over, or adjacent to an identified OFW.

Status: The design changes to the project would not change the determination that the project location is not within, over, or adjacent to the OFW. There is no change in status.

Floodplains and/or Water Quality and Stormwater

Floodplains

Are there changes in impacts to Floodplains?

☐Yes
☐No
☒N/A

The approved EIR concluded the proposed project would not be involved with floodplains or floodways or include any areas within flood zones, based on review of the December 6, 2002, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS). The proposed project will not promote development within the floodplain and is consistent with the City of Destin Comprehensive Plan and approved floodplain management procedures.

Status: The design changes implemented since the EIR was approved do not change the determination that the project would not have involvement with designated floodplains or floodways. There is no change in status.

Water Quality and Stormwater

Are there changes in water quality?

☐Yes
☒No
☐N/A

The approved EIR committed to a proposed stormwater management facility design that, at a minimum, would provide the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NWFWMD) in Rule 40A-4, Florida Administrative Code and drainage requirements of the

FDOT. The final design plans modified the size and locations of some of the stormwater ponds from the previous conceptual design (as shown previously in **Figure 2**); however, the current design will also meet the water quality requirements for the project impacts. Water quality treatment will be ac with the following four ponds utilizing dry detention as the treatment method.

Pond 1: 0.66 acres

Pond 2: 1.04 acres

Pond A-B: 0.08 acres

Pond C: 0.05 acres

Therefore, no further mitigation for water quality impacts will be needed.

Status: The NWFWMD reviewed the stormwater management system for compliance with Chapter 62-330 (FAC) and Chapter 373, Part IV, FS. and issued the Environmental Resource Permit (ERP), permit number IND-091-317854-1, October 04, 2024.

d. PHYSICAL

Air Quality

Are there changes in Air Quality?

☐Yes
☒No
☐N/A

The project location is in an attainment area and meets the National Ambient Air Quality Standards for Ozone (2015), Nitrogen Dioxide (1971), Particulate Matter (2012), Sulfur Dioxide (2010), Carbon Monoxide (1971) and Lead (2008) pollutant levels.

Status: The project location is in an attainment area and meets the National Ambient Air Quality Standards for Ozone (2015), Nitrogen Dioxide (1971), Particulate Matter (2012), Sulfur Dioxide (2010), Carbon Monoxide (1971) and Lead (2008) pollutant levels. There is no change in status.

Highway Traffic Noise

Are there changes in Traffic Noise impacts?

☐Yes
☒No
☐N/A

A noise study was conducted in accordance with Title 23 CFE Part 772, Procedures for Abatement of Highway Noise and Construction Noise, using methodology established in the noise chapter of FDOT's Project Development and Environment Manual. A Noise Study Report (NSR) was prepared and is available in the project file.

Predicted noise levels were determined for a total of 36 noise sensitive receptors representing 92 noise sensitive sites. Existing noise levels ranged from 57.1 decibels [dB(A)] to 58.0 dB(A). Design year noise levels were predicted to range from 56.7 dB(A) to 64.5 dB(A). No noise sensitive sites experienced noise levels that would approach or

exceed the applicable decibel level [66 DB(A)] for the FHWA's Noise Abatement Criteria (NAC). Nor would any sites experience a substantial increase in noise levels [an increase of 15 dB(A)] over existing levels. Because none of the representative noise sensitive sites would experience noise levels that approach or exceed FHWA NAC or would experience a substantial increase over existing noise levels, noise abatement measures were not evaluated.

A land use review of the study area was conducted to identify any noise sensitive sites that received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). No noise sensitive sites received a building permit prior to the date of public knowledge.

> **Status:** A comparison of the Phase IV plans (June 2022) with the Phase II plans (August 2019) used in the Destin Cross Town Connector Noise Study Report Update (May 2020) found that there was neither a horizontal change which halves the distance from the roadway to the noise sensitive site(s), nor was there a vertical change that influenced the line of sight to a noise sensitive site(s). Therefore, the findings of the Destin Cross Town Connector Noise Study Report Update (May 2020) remain valid, as documented in the Noise Study Reevaluation Technical Memorandum in **Appendix E**.

Contamination

Are there changes in Contamination impacts?

☐Yes
☒No
☐N/A

The *Contamination Screening Evaluation Report* (CSER, July 2015) and the *Environmental Impact Report* (EIR, June 6, 2018) identified four potential contamination sites in the project area. The four potential contamination sites received risk rankings of "Low" or "No" based on their distance from the project and/or lack of evidence for contamination. Since there were no "High" or "Medium" ranked sites, no Level II investigations were necessary. Therefore, the EIR determined that there was "No Involvement" with contamination for this project.

The project corridor was reviewed again for this re-evaluation in May 2022 using the FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The ETDM EST Physical-Contamination-Waste map database layers were reviewed. There were no substantial changes to the status of the four potential contamination sites identified in the CSER. The City of Destin Hurricane Debris Staging Area has obtained pre-authorization from and has been inspected by FDEP annually since 2015. The site has always received approval for debris placement from FDEP but has yet to be utilized for this purpose. It remains ranked "No" risk.

The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project. This site remains ranked "Low". There was no EST data for the other two "No" ranked sites (NAPA Auto Parts and O'Reilly Auto Parts) and they remain ranked "No".

> **Status:** No new sites have been identified and there has been no change to existing sites which are located more than 500 feet away from the project. Therefore, there is no change to the conclusion in the EIR of no involvement with contamination sites, as documented in the Contamination Screening Reevaluation Technical Memorandum in **Appendix F**.

Utilities and Railroads

Are there changes in impacts to Utilities and Railroads?

☐Yes
☒No
☐N/A

Railroads

There are no railroads in the project vicinity.

Status: There is no change in status.

Utilities

Seven utility providers were identified as present in the project area: AT&T, Centurylink, Cox Southeast, Destin Water Users, Inc., Gulf Power Company-Destin, Okaloosa County Traffic Signals, and Okaloosa Gas District.

Status: The Phase IV Plans updates company names based on utility mergers and purchases. Central Florida Gas has merged with Florida Public Utilities and is doing business under Florida Public Utilities. Bright House Networks has been purchased by Charter (Spectrum). There is no change in status.

Navigation

Are there changes in impacts to Navigation?

☐Yes
☐No
☒N/A

8. COMMITMENT STATUS

Are there prior commitments from the Environmental Document or previously approved re-evaluation(s)?

☒Yes
☐No

Prior Commitments

The following commitments are from the Destin Cross Town Connector EIR.

Relocations

To minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

Status: Right-of-way acquisition and relocations have been completed.

Water Quality

The proposed stormwater facility design will include, at a minimum the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NWFWMD) in Rule 40A-1, 40A-4, 62-4, 62-341, 62-346, the Florida Department of Environmental Protection (FDEP) Rules 62-312 and 62-25 F.A.C. and the Environmental Protection Agency (EPA).

Status: The NWFWMD issued Environmental Resource Permit IND-091-317854-1 for the stormwater treatment system on October 04, 2024.

Wildlife and Habitat

Since gopher tortoise habitat may be present within alternative alignments and associated 300-foot buffers, the City of Destin will follow the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying for, excavating, and relocating gopher tortoises.

Sea turtles occur within the Gulf of Mexico and nest on adjacent beaches. As the study area is located approximately one (1) mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

Status: Since gopher tortoise habitat exists in the study area, the City will conduct a gopher tortoise survey in accordance with FFWCC guidelines prior to construction and if gopher tortoises are present, the City will acquire a gopher tortoise take permit(s) and initiate gopher tortoise relocation in accordance with FFWCC guidelines.

Based on the City of Destin lighting standards, the project site is beyond the area for the application of sea turtle lighting standards. Therefore, sea turtle lighting is not required.

Should any state-listed plant species be present within construction limits, the City of Destin will contact the appropriate state agencies and afford an opportunity to transplant them per Florida Statute 581.185.

Transit

As requested by Okaloosa County Transit, the City of Destin will evaluate the feasibility of including bus turnouts in the design phase.

Status: It was determined that the provision for bus turnouts was not feasible due to the curvature of the alignment.

Bicycle/Pedestrian

The proposed improvements include 10-foot-wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

Status: Although the bicycle and pedestrian facilities changed under the final design of the project from sidewalks and bicycle lanes to a shared use path, the design of the shared use path is compliant with ADA requirements.

New Commitments

Are there any new environmental commitments?

☒Yes
☐No

The following are new protected species commitments since approval of the EIR:

1) Should the tricolored bat become listed by the USFWS as Threatened or Endangered prior to completion of construction, the City of Destin would initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

2) Should the monarch butterfly (*Danaus plexippus*) become listed by USFWS as Threatened or Endangered prior to completion of construction, the City of Destin will initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

3) Since burrowing owl habitat exists in the study area, the City of Destin will conduct a survey for burrowing owls and/or their burrows in accordance with FFWCC guidelines prior to construction and if burrowing owls are present, the City will coordination with the FFWCC to determine the appropriate actions. With this provision in place, there is "no adverse effect anticipated" to the Florida burrowing owl.

4) The City of Destin will utilize the FDOT Standard Protection Measures for the Eastern Indigo Snake.

5) The City of Destin will conduct bald eagle nest surveys during the bald eagle nesting season prior to construction to assure no bald eagle nests are within 660 feet of an area proposed for construction activity. If the survey results in the observation of a nest, appropriate coordination will take place with the USFWS for the protection of the nest.

9. STATUS OF PERMITS

Federal Permit(s)	Segment	Descriptor	Status	Date
None anticipated				
State Permit(s)	**Segment**	**Descriptor**	**Status**	**Date**
WMD Environmental Resource Permit		ERP Permit No.: IND-091-317854-1	Issued	October 04, 2024
Local Permit(s)	**Segment**	**Descriptor**	**Status**	**Date**
None anticipated				
Other Permit(s)	**Segment**	**Descriptor**	**Status**	**Date**
None				

Consistency with the Coastal Zone Management Act is achieved at the time of state ERP issuance.

10. CONCLUSION

☒ The project has been re-evaluated pursuant to 23 CFR § 771.129. The City of Destin has determined that no changes to the project affect the original decision. Therefore, the Administrative Action remains valid and the project can advance.

11. REVIEW AND APPROVAL

Project Re-evaluation

City of Destin Approval Required? ☒Yes ☐No

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by City of Destin.

_____ _____

Larry Jones, Interim City Manager Date

12. Supporting Documentation

- *Project Location Map, included in the Project Description text as* ***Figure 1***
- *Differences in EIR Concept and Final Design Graphic, included in Section 4 as* ***Figure 2***
- *Project Typical Section, included in Section 4 as* ***Figure 3***
- *Public Comments, attached as* ***Appendix A***
- *Plan Consistency Documentation: FY 2025-2029 TIP, Adopted June 20, 2024, Modified October 15, 2024, and 2045 LRTP Amendment 1, Needs Assessment and Cost Feasible Plan Report, adopted 4/18/2024: Pages attached as* ***Appendix B***
- *SHPO Correspondence and Cultural Resources Assessment Survey – Addendum Documentation: attached as* ***Appendix C***
- *Natural Resources Evaluation Technical Memorandum: attached as* ***Appendix D***
- *Noise Study Report Addendum: attached as* ***Appendix E***
- *Contamination Screening Evaluation Report Addendum: attached as* ***Appendix F***

Appendix A

Public Comments

2019 City Commission Meetings Public Comments

2020 City Commission Meetings Public Comments

2021 City Commission Meetings Public Comments

2022 City Commission Meetings Public Comments

2023 City Commission Meetings Public Comments

2024 City Commission Meetings Public Comments

Project Re-evaluation

2019 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
1/22/2019 - -- 6:00 PM	Ordinance 18-29-CC — Amendments to Short-Term Rental Ordinance and Establishing Maximum Occupancy Limits (2R)	Ken Wampler	**He asked the Board to delay the adoption of the ordinance citing the importance of tourism on the local economy, the approved funding for dredging of the East pass and the secured funding of $3.5 million for the crosstown connector.**
2/19/2019 --- 6:00 PM	City Manager Report	City Manager	In December 2018, the Council directed staff to hire special councel to form a legal opinion regarding potential of inverse condemnation related to acquisitions made for the crosstown connector project. The found opinion was no reason for alarm, and to continue along with the project.
	Ordinance 18-24-CN — Acquisition of 607 Sandalwood for the Cross Town Connector (1R)	Bill Reddington	**Noted 6 or 7 properties were to be included in eminent domain, but only 2 addressed, asked on the status. He also suggested that the prices paid for both properties were more than they were worth. Both his concerns were addressed and the project moved on.**
		City Council	The project passed 5 - 1 with Councilor Braden voting No & Councilor Overdier absent from the meeting.
4/1/2019 --- 6:00 PM	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda	Carrie Harbarger	**Expressed concern regarding crosstown connector—she lives on Spring Lane Ave and she is worried that diverting traffic through her neighborhood will ruin the quality of life of its residents. She said she spoke to 70 people about this subject. She asked the Council to reconsider purchasing any more property until they re-present the plan to the public.**
5/6/2019 --- 6:00 PM	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda	Carrie Harbarger	**Expressed concern about a highway being placed in a residential neighborhood. Stated many local citizens are not in favor of it.**
		Lockwood Wernet	Expressed support for Resolution 19-06 to fund Crosstown Connector project, stating it has been a City priority since the 1990s.
		Shane Moody	**Expressed support for the Crosstown Connector, adding that it was designed in mind to assist residents, and helped aleviate congestion from growing pains and seasonal tourist inflow into the city.**

		Mike Buckingham	Expressed a lot of people—especially in West Destin are in opposition to the crosstown connector.
5/20/2019 --- 6:00 PM	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda	Carrie Harbarger	**Expressed the City needs to clarify the status of the Crosstown Connector project as many people believe it was discontinued.**
		Julie Cotton	Expressed her support for the Crosstown Connector and that it would help people commute to work more efficiently.
		Dewey Destin	**Former Councilman gave a brief history on the crosstown connector project before voicing his opposition to it, stating that it will fail to alleviate traffic issues, will result in a waste of money and the dedicated project funds would best be used elsewhere.**
		Mike Buckingham	Expressed concern that the construction of the Crosstown Connector project would result in added traffic congestion, voicing his opposition to the project.
		Ken Wampler	**Expressed that the crosstown connector is the best solution to the current problem of congestion and expressed his support for it moving forward sooner than later.**
		Bill Reddington	He expressed his concern that the Crosstown Connector will turn residential neighborhoods into freeways and that it will worsen traffic, voicing opposition for it.
		Lockwood Wernet	**Expressed support for the project, citing the City of Destin Comprehensive Plan Objective 2-1.1 and stating the Crosstown Connector is fully compliant with it.**
		Dion Moniz	Expressed that the entire Destin Chamber of Commerce are in support of the Crosstown Connector as well as a lot of local businesses and homeowners.
		Bruce Craul	**Stated that the TDC voted for the Crosstown Connector, that the project is fully funded and are fully in support of it. He has issues believing why it would be opposed.**
		Shane Moody	He expressed that residential neighborhoods are already congested with traffic and asked for the Council's approval of the project.
		Beverly Henry	**Expressed many residents were uncertain about the project and urged the Council to find other strategies to mitigate traffic.**

		Marcie Bell	Referring to the Crosstown Connector, she questioned what business would support a project that would divert traffic away from their storefront.
		Greg Davis	**Local Real Estate Agent who stated that homes on Legon Drive are getting materially affected based on fears and rumors regarding the Crosstown Connector. He asked the Council to make a decision—any decision—regarding the project, but stating that doing nothing is not a good option.**
	Comments / Presentations from Mayor, Council, Land Use Attorney and City Attorney — Crosstown Connector	City Council & Mayor	After debate and deliberation regarding details of the Crosstown Connector and the proposed project's traffic mitigation potential, Councilmember Destin moved to instruct staff to take no further action on the project, seconded by Ramswell. The motion passed 5-2, opposed by Councilmembers Morgan and Overdier.
6/3/2019 --- 6:00 PM	Comments / Presentations from Mayor, Council, Land Use Attorney and City Attorney — Crosstown Connector	Councilmember Michael	Brought up that following the previous meeting, the Chamber of Commerce put out an article encouring the public to thank Council members that said yes for the project and to encourage those who voted no to reconsider their vote. 6 such emails were recieved by council members, four of which from people working in Destin, all of which who were sitting members of the Chamber of Commerce.
6/17/2019 --- 6:00 PM	Proclamations / Recognitions / Special Presentations / Announcements	FDOT, City Council & Mayor	Jared Perdue, Director of the FDOT discussed details and took questions regarding the Crosstown Connector with the Mayor & City Council.
		City Council	Councilmember Morgan moved to direct City staff to coordinate with local TPO and FDOT to pursue viability of keeping Crosstown Connector portion of Legion Dr from Main St to Benning Dr at 2-lanes without jeopardizing funds for the Connector project, as well as keeping Crosstown Connector portion from Main St to Stahlman Ave at two lanes, seconded by Ramswell, passing 7-0.
7/1/2019 --- 6:00 PM	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda	Carrie Harbarger	**Claimed the project was very convoluted and confusing, urged the council to deny the project or move it to another location.**
		Jim Wood	

			Stated that there is a lot of misinformation regarding the project, he will continue to support the project and urges it to be constructed with 2 lanes & 4 lanes of right-of-way.
		Lockwood Wernet	**Member of Chamber of Commerce Board, noted city comprehensive plan encourages the development of the crosstown connector, that it will resolve congestion issues and urging the council to move forward with the project.**
		Shane Moody	CEO of Destin Chamber of Commerce shared further details about the Crosstown Connector and its proposed corridor before urging the council to move forward.
		Rebecca McFarland	**Destin Resident who presented a petition with 79 signatures to build the crosstown connector, stating there is a lot of false information around the project, and that impacted households are not interested in a 4-lane road but will settle for a 2-lane connector.**
		Ken Wampler	Spoke in favor of the crosstown connector and urged the City Council to move forward with the project.
	City Manager Report	City Council & Mayor	Motion to pause the Crosstown Connector project and commence the redesign process passes 4-3 with Morgan, Marler and Overdier voting no.
7/10/2019 --- 5:30 PM	Public Comments	Fred White	**Commented that the Crosstown Connector has been in the works for over 20 years, a lot of work needs to be done throughout the city, urging the council to take action rather than waste more time with unneccessary planning & redesigns.**
		Bill McIssick	Expressed his support for the Crosstown Connector and its ability to relieve traffic congestion.
		Charlie Saleeby	**Expressed his opposition for the Crosstown Connector, that it will destroy the local neighborhood.**
		David Waddle	Urged that the Crosstown Connector should've been built 5 years prior and that it should be build as soon as possible.
		Jerry Sullivan	**Representative of Trees on the Coast, noting they voted uninamously in favor of the Crosstown Connector, and that there are funds for beautiful landscaping on it.**

		Dewey Destin	Expressed that the Crosstown Connector needs to be constructed in a way that doesn't adversely impact the local neighborhood.
		Becky McFarland	**Expressed her support for the Crosstown Connector.**
		Jason Klosterman	Expressed his support for the Crosstown Connector and its ability to relieve traffic congestion.
		Mike Buckingham	**Suggested more workshops be hosted to give the people the whole picture of the Crosstown Connector project.**
		Jim Bagby	Former Councilman, expressed that the Crosstown Connector was always meant to be a 2-lane road with median and sidewalk and that a 4-lane road would be antithetical to the goals of the project.
12/16/2019 -- - 6:00 PM	Agenda Item 4D - City Manager Report	City Council	Motion passed 6-1 (Councilman Braden voting no) to direct the City Attorney and Land Use Attorney to look at City right-of-way acquisitions to come up with a solution to keep the crosstown connector at 2 lanes

2020 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
2/18/2020 --- 6:00 PM	Consent Agenda	City Council	Councilmember Destin moved to direct staff, City attorney and land use attorney to obtain an hourly rate quote within a week from a contractor for a right-of-way vacation and simple redesign of the Crosstown Connector to keep processes moving forward, passing 7-0.
6/1/2020 --- 6:00 PM	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda	Sandy Trammell	**Commented on the Crosstown Connector and expressing her support for the 2-lane redesign, but opposing the vacating of the property around it as it could be utilized for parkspace or additional right-of-way.**
	City Manager Report	City Council	Councilmember Destin moved to instruct City staff, City Attorney, Landuse Attorney and City Engineer to redesign their land acquisition plan at Azalea Dr and Benning Dr intersection to ensure only a 2-lane road is built, passing 7-0.
9/8/2020 --- 6:00 PM	City Manager Report - Resolution 20-23	City Council	Councilmember Destin moved to authorize the City Manager or his designee to accept & sign the current PD&E study including EIR with proposed modifications and approve Resolution 20-23; and to approve the revised scope of work, quote and schedule from Atkins North America to be incorporated into a new contract.
11/2/2020 --- 6:00 PM	Proclamations / Recognitions / Special Presentations / Announcements	City Staff / Atkins	A brief presentation dicussing the previous designs and displaying the new planned approach for the Crosstown Connector alongside a timeline for the project's devleopment.
12/21/2020 --- 6:00 PM	City Manager Report	City Council / Mayor	Motion for the Preparation of Reevaluation of the PD&E study and Public Involvement Element - Crosstown Connector with a notice to proceed to Atkins for Part III of the Crosstown Connector Project - Design Change Reevaluation, passing 6-0 (Councilman Destin absent).

2021 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
2/01/2021 --- 6:00 PM	City Manager Report	City Council	Councilmember Overdier moved to approve proposed right-of-way, intersection improvements, and right-of-way acquisitions, passing 6-1 with Ramswell voting "no".
4/5/2021 --- 6:00 PM	City Manager Report	City Council	Councilmember Destin moved to direct City Manager to schedule a City Council workshop within the next 30 days to discuss issues relating to cross-town connector and other factors they can include on the cross-town connector to make it a truly multi-modal section of the road and get maximum use of it, and to direct Atkins to delay creating the design until after the workshop, passing 6-0 with Councilmember Hebert absent.
		City Council	Council Member Overdier moved to adopted Resolution 21-03, authorizing City Manager to execute TRIP Agreement with FDOT and amending City's Fiscal Year 2021 Budget accordingly; to direct City Manager to deliver all necessary documents to FDOT; and to allow Atkins' right-of-way acquisition portion of the design project to move forward, passing 6-0 (Council member Hebert absent).
5/10/2021 --- 5:30 PM	Workshop - Public Comments	Jim Wood	**Destin resident, expressing support for the Crosstown Connector project, he is disappointed that it could take 25 years to build a 0.25 mile road, urges Council to move forward with the project sooner rather than later.**
		John King	Santa Rosa Beach Resident expressing support for the Crosstown Connector, stating that it would improve Destin Residents' ability to move around town.
		Shane Moody	**President & CEO of Destin Chamber of Commerce, expressed the Chamber has been in support of the project for years and is glad to hear the positive comments from Councilmembers, expressed concerns about parking and traffic flow on the road and urged the Council to move forward with the project sooner than later.**
		Cyron Marler	Destin resident & former Councilmember, stated the project has been in discussion since he was first elected in 2000 and that they need to move forward with it now.
5/17/2021 --- 6:00 PM		Cyron Marler	

	Public Comments on Agenda Items that are not Public Hearings and any other matters not on the Agenda		**Destin resident & former Councilmember, expressed he was very encouraged about the state of the Crosstown Connector project and urged the Council to do everything they could to move forward with the project.**
		Shane Moody	President & CEO of Destin Chamber of Commerce, encouraged by positive developments, urged the council to move forward with the Crosstown Connector.
	City Manager Report	City Council	Councilmember Hebert offered an amended motion to approve the proposed right-of-way scope and fee addendum from Atkins North America, Inc. and authorize the continuation of the re-design incorporating the multi-modal element discussed at the May 10th, 2021 Council Workshop session; to include inserting a multi-modal pathway into the right-of-way; and for Atkins to look into the concept of trying to slow down the traffic speed to make it more appropriate for the interior neighborhoods in Destin throughout the length of the Crosstown Connector, passing 5-0 (Councilmember Schmidt absent).
6/7/2021 --- 6:00 PM	City Manager Report	City Council	Councilmember Schmidt moved to direct the City Manager to implement right-of-way and multimodal Options #2 for Crosstown Connector, with 40' right-of-way with median, into the project design, passing 7-0.

2022 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
1/27/2022 --- 8:30 AM	Comments from Strategic Partners	Shane Moody	**President & CEO of Destin Chamber of Commerce, urging the council to accelerate the construction of the Destin Crosstown Connector, as traffic congestion is only worsening.**
2/07/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Schmidt offered an amendment to the motion to continue the design of the Cross Town Connector as presented, to proceed with more property acquisitions as much as possible, for the project engineer to bring back a more detailed architectural rendering that gives a 3 dimensional vision so the Council can evaluate the retention pond issue and its impacts, and to determine recreational use of the property, passing 7-0.
3/07/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Destin moved to direct the project engineer to explore the idea of reducing the footprints of the pond and adding exfiltration piping and bring back recommendations within 4 weeks, failing 3-4 (Schmidt, King, Hebert, Mayor Jarvis voting no, Braden absent).
			Councilmember Schmidt moved to direct the City Manager to authorize the continued design of the Crosstown Connector to the 90% phase, passing 5-1 (Wagner voting no, Braden absent).
7/11/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Schmidt directed the City Manager to continue the design of the Crosstown Connector as presented. Councilmember Destin offered a substitute motion to modify the 90% plan, place the drainage on the ground (exfiltration drainage), and not create a retention pond, and have the property available for a linear park, passing 4-3 (Schmidt, King, and Hebert voted no).
8/01/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Destin moved to direct the City Manager to enter into the addendum to the agreement with Atkins Consultants and execute the redesign of the Crosstown Connector retention system in order to underground retention pond #2, in the amount of $45,491.58 to provide the Council the option to turn the area into a park or greenspace as previously designated, passing 4-2 (Bagby and Braden voted no, King absent).
9/08/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Schmidt moved to direct the City Manager to look into the old RV parking plot located within the crosstown connector space to see how it could be utilized for the public, passing 7-0.
10/03/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Hebert moved for approval to purchase of the vacant land at the corner of Anna Street and Benning Drive and authorize the City Manager to execute purchase agreement and proceed with closing for the purpose of the Crosstown Connector, passing 7-0.
	Public Comments	Bill McKissick	

10/17/2022 --- 6:00 PM			**Destin Resident, stating he witnessed the traffic flow at the part of town near the Crosstown Connector, recommends making Stahlman a one-way street southbound and Palmetto a one-way street northbound to ease traffic in the area.**
	City Manager Report	City Council	Councilmember Destin moved to direct the City Manager to continue the redesign of the Destin Cross Town Connector retention system utilizing the ADS StormTech system to underground retention area #2, passing 6-1 (King voting no).
			Councilmember Hebert moved to direct the City Manager to make all necessary preparations to improve the Cross Town Connector property to allow the walking of citizens and their dogs, passing 7-0.
11/07/2022 --- 6:00 PM	City Manager Report	City Council	Councilmember Destin moved to direct the City Manager to approve the following: 100% Design Plans, 100% Landscape plans, among other details for the Crosstown Connector, passing 6-0 (King absent).

2023 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
3/20/2023 --- 6:00 PM	City Manager Report	City Council	Councilmember Hebert moved to approve the purchase of 700 Legion Dr and authorize City Manager to execute the purchase agreement and proceed with closing for the purpose of the Crosstown Connector, passing 5-0 (Schmidt and Sweetser absent).
4/03/2023 --- 6:00 PM	Public Comments	Gary Jarvis	**Destin Resident, expressed his support for approving the purchase of 2 properties for the Crosstown Connector, strong proponent for the Destin City Center.**
	City Manager Report	City Council	Councilmember Hebert moved to approve the purchase of 604 Sandalwood Dr and authorize City Manager to execute the purchase agreement and proceed with the closing for the purpose of the Crosstown Conector, Passing 6-0 (Sweetser absent).
6/05/2023 --- 6:00 PM	City Manager Report	City Council	Councilmember Hebert moved to approve the purchase of 611 Sandalwood Dr and authorize City Manager to execute the purchase agreement and proceed with the closing for the purpose of the Crosstown Conector, Passing 4-2 (Bagby and Destin voted no, Schmidt absent).

2024 Destin City Council Meetings Public Comment Summary			
Meeting Date	**Meeting Line Item**	**Commenter**	**Comment**
5/6/2024 --- 6:00 PM	City Manager Report	City Council	Councilmember Bagby moved to approve Amendment #5 to Atkins Contract to update the Environmental Impact Report for the Cross-Town Connector using the funding from Gas Tax #2, passing 6-0 with Councilmember Schmidt absent.

Appendix B

Planning Consistency Documentation

Okaloosa Walton Transportation Organization FY 2024/25 – 2028/2029 Transportation Improvement Program Destin Cross Town Connector – Section 2, Page 9

Okaloosa Walton Transportation Organization - 2045 Long Range Transportation Plan Amendment 1 Needs Assessment and Cost Feasible Plan Report, adopted 4/18/2024, Pages

- Proposed LRTP Amendment - Destin Cross Town Connector Project – Figure 1
- Recommended Changes Including Destin Cross Town Connector – Page 7
- Table 3. 2045 Cost Feasible Plan TIP and Local-Funded Projects (FY 20-25) – Page C-20

Email Correspondence

Local1 - DESTIN CROSS TOWN CONNECTOR

Non-SIS

From: BENNING DRIVE

To: BEACH DRIVE

Section: 2 - Capacity

Work Summary: NEW ROAD CONSTRUCTION **Length:** .294 MI

Lead Agency: City of Destin **LRTP #:** Final Report p. H-10 #Local 1

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	LF	6,000,000	0	0	0	0	6,000,000
Total		**6,000,000**	**0**	**0**	**0**	**0**	**6,000,000**

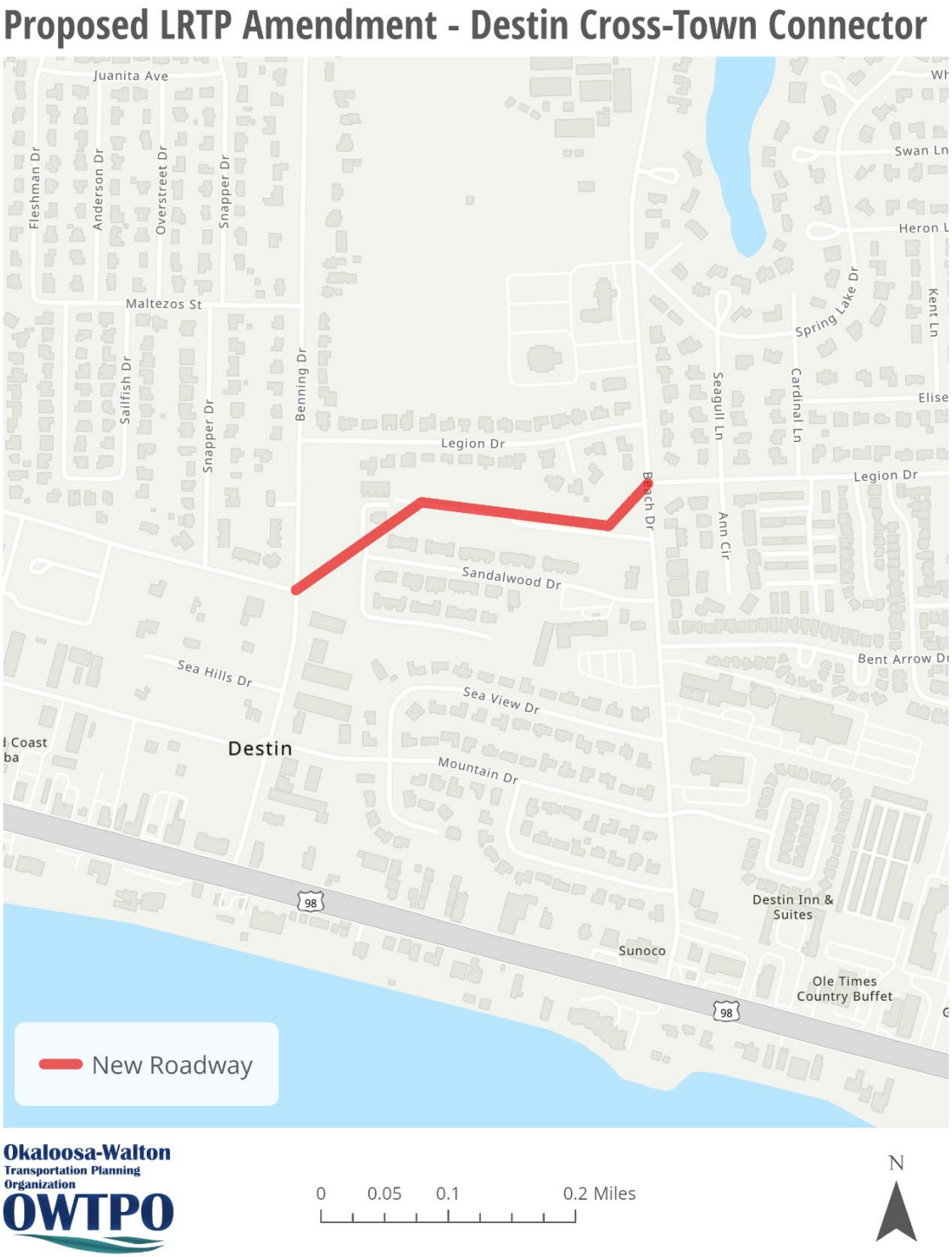
Prior Cost <2025: 1,700,000

Future Cost >2030: 0

Total Project Cost: 7,700,000

Project Description: TPO Non-SIS Fully Funded Project Priority.
A 2-lane enhanced road to be constructed between Beach Drive and Benning Drive It is the only missing segment of the Destin Cross-town Connector project. It will connect Legion Drive at Beach to Azalea Drive at Benning.

Figure 1 – Destin Cross-Town Connector



4 Public Review

Two public workshops were held regarding this Long Range Transportation Plan Needs Plan and Cost Feasible Plan Amendment. The first workshop was held on April 11, 2024, at 1:00 p.m. at the Fort Walton Beach Public Library in Fort Walton Beach. The second workshop was held on April 11, 2024, at 4:30 p.m. at the Freeport Community Center in Freeport.

An overview of the amendment was presented to the participants. The participants where then requested to ask questions of the Long Range Transportation Planning Staff. The handouts provided were also posted on the Emerald Coast Regional Council website. The individuals in attendance were in favor of the projects identified in this amendment report. The comments and responses from the public workshops were made available after the public workshops for review before the April 18, 2024, TPO and Advisory Committees meetings for their consideration for voting on this item. Appendix A contains the sign-in sheets from the two workshops. Appendix D contains all written comments received by TPO staff during the public workshops and review period.

The advertisement was printed in the Northwest Florida Daily News. A notice was drafted and sent via email to public information officers of the cities, towns, and counties within the Okaloosa-Walton TPO area, and members of the Transportation Information Network, comprised of members of the TPO and advisory committees as well as citizens who have expressed an interest in transportation planning in Okaloosa and Walton Counties. Seven days prior to the workshop, a news release was sent to all publications in the Okaloosa-Walton TPO area and placed on the Emerald Coast Regional Council website calendar. The advertisement and the flyer appear in Appendix B.

5 Recommended Changes

The following projects were recommended for amending the 2045 Needs Plan and Cost Feasible Plan:

(1) Destin Cross-Town Connector (Adding project and its Construction phase to the Needs Plan. Adding the unfunded portion of the Construction phase only to the Cost Feasible Plan): This project will provide two lanes of enhanced capacity between US 98 and Main Street (Destin Harbor District). This project is not currently in the Needs Plan.

PD&E	Design	Right of Way	Construction
Complete	Complete	Complete	$5,999,717 (local funds) $3,632,811*

*Year of Expenditure Costs for Cost Feasible Plan. This project will utilize the set-aside funds labelled "Transportation Planning Study Implementation Projects".

(2) West 98 Collector (Adding in the locally funded phases in the Cost Feasible Plan). The West 98 Collector will run parallel to SR 30/US 98 to support and alleviate traffic off US 98. This project is not currently in the Needs Plan.

PD&E	Design	Right of Way	CEI	Construction
$750,000	$625,000	$3,000,000	$2,000,000	$18,000,000

Table 3. 2045 Cost Feasible Plan TIP and Local-Funded Projects (FY 20-25)

ID #	Needs Plan #	Name	From	To	Improvement	PD&E	PE	R/W	CST+CEI	Total
	A-50	US 98 Around the Mound (Fort Walton Beach) Local Funds 2202630	SR 189 (Beal Parkway)	Brooks Bridge	Capacity Realignment	$1,470,000				$1,470,000
	D-16	PJ Adams Pkwy Local Funds 4296753	At SR 85		Intersection Improvements (TSM) Add Right Turn Lanes			$1,064,200	$796,112	$1,860,312
		Okaloosa Island Bridge to Bridge Multi-Use Path Local Funds	Pier Rd	Marler Bridge	Construct a Multi-Use Facility				TDC Funded $4,000,000	$4,000,000
	E+C	Destin Cross Town Connector Local Funds 4405531 & Local 1	Benning Drive	Beach Drive	New Road Construction			$1,700,000	$6,000,000	$8,7,000
	E+C	PJ Adams/ Antioch Rd Local Funds Local 2	I-10	SR 10 (US 90)	Add Lanes/New Road Construction				$26,800,000	$26,800,000
	E+C	East-West Connector Local Funds Local 3	Antioch Rd	Physician's Drive	New Road Construction				$4,200,000	$4,200,000
	E+C	John King Road Local Funds 4450151	SR85	Live Oak Church Rd	Intersection Improvements (TSM)				$1,114,856	$1,114,856
	E+C	SR 188 (Racetrack Road) 4418841	At Marwalt Drive		Intersection Improvements (TSM)				$491,801	$491,801

From: Jill Nobles <jill.nobles@ecrc.org>
Sent: Monday, February 3, 2025 3:59 PM
To: Jeff Cozadd <jcozadd@cityofdestin.com>
Cc: Taylor, Matthew <Matthew.Taylor@atkinsrealis.com>
Subject: FW: Destin/Crosstown

Hi Jeff,
Good news! We don't need a TIP or LRTP amendment for the Crosstown Connector project. See Gary and Bryant's emails below for details.

Sincerely,

Jill Nobles
Transportation Planner

EMERALD COAST REGIONAL COUNCIL

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 212 | Fax: 850-637-1923
ecrc.org

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Monday, February 3, 2025 3:54 PM
To: Gary Kramer <gary.kramer@ECRC.org>; Jill Nobles <jill.nobles@ecrc.org>; Kandase Lee <kandase.lee@ecrc.org>
Subject: RE: Destin/Crosstown

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The amounts Gary provided below are correct and will become effective with the Adoption of the Tentative 5 Year Work Program on July 1st. This will be sufficient to meet Planning Consistency requirements and a TIP Amendment will not be required. Also, the difference between the TIP and LRTP estimates are within the threshold requirements and will not require adjustments for Planning Consistency.

If the City has any additional questions they can contact me or Jared Kirkland in the District Planning Office.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583

Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

From: Gary Kramer <gary.kramer@ECRC.org>
Sent: Thursday, January 30, 2025 1:40 PM
To: Jill Lavender <Jill.Lavender@wfrpc.org>; Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>; Kandase Lee <kandase.lee@ecrc.org>
Subject: RE: Destin/Crosstown

The $6,000,000 in the TIP was local match from the Okaloosa County Commission. In the new Tentative Work Program for FY 26-30, it shows construction for local funds as $7,632,529 and state funds as $2,000,000 in FY 26 which starts July 1, 2025.

These amounts will be reflected in the FY 2026-2030 TIP that will be adopted in May. If a TIP amendment needs to occur at the February Meeting for FY 26 with the updated funds, a TIP amendment request is needed from FDOT.

Sincerely,

Gary Kramer
Planner IV, Long Range Transportation Planning

EMERALD COAST REGIONAL COUNCIL

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 250 | Fax: 850-637-1923
ecrc.org

From: Jill Nobles <jill.nobles@ecrc.org>
Sent: Thursday, January 30, 2025 11:46 AM
To: Gary Kramer <gary.kramer@ECRC.org>; BRYANT PAULK <bryant.paulk@dot.state.fl.us>; Kandase Lee <kandase.lee@ecrc.org>
Subject: FW: Destin/Crosstown

Hello all,
The City of Destin has noted some differences in our TIP and LRTP for the Crosstown Connector project. Please advise.

Sincerely,

Jill Nobles
Transportation Planner

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 212 | Fax: 850-637-1923
ecrc.org

From: Jeffrey Cozadd <jcozadd@cityofdestin.com>
Sent: Thursday, January 30, 2025 12:39 PM
To: Jill Nobles <jill.nobles@ecrc.org>
Cc: Taylor, Matthew A (Orlando) <Matthew.Taylor@atkinsrealis.com>
Subject: Destin/Crosstown

We are in the process of updating the Environmental Impact Report for the Crosstown project. The original one was done in 2019 and there have been significant changes to the project since then. Our engineer, Atkins, has identified inconsistencies with the current project (timeline, cost, etc.) and info that is included in TPO docs. The EIR requires that these differences either be corrected or justified.

I have included the info they provided me that shows the inconsistencies (Appendix B).

Can these changes be made to the TPO docs?

I have copied Matt Taylor with Atkins because he is better able to answer questions you may have on this.

On a side note, I am bringing a grant agreement from FDOT/SUN Trail to the city council in February to design the route along the Crosstown Connector to meet the SUN Trail requirements because once built we plan on changing our SUN Trail route to include this section.

Thanks,

From: Taylor, Matthew <Matthew.Taylor@atkinsrealis.com>
Sent: Thursday, January 30, 2025 11:17 AM
To: Jeffrey Cozadd <jcozadd@cityofdestin.com>
Subject: RE: Crosstown

Jeff,
Here are the files that made up the agenda yesterday. The Appendix B is the information for the TPO.

Regarding the meetings, we can schedule them if it would be helpful to the City. The bulk of my current action items will be provided by mid next week.

Thanks.

Matt Taylor PE
Vice President
Infrastructure Solutions
AtkinsRéalis
407.806.4239, 321.217.7782

From: Jeffrey Cozadd <jcozadd@cityofdestin.com>
Sent: Thursday, January 30, 2025 9:16 AM
To: Taylor, Matthew <Matthew.Taylor@atkinsrealis.com>
Subject: Crosstown

This is just a follow-up. Please send me an email with the TPO info so I can send it to them. Also, do you think we should get the every-other-week meetings going again? Is there enough happening that those would be helpful?

thanks

“Please Note: Florida has a very broad public records law. Most written communications to or from the City of Destin officials are public records available to the public and media

upon request. Your e-mail address and communications may therefore be subject to public disclosure."

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Email communications to or from Emerald Coast Regional Council and its employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

Email communications to or from Emerald Coast Regional Council and its employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

Appendix C

Cultural Resources Documentation

SHPO Correspondence

CRAS Addendum Submittal Letter

Cultural Resources Assessment Survey Addendum

Historical Structure Form

Survey Log

SHPO Signed Concurrence Letter

Project Re-evaluation

From: Peck, Jo-Anne
Sent: Tuesday, October 29, 2024 12:24 PM
To: CompliancePermits <CompliancePermits@DOS.MyFlorida.com>
Cc: Goodwin, Joshua <Joshua.Goodwin@atkinsrealis.com>
Subject: RE: Destin Cross Town Connector CRAS addendum

The project will receive Transportation Regional Incentive Program (TRIP) funding from the state as mentioned in the CRAS. I assumed that meant we would need concurrence.

Thanks,

Jo-Anne Peck MFA HP

Sr Scientist III
Florida Cultural Resources Team Lead
AtkinsRéalis
Tel: +18132817321 **Mob:** +18137854353 LinkedIn
Tampa, FL, 33607, US

From: CompliancePermits <CompliancePermits@DOS.MyFlorida.com>
Sent: Tuesday, October 29, 2024 11:39 AM
To: Peck, Jo-Anne <Jo-Anne.Peck@atkinsrealis.com>
Subject: Re: Destin Cross Town Connector CRAS addendum

Jo-Anne,

Please note that as this addendum currently stands, it is being processed as due diligence. We do not provide comments on due diligence.

If the project gains any State or Federal permitting or funding, we can provide comments at that time.

Please let me know if you have any further questions.

Best,

Breanne Gottberg-Harris

Compliance and Review Office
Compliance Review Program Assistant

Bureau of Historic Preservation

Division of Historical Resources

Florida Department of State

500 S Bronough St, Tallahassee, Fl 32399

Project Re-evaluation

Office: 850.245.6366

CompliancePermits@DOS.MyFlorida.com

https://dos.fl.gov/historical/preservation/compliance-and-review/

From: Peck, Jo-Anne <Jo-Anne.Peck@atkinsrealis.com>
Sent: Tuesday, October 29, 2024 10:21
To: CompliancePermits <CompliancePermits@DOS.MyFlorida.com>
Cc: Taylor, Matthew A (Orlando) <Matthew.Taylor@atkinsrealis.com>; Michael Burgess <mburgess@cityofdestin.com>; Joe Bodi <jbodi@cityofdestin.com>; Jeffrey Cozadd <jcozadd@cityofdestin.com>
Subject: RE: Destin Cross Town Connector CRAS addendum

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

We are following up on this submittal to confirm that it was received and is being processed.

Thanks,

Jo-Anne Peck MFA HP

Sr Scientist III
Florida Cultural Resources Team Lead
AtkinsRéalis
Tel: +18132817321 **Mob:** +18137854353 LinkedIn
Tampa, FL, 33607, US

From: Jeffrey Cozadd <jcozadd@cityofdestin.com>
Sent: Friday, September 20, 2024 10:37 AM
To: CompliancePermits@DOS.MyFlorida.com
Cc: Taylor, Matthew A (Orlando) <Matthew.Taylor@atkinsrealis.com>; Peck, Jo-Anne <Jo-Anne.Peck@atkinsrealis.com>; Michael Burgess <mburgess@cityofdestin.com>; Joe Bodi <jbodi@cityofdestin.com>
Subject: Destin Cross Town Connector CRAS addendum

SHPO,

Please find the attached documents and link below to document our CRAS addendum. Should you need any further documentation or have any questions please let us know.

DTCT_Form_SurveyLog.pdf

Thanks

Project Re-evaluation

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September 16, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Re: Cultural Resource Assessment Survey Addendum
Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive
City of Destin, Okaloosa County, Florida

Dear Ms. Lotane,

The City of Destin in Okaloosa County proposes to construct a new 0.42-mile two-lane segment of a roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive in Section 19 of Township 2 South (S), Range 22 West (W) and Section 23 of Township 2 S, Range 23 W on the Destin Florida (FL) (2021) United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The construction of this roadway segment will create a continuous east-west roadway known as the Destin Cross Town Connector that will provide an alternate route to State Road (SR) 30/United States (US) 98 (Harbor Boulevard) for local traffic. This is a Transportation Regional Incentive Program (TRIP) project that will receive local and state funding.

On behalf of the City of Destin, AtkinsRéalis has prepared a Cultural Resource Assessment Survey (CRAS) for the project's Design Change and Construction Advertisement Reevaluation. This report serves as an addendum to two previous surveys conducted for the project: *Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* (Archaeological Consultants, Inc. [ACI] 2009) and *Cultural Resource Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County, Florida* (Florida Master Site File (FMSF) Survey No. 21485; Atkins 2015). The Area of Potential Effects (APE) for the 2009 and 2015 technical memoranda included the proposed project limits. No archaeological sites or historic resources were identified within the APE for the 2009 and 2015 surveys.

Based on the Phase IV Design Plans, design changes were made, including revisions to the typical section, shifts in the alignment within the existing right-of-way (ROW), construction of a four-way stop at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, a single-lane roundabout at Beach Drive, and three stormwater retention ponds. Some, but not all, of the design change areas were surveyed as part of the previous technical memoranda (ACI 2009; Atkins 2015), necessitating the preparation of the current CRAS Addendum. Therefore, the purpose of the current CRAS Addendum is to identify any archaeological sites and/or historic resources within the APE and assess their eligibility for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 Code of Federal Regulations (CFR) 60.4 and if applicable, to apply the Criteria of Adverse Effects, as set forth in 36 CFR Part 800.5(a)(1), to the project.

The archaeological and historic APE was expanded to include the footprint of the design changes that were not covered by the previous surveys. In addition, the historic APE includes parcels that are adjacent to the proposed single-lane roundabout at Beach Drive, as well as parcels that are adjacent to the Destin Cross Town Connector.

The CRAS Addendum was designed in compliance with Section 106 of the *National Historic Preservation Act (NHPA) of 1996* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), Chapter 267, *Florida Statutes* (*FS*) and Chapter 1A-46, *Florida Administrative Code* (*FAC*), and the City of Destin's Comprehensive Plan (codified under Ordinance No. 380) and Article 7.05.00 (codified under Ordinance No. 24-01-LC). All work was performed in accordance with the standards outlined in the *Module Three Guidelines for Use by Historic Preservation Professionals* (Florida Division of Historical Resources [FDHR] 2003).

A desktop analysis was conducted prior to any field surveys to identify any previously recorded cultural resources and any parcels containing historic age buildings (constructed in 1974 or prior) within the APE. Background research did not identify any previously recorded archaeological sites or historic resources within the APE. Based on the desktop analysis, there is potential for one historic age building within the APE.

The archaeological field survey consisted of a thorough visual inspection, subsurface testing, and photographic documentation of the APE. Two shovel tests were excavated within a previously unsurveyed portion of a proposed stormwater retention pond, yielding no cultural materials. As a result of the current investigation, no archaeological sites or archaeological occurrences were identified within the APE.

The historic field survey identified one unrecorded historic structure within the APE, 701 Legion Drive (8OK04391). This structure is a typical post-World War II Ranch-style building that was constructed circa (ca.) 1974 and is not considered eligible for listing in NRHP, individually or as part of a historic district.

The CRAS Addendum, Survey Log Form, and FMSF resource form are attached.

Based on the results of this assessment, AtkinsRéalis recommends a finding of ***no historic properties affected*** for this project. No further work is recommended.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, FS.

Sincerely,

The Florida Division of Historical Resources finds this Cultural Resources Assessment Survey complete and sufficient and _____ concurs/ _____ does not concur with the determinations of historic significance provided in this letter and _____ does _____ does not find applicable the determinations of effects provided in this letter for SHPO/FDHR Project File Number _____.

FDHR/SHPO Comments:

_____
_____
_____
_____

_____ _____

Alissa S. Lotane, Director Date
Florida Division of Historical Resources

CULTURAL RESOURCES ASSESSMENT SURVEY ADDENDUM
Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive
City of Destin, Okaloosa County, Florida

Prepared for:

City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541

Prepared by:

Joshua Goodwin, M.A., RPA, Principal Investigator/Senior Archaeologist
Sarah K. Guagnini, MHP, Senior Architectural Historian
Shannon Bruffett, Ph.D., Architectural Historian
Cassidy Rayburn, M.A., Archaeologist

AtkinsRéalis

3522 Thomasville Rd, 5th Floor
Tallahassee, Florida 32309

September 2024

EXECUTIVE SUMMARY

The City of Destin in Okaloosa County proposes to construct a new 0.42-mile two-lane segment of a roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive in Section 19 of Township 02 South (S), Range 22 West (W) and Section 23 of Township 2 S, Range 23 W on the Destin Florida (FL) (2021) United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The construction of this roadway segment will create a continuous east-west roadway known as the Destin Cross Town Connector that will provide an alternate route to State Road (SR) 30/United States (US) 98 (Harbor Boulevard) for local traffic. This is a Transportation Regional Incentive Program (TRIP) project that will receive local and state funding.

On behalf of the City of Destin, AtkinsRéalis has prepared a Cultural Resource Assessment Survey (CRAS) for the project's Design Change and Construction Advertisement Reevaluation. This report serves as an addendum to two previous surveys conducted for the project: *Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* (Archaeological Consultants, Inc. [ACI] 2009) and *Cultural Resource Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County, Florida* (FMSF Survey No. 21485; Atkins 2015). The Area of Potential Effects (APE) for the 2009 and 2015 technical memoranda included the proposed project limits. No archaeological sites or historic resources were identified within the APE for the 2009 and 2015 surveys.

Based on the Phase IV Design Plans, design changes were made including revisions to the typical section, shifts in the alignment within the existing right-of-way (ROW), construction of a four-way stop at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, a single-lane roundabout at Beach Drive, and three stormwater retention ponds. Some, but not all, of the design change areas were surveyed as part of the previous technical memoranda (ACI 2009; Atkins 2015), necessitating the preparation of the current CRAS Addendum. Therefore, the purpose of the current CRAS Addendum is to identify any archaeological sites and/or historic resources within the APE and assess their eligibility for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 Code of Federal Regulations (CFR) 60.4 and if applicable, to apply the Criteria of Adverse Effects, as set forth in 36 CFR Part 800.5(a)(1), to the project.

The archaeological and historic APE was expanded to include the footprint of the design changes that were not covered by the previous surveys. In addition, the historic APE includes parcels that are adjacent to the proposed single-lane roundabout at Beach Drive, as well as parcels that are adjacent to the Destin Cross Town Connector.

The CRAS Addendum was designed in compliance with Section 106 of the *National Historic Preservation Act (NHPA) of 1996* (Public Law 89-665, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), Chapter 267, *Florida Statutes* (*FS*) and Chapter 1A-46, *Florida Administrative Code* (*FAC*), and the City of Destin's Comprehensive

Plan (codified under Ordinance No. 380) and Article 7.05.00 (codified under Ordinance No. 24-01-LC). All work was performed in accordance with the standards outlined in the *Module Three Guidelines for Use by Historic Preservation Professionals* (Florida Division of Historical Resources [FDHR] 2003).

A desktop analysis was conducted prior to any field surveys to identify any previously recorded cultural resources and any parcels containing historic age buildings (constructed in 1974 or prior) within the APE. Background research did not identify any previously recorded archaeological sites or historic resources within the APE. Based on the desktop analysis, there is potential for one historic age building within the APE.

The archaeological field survey consisted of a thorough visual inspection, subsurface testing, and photographic documentation of the APE. A total of two shovel tests were excavated within a previously unsurveyed portion of a proposed stormwater retention pond, yielding no cultural materials. As a result of the current investigation, no archaeological sites or archaeological occurrences were identified within the APE.

The historic field survey identified one unrecorded historic structure within the APE, 701 Legion Drive (8OK04391). This structure is a typical post-World War II ranch-style building that was constructed circa (ca.) 1974 and is not considered eligible for listing in NRHP, individually or as part of a historic district.

Based on the results of this assessment, AtkinsRéalis recommends a finding of ***no historic properties affected*** for this project. No further work is recommended.

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1. INTRODUCTION

The City of Destin in Okaloosa County proposes to construct a new 0.42-mile two-lane segment of a roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive in Section 19 of Township 02 South (S), Range 22 West (W) and Section 23 of Township 02 South, Range 23 W on the Destin Florida (FL) (2021) United States Geological Survey (USGS) 7.5-minute topographic quadrangle. This is a Transportation Regional Incentive Program (TRIP) project that will receive local and state funding for construction.

On behalf of the City of Destin, AtkinsRéalis has prepared a Cultural Resource Assessment Survey (CRAS) for the project's Design Change and Construction Advertisement Reevaluation. This report serves as an addendum to two previous surveys conducted for the project: *Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* (Archaeological Consultants, Inc. [ACI] 2009) and *Cultural Resource Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County, Florida* (FMSF Survey No. 21485; Atkins 2015). The Area of Potential Effects (APE) for the 2009 and 2015 technical memoranda included the proposed project limits. No archaeological sites or historic resources were identified within the APE for the 2009 and 2015 surveys.

Based on the Phase IV Design Plans, design changes were made to the proposed project. Some, but not all, of the design change areas were surveyed as part of the previous technical memoranda (ACI 2009; Atkins 2015), necessitating the preparation of the current CRAS Addendum. Therefore, the purpose of the current CRAS Addendum is to identify any archaeological sites and/or historic resources within the APE and assess their eligibility for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 Code of Federal Regulations (CFR) 60.4 and if applicable, to apply the Criteria of Adverse Effects, as set forth in 36 CFR Part 800.5(a)(1), to the project.

The review was conducted by staff who meet the *Secretary of the Interior's Professional Qualification Standards* (48 Federal Register [FR] 44716) for archaeology, history, architecture, architectural history, or historic architecture.

1.1 Project Purpose/Description

An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018 after review by the Florida Department of Transportation (FDOT) District 3. The proposed project includes the construction of a new 0.42-mile two-lane segment of roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive (Figure 1).

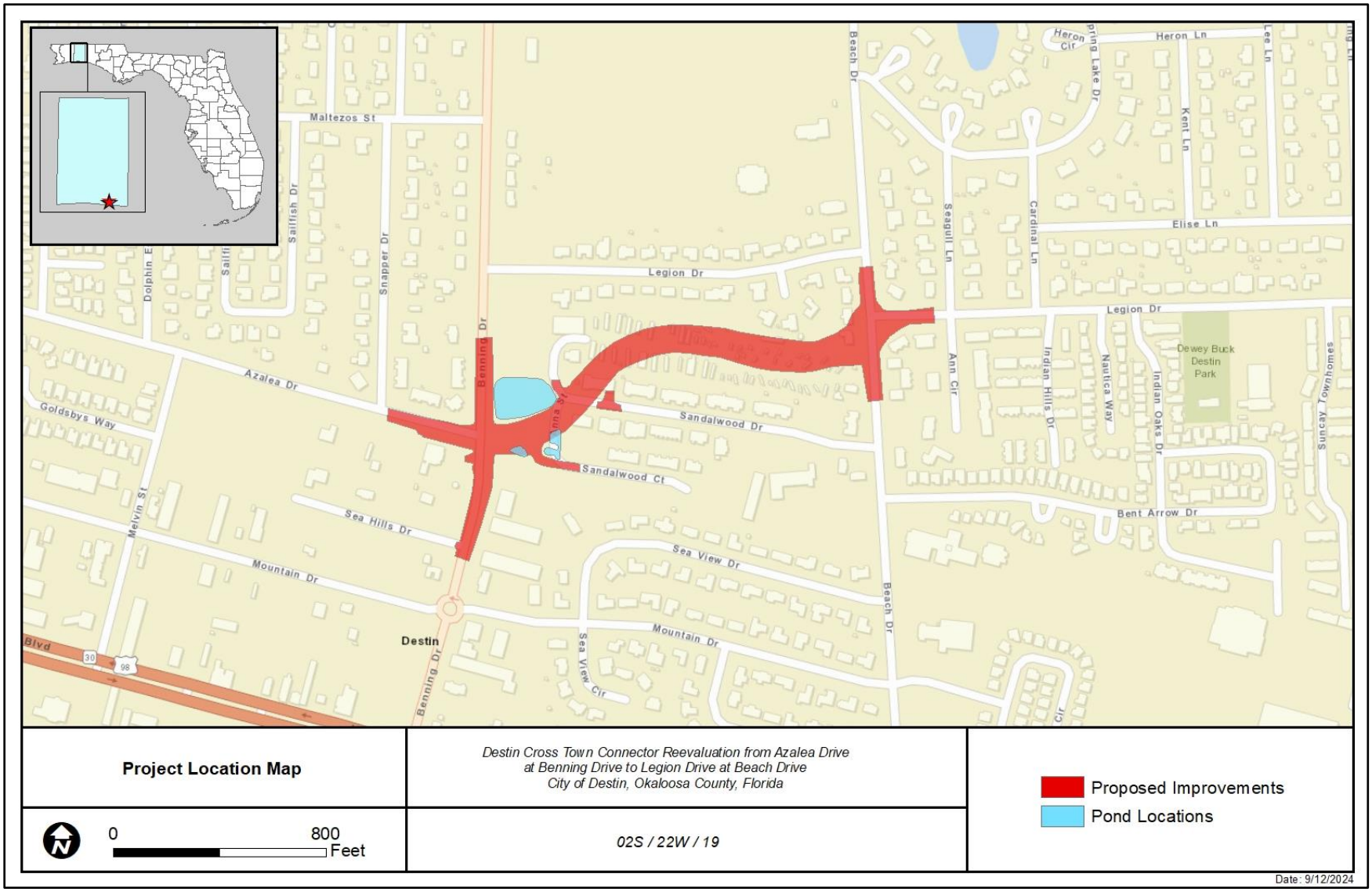

Figure 1: Project location map.

The construction of this roadway will create an alternate local route to State Road (SR) 30/United States (US) 98 (Harbor Boulevard). The roadway segment will extend from Benning Drive to the intersection of Beach Drive and Legion Drive and provide a continuous alternate route from Stahlman Avenue to Legion Drive.

The route will then continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way). Alternately, the route can continue to Airport Drive past Commons Boulevard to the Airport Drive intersection with SR 30/US 98 (Harbor Boulevard). The new roadway segment will be classified as a major collector and will have a speed limit of 25 miles per hour (MPH).

The project will provide a two-lane roadway with curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate project runoff.

1.2 Major Design Changes and Revised Design Criteria

This Design Change and Construction Advertisement Reevaluation is based upon a review of the Phase IV Design Plans in comparison with the conceptual design of the project for the EIR. The design plans are mostly consistent with the project as evaluated in the EIR. Figure 2 below shows the project layout as designed overlain on the preliminary design evaluated in the EIR.

The principal design change is in the typical section. The EIR proposed an interim typical section consisting of one 11-foot (ft) travel lane and a five-ft bicycle lane in each direction separated by a 37.5-ft median. Ten-ft sidewalks were offset from the travel lanes by a six-ft buffer, all within 110-ft-wide right-of-way (ROW).

The current typical section retains the two 11-ft travel lanes but differs from the EIR typical section in that it reduces the median width to 10 ft, provides one ft of paved shoulder in both directions, and substitutes a 10-ft shared-use path on either side of the roadway instead of the five-ft bicycle lanes. The design typical section will be constructed within the same 110-ft-wide ROW as originally proposed. In addition, the 10-ft shared-use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

The roadway layout is nearly identical to that shown in the EIR but has smoother curves, resulting in slight shifts in the alignment while remaining within the original ROW. There will be a four-way stop intersection at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, and a single-lane roundabout at Beach Drive. Sandalwood Drive will not connect to the project, but residents will be able to access Sandalwood Drive from Beach Drive as they do now.

Figure 2: Design changes between the EIR alternative and the current design.

Stormwater treatment in the EIR consisted of the collection of stormwater runoff in a closed system to be conveyed to a retention pond for treatment; however, the location of the treatment pond was not identified as part of the EIR. Instead, the EIR noted that the City-owned property was of sufficient size to accommodate a pond or ponds on either side of the proposed roadway to provide the required treatments.

Because a preliminary environmental assessment of the entire City-owned property was conducted as part of the EIR and no environmental impacts were identified within the City-owned property, it was concluded that there would be no impacts from the construction of the stormwater ponds. The current design shows the locations of the three small stormwater retention ponds at the west end of the project. Two ponds are located on either side of Sandalwood Court at its intersection with the project and one pond is located north of the project, across from the proposed intersection of the extended Sandalwood Court within the project. These ponds are not located on the original City-owned property evaluated in the EIR.

1.3 Area of Potential Effects (APE)

As defined in 36 CFR Part § 800.16(d), the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." Based on the scale and nature of the activities, the archaeological and historic APE was expanded to include the footprint of the design changes that were not covered by the previous surveys. In addition, the expanded historic APE includes parcels that are adjacent to the proposed single-lane roundabout at Beach Drive and Legion Drive, as well as parcels that are adjacent to the Destin Cross Town Connector proposed roadway. Parcels adjacent to areas where the scope of work was limited to resurfacing of existing roadway were not included in the Historic APE (Figure 3 and Figure 4).

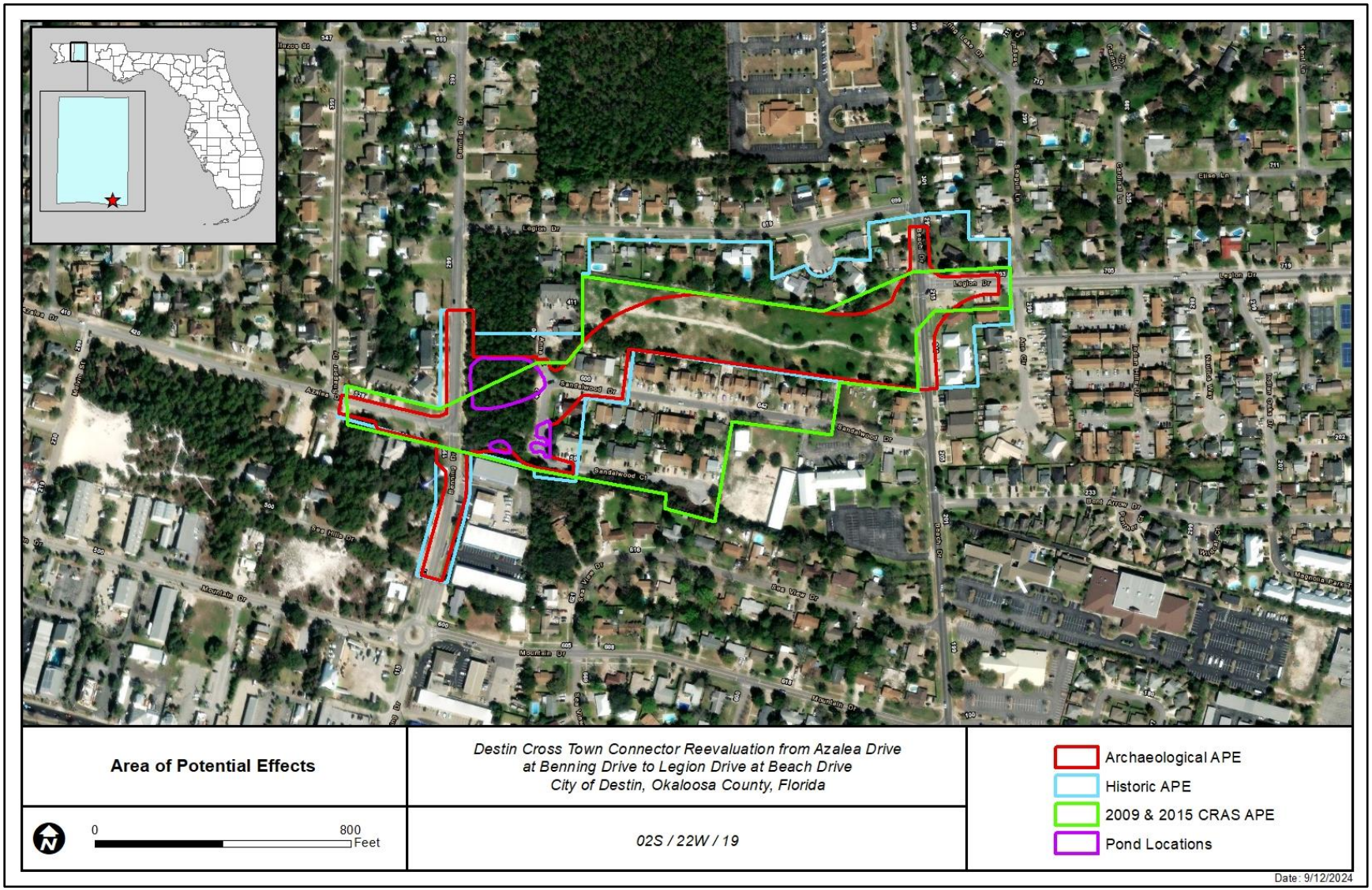

Figure 3: Area of Potential Effects (APE) map (ESRI 2024).

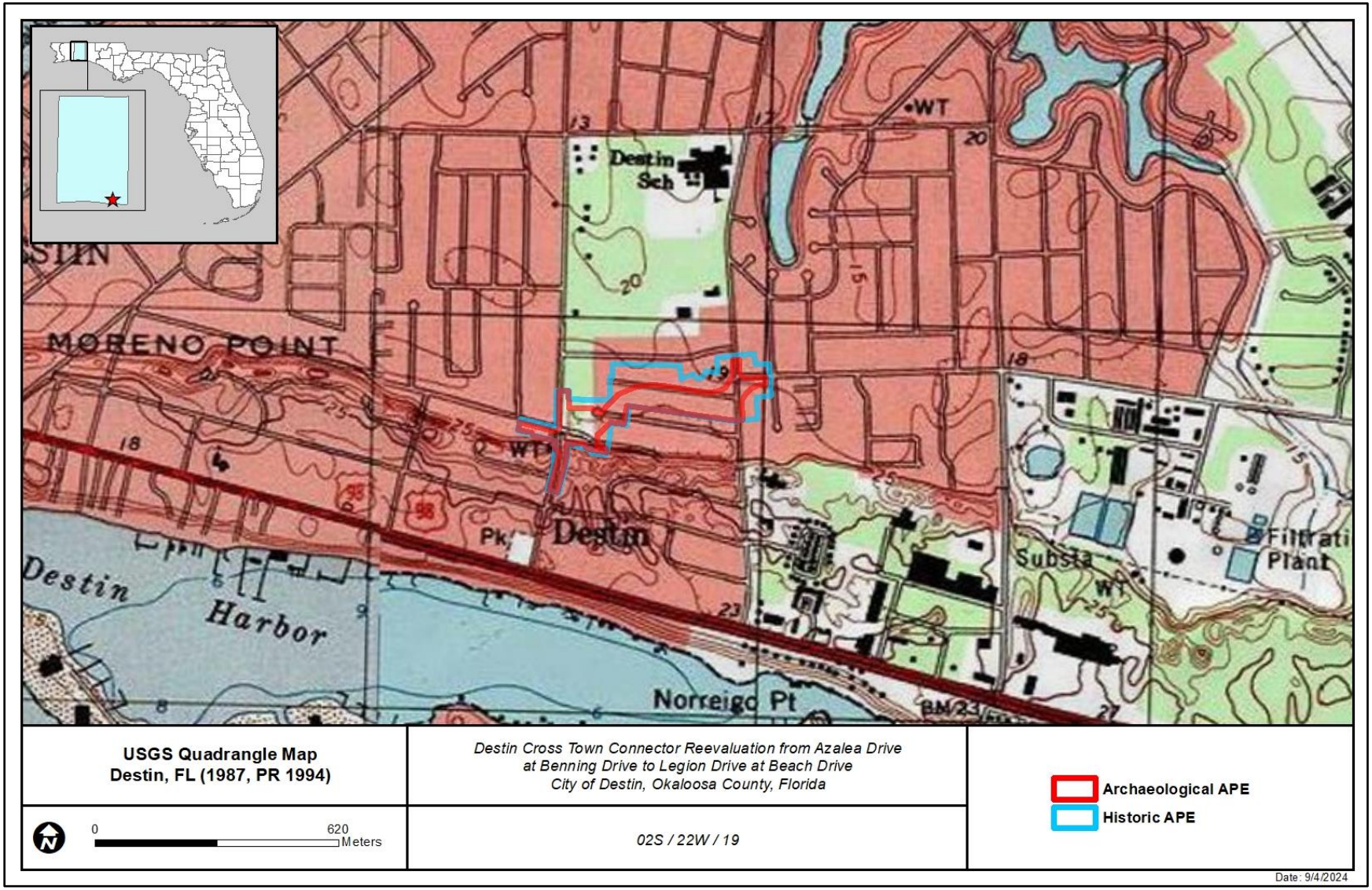

Figure 4: APE shown on Destin, USGS Topographic Quadrangle Map (1987, photorevised [PR] 1994).

2. ENVIRONMENTAL SETTING

Relative changes in landforms, soils, vegetation, and water availability inform the probability of uncovering *in situ* archaeological material within the APE. Pre-Contact archaeological sites are most often found in areas with elevated landforms, better-drained soils, and areas adjacent to freshwater. Post-contact Indigenous and historic archaeological sites are also found in similar areas. Post-contact homesteads and communities developed primarily along waterways, trails, early roads, and railroad corridors. This section presents an evaluation of the environmental setting of the project APE and the degree to which development activities have subsequently altered natural features. Understanding the relative distribution of environmental variables and anthropogenic disturbance informs our evaluation of archaeological probability within the current project area.

2.1 Project Location

The APE for the proposed project improvements lies in the City of Destin in Okaloosa County in Sections 19 and 24 of Township 2 South, Range 22 West of the Destin (1987, PR 1994) United States Geological Survey (USGS) quadrangle map (Figure 4). The project area is located within a residential area of the City of Destin and includes a mixture of city streets, single-residence houses, apartment housing, and undeveloped portions including an area formerly occupied by a mobile home park. The APE is situated within one mile of Joe's Bayou which empties into Choctawhatchee Bay less than two miles to the north and west of the APE. The Gulf of Mexico is located less than one mile to the south of the APE. Today, the entire APE has been heavily disturbed by anthropogenic activity associated with residential development.

2.2 Physiography, Soils, and Vegetation

The project APE is located within the Major Land Resource Area (MLRA) 152A – Eastern Gulf Coast Flatwoods, within Township 02 S Range 22 W, Section 19 of the Destin, FL United States Geological Survey (USGS) Quadrangle map (1987 PR 1994) (Figure 4). This section of the Southeastern Coastal Plain is generally flat or gently sloping from north to south. Lakes and ponds are abundant throughout the region. The rivers that cross the MLRA and empty into the Gulf of Mexico include the: Escambia, Yellow, Choctawhatchee, Apalachicola, Ochlockonee, and Suwanee Rivers. Within the Coastal Strip section along the Gulf of Mexico, vegetation patterns are dominated by salt marshes and mangroves that form around sporadic estuaries of the beaches and barrier islands. Further from the Coastal Strip section, the dominant vegetation pattern is that of pine savanna flats which are heavily reliant on regular fire disturbances for maintenance. The soils in the MLRA are typically "very deep, somewhat poorly drained to very poorly drained, and loamy, mucky, or sandy" (USDA 2022:515). Soils of the pine savanna flats are strongly acidic and low in nutrients and organic matter as a result of the regular burning. Areas such as those found within the APE, have been heavily urbanized. Undeveloped areas within the MLRA are mostly forested and owned privately as part of the pulp and paper industry. Relatively small portions of this MLRA are used for farming or ranching. Crops that are grown include corn, peanuts, tobacco, and soybeans. The Coastal Strip in this MLRA is an international tourist destination for consumers interested in recreational activities centered around the many beaches and waterways (USDA 2022, Williams et al. 2022).

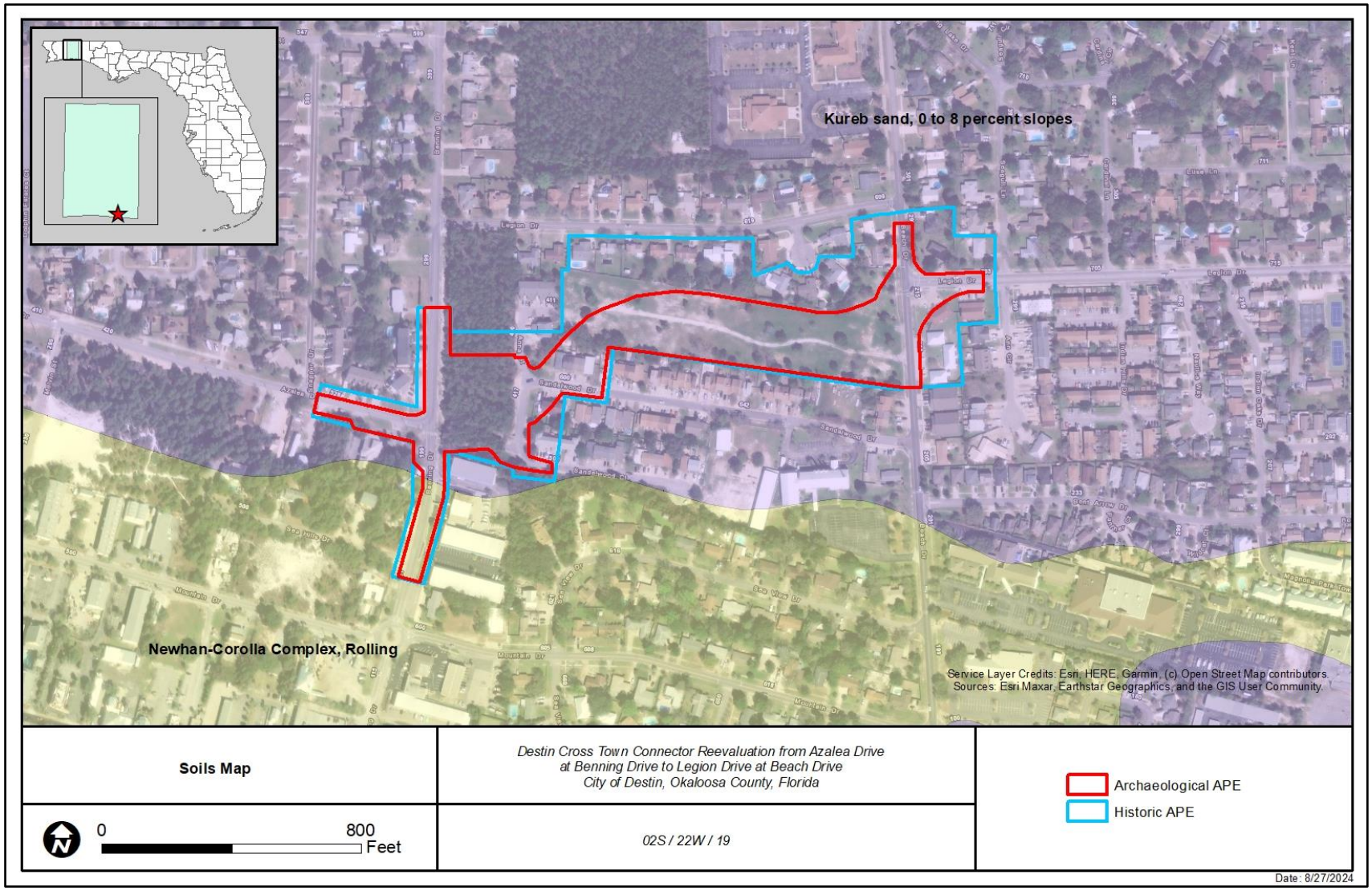

Figure 5: Map of soils within the APE.

Physiographically, the project area is located within both the Florida section of the Coastal Plain province as well as the East Gulf Coastal Plain section of the same province. The APE for this project is located approximately two kilometers (km) east of this transition, just within the Lower Delta Geomorphology Province of the Apalachicola Delta District within the Florida Section. The general characteristics of the larger delta were shaped by two sets of processes. The first are those processes related to pre-historic changes in sea level, resulting in the constant creation and destruction of cuspate deltas in what is now part of the inland region. These marine landscape features now comprise the dry ridges and escarpment that separate the delta from the Dougherty Karst district to the north. Late Pliocene and Early Pleistocene shorelines were predominantly oriented northwest to southeast on the west side of the modern Apalachicola River Delta and southwest to northeast on the east side of the delta. The other major processes involve the deposition of quartz sand across the delta via the Apalachicola River. The influx of this siliciclastic sediment into the region created an environment that was no longer favorable to the production of limestone characteristic of the underlying geology, and which continues further south near the Florida Keys. The siliciclastic deposits from the river also buried any karst features in a thick layer of sediment. The resulting reduction in karst limestone features on the surface is a distinct characteristic of this region that separates it from the neighboring Dougherty Karst and Ocala Karst Geomorphology Districts (Williams et al. 2022).

The coastal processes that acted upon the delta region in the Pleistocene are still acting upon the modern coastline, resulting in the sometimes-sporadic creation of barrier islands and cuspate deltas, narrow sandy beaches, as well as wide tidal marshes. The underlying geology is comprised of the Miocene Hawthorn Group and Quaternary undifferentiated [siliciclastic] sediments (Brooks 1981). The barrier islands and other edges of the coastal sound consist of Holocene undifferentiated sediments. Elevation within the Lower Delta Province ranges between 0 and 80 ft, generally sloping upward to the north toward the paleo-shorelines previously mentioned (Williams et al. 2022).

Table 1: Soils Present in the Project APE (USDA 1995).

Soil Name	Drainage Description	Ecological Community	Topography	Slopes
Kureb sand	Excessively drained	Coastal scrub	Upland sand hill, dune-like ridges	0 – 8%
Newhan-Corolla complex, rolling	Excessively drained, moderately well-drained, poorly drained	Coastal scrub	Undulating dunes near the Gulf Coast	NA

The area within the APE is entirely comprised of Entisols, represented by Kureb sand, and Newhan-Corolla complexes (Figure 5, Table 1). Kureb sand series soils are characterized as nearly level to gently rolling sandhills and dunelike ridges. They are excessively drained and are sandy up to a depth of 80 inches (in) or more. In Okaloosa County, this soil series is associated with sand pine, scrub oaks and palmettos (USDA 1995).

Newhan-Corolla complex series of soils are characterized as “gently sloping, to steep and are

on dunelike, undulating ridges adjacent to the coast" (USDA 1995:87). They are excessively drained, acidic, sandy and have no diagnostic horizon above a depth of 8 feet (USDA 1995). In Okaloosa County, this soil series is associated with sea oats, stunted sand pine, and sand live oak (USDA 1995). These soils are generally found in undeveloped portions of the barrier islands and beaches and play a major role in shoreline protection from storm surges and erosion.

Moreover, all soils in the contemporary APE include an element of Urban Land due to commercial and residential development. Urban Land consists of areas where the majority of the native soil surface is covered by impervious materials such as roadways, parking lots, and buildings associated with commercial, industrial, and residential development. As such, areas of Urban Land, like those found within the APE, are generally highly disturbed, which negatively impacts the preservation of archaeological and historic materials.

3. BACKGROUND RESEARCH

This section represents an overview of the previous archaeological and historic investigations and previously recorded cultural resources within and in proximity to the APE. The information presented is designed to provide a comparative basis from which to interpret the data obtained during the present assessment. Information on previous cultural resource surveys, previously recorded resources, and the potential for unrecorded cultural resources was obtained by examination of data contained in the Florida Master Site File (FMSF), historic and contemporary aerials, Okaloosa County Property Appraiser data, and Google Earth street views.

3.1 Previous Surveys

There has not been a comprehensive archaeological and historic survey of the APE; however, there have been five surveys previously conducted within the APE (Table 2; Figure 6).

Table 2: Previous surveys conducted within the APE.

Survey No.	Title	Year	Author
3166	*Historic Property Survey of Destin, Florida*	1992a	Historic Property Associates, Inc.
3167	*Historic Building Survey of Okaloosa County*	1992b	Historic Property Associates, Inc.
19051	*Cultural Resource Assessment Survey of the Destin Elementary School Sidewalks, Okaloosa County, Florida*	2000	Post, Buckley, Schuh & Jernigan
N/A	*Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida*	2009	Archaeological Consultants, Inc.
21485	*Cultural Resource Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County, Florida*	2015	Atkins

In 1992, the *Historic Property Survey of Destin, Florida* (FMSF Survey No. 3166; Historic Property Associates, Inc. 1992a) was conducted within the city limits of the City of Destin to identify properties constructed before 1945 that were eligible for listing in the NRHP. A total of 17 historic buildings were identified and recorded as part of the survey; however, none were considered by the surveyor to be eligible for listing in the NRHP, individually or as part of a historic district. There are no buildings within or adjacent to the current APE that were recorded as part of FMSF Survey No. 3166.

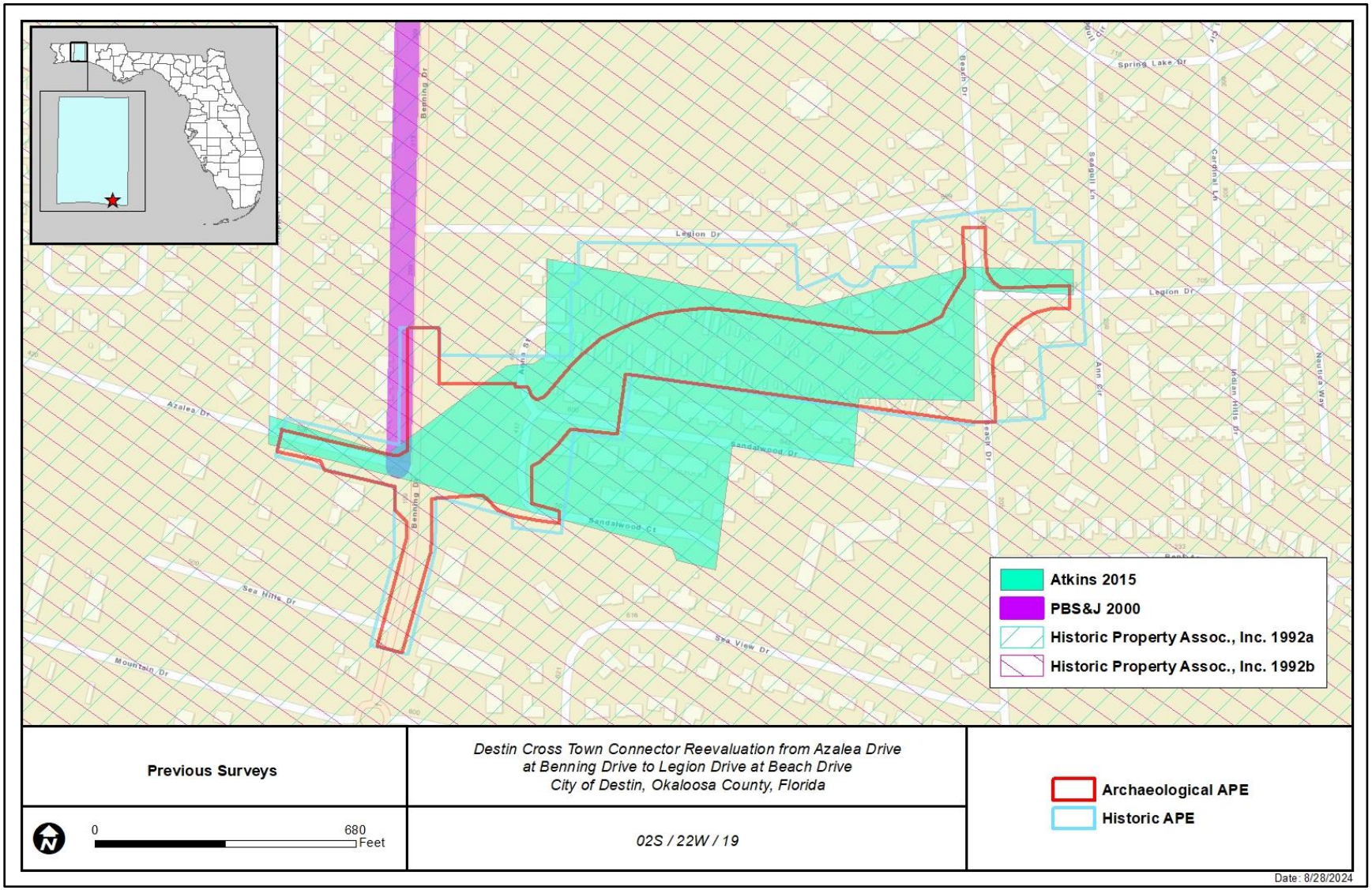

Figure 6: Map of previous surveys conducted within the APE

In 1992, the *Historic Building Survey of Okaloosa County* (FMSF Survey No. 3167; Historic Property Associates, Inc. 1992b) was conducted within the City of Destin and unincorporated Okaloosa County to identify, record, and evaluate buildings constructed prior to 1945 for eligibility for listing in the NRHP. A total of 110 buildings were recorded, including three of which were considered eligible or potentially eligible for listing in the NRHP: Mabel Peaden House (8OK00720), Holt Elementary School (8OK00759), and Holt First Baptist Church/526 US Highway 90 W (8OK00760). All three buildings have not been evaluated by the SHPO. There are no buildings within or adjacent to the current APE that were recorded as part of FMSF Survey No. 3167.

In 2000, the *Cultural Resource Assessment of the Destin Elementary School Sidewalks, Okaloosa County, Florida* (FMSF Survey No. 19051; Post, Buckley, Schuh & Jernigan [PBS&J] 2000) was conducted for a project that would construct sidewalks on Beach Drive between Spring Lake Drive and Legion Drive and Benning Drive between Calhoun Avenue and Azalea Drive. No archaeological or historic resources were identified along either project corridor. In a letter dated August 24, 2000, the SHPO concurred with the findings of the survey and that the proposed project would have no effect on historic properties.

In 2009, the *Cultural Resource Assessment Technical Memorandum Azalea Drive Extension from Azalea Drive to Legion Drive, City of Destin, Okaloosa County, Florida* (Archaeological Consultants, Inc [ACI] 2009) was conducted for the proposed Destin Cross Town Connector; however, the report document was not submitted to the SHPO for review. As part of the survey, a historic and archaeological reconnaissance, as well as systematic and judgmental subsurface testing. No archaeological sites or historic resources were identified during the reconnaissance survey. A total of 19 shovel tests were excavated along the preferred alignment, none of which yielded cultural materials.

In 2015, the *Cultural Resources Assessment Technical Memorandum Destin Cross Town Connector, Okaloosa County Florida* (FMSF Survey No. 21485; Atkins 2015) was conducted to determine if any structures within or adjacent to the APE (project limits) had become historic since the original 2009 survey (ACI 2009). Based on a desktop analysis, no potential historic structures were identified within the APE. In January 2015, the technical memorandum was submitted to the SHPO for review and included the 2009 technical memorandum as an attachment. In a letter dated February 17, 2015, the SHPO concurred with the findings of the technical memorandum and that the proposed project would have no effect on cultural resources listed, or eligible for listing in the NRHP.

3.2 Previously Recorded Resources

No previously recorded archaeological sites or historic resources (including structures, bridges, cemeteries, or resource groups) were identified within or adjacent to the original 2009/2015 APE or expanded APE. A review of Okaloosa County Property Appraiser data indicated that there is

potential for one new historic age structure (constructed in or prior to 1974) within the expanded APE at 701 Legion Drive.

There are two previously recorded archaeological sites (8OK00007 and 8OK00044) located within one mile of the project APE, although neither of these are within nor adjacent to the project APE (See Figure 7).

The Destin site (8OK00007) is listed as a General Vicinity archaeological site along the Choctawhatchee Bay shore. The site was first reported as a scattered and thin shell midden by Gordon Willey in 1940 during the field research that would later provide the basis for his book *Archaeology of the Florida Gulf Coast* (1949). Later, in 1960, OK00007 is recorded in the FMSF form as a mound and village existing on school board property. According to the site form's author, Jerry Goddard, the village and mound site had been previously reported by an informant; however, at the time of the reporting, the mound had been destroyed and only some midden materials remained at the interface with the bay. Ceramics collected from along the shore suggest a multi-component occupation by Santa-Rosa Swift Creek, Weeden Island, and Fort Walton cultures. A 2019 investigation of a relatively small portion of the recorded boundaries of the General Vicinity site did not result in the identification of a shell midden or diagnostic artifacts. Today, the Destin site (8OK00007) is considered to have been subject to significant disturbance. It has not been evaluated for eligibility by the SHPO.

The Harvey site (8OK000444) was recorded in 1982 as part of a cultural resources survey of lands managed by Eglin Airforce Base. The site was categorized as a historic artifact scatter of indeterminate age based on the surface recovery of three fragments of a single historic vessel. The site was later visited in 2011 and subjected to surface inspection and judgmental shovel testing resulting in the recovery of no additional cultural materials. The Harvey site (8OK000444) was determined ineligible for listing in the NRHP on October 25, 2012.

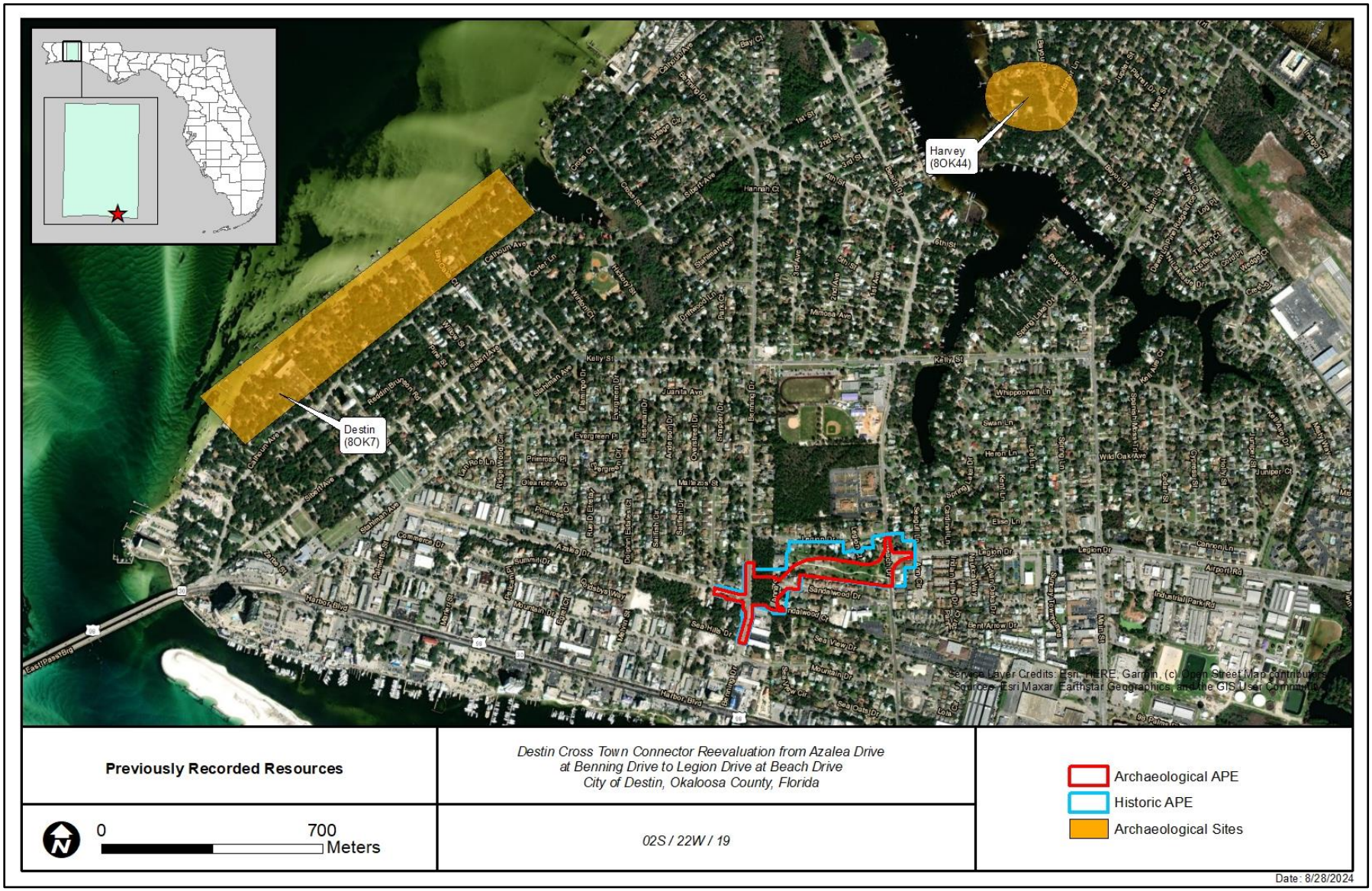

Figure 7: Map showing previously recorded Archaeological Sites within one mile of the APE.

4. CULTURAL OVERVIEW

Florida's prehistory is divided spatially and temporally based on predominant cultural ways of life in each region. Milanich and Fairbanks (1980, 24-26) define the region surrounding the project area as the Northwest Archaeological Region (Figure 8). Within each region, the archaeological past is subdivided into stages, each characterized by environmental and cultural changes (i.e., artifacts, settlement, and subsistence patterns). The region's history (post-contact) is divided into broad periods, beginning with European Contact and Colonization in the 1500s. Reviewing these periods, important events, infrastructure improvements, and land utilization provide a framework for understanding the project area's prehistoric, historic, and modern development. Charlton W. Tebeau's *History of Florida* (1999) and Michael Gannon's *The History of Florida* (1996) provided much of the state and local historical context.

Figure 8: Archaeological regions of Florida with a star indicating approximate project location (Milanich 1994).

4.1 Paleo-Indian Period (14,000 BP – 11,500 BP)

The initial movement of peoples into Northwest Florida began during the Paleo-Indian Period (14000 BP – 8500 BP). Glaciers still covered much of the northern half of the continent, and with much of Earth's water frozen in ice, sea levels were about 75 meters (m) below present-day levels. The dry land mass of Florida at that time was nearly double what it is today, and in the northern Gulf coast of Florida, this corresponded to a coastline that was in many places over 200 m seaward of its present position (Anderson and Sassaman 2012; Milanich 1994). Early conditions were much more arid prior to the onset of the Holocene, and during these times of lowered sea levels, the water table would have been much lower, and many of the inland bodies of water would not have existed (Milanich 1994; Dunbar 1991). Available water sources at that time would have been restricted to existing rivers, limestone-bottomed catchment basins that could hold rainwater, and deep sinkholes that intercepted the groundwater table (Milanich 1994). Those Paleoindian sites that have been documented in Florida are often associated with rivers, springs, and other karstic features that were likely attractive to people and animals as sources of potable water (Dunbar 1991). The first people in Florida are believed to have lived in small, highly mobile groups, and the Paleoindian sites that have been recorded are generally thought to represent ephemeral camps and procurement sites. Due to the great antiquity of the Paleoindian presence in Florida and the associated preservation issues over such long spans of time in southeastern North America, the material record consists mostly of stone tools and debitage but also includes a number of bone and ivory artifacts (Dunbar 2016; Dunbar, Hemmings, and Webb 2004). Given that several Paleoindian sites have been located in parts of Florida that were not inundated by this transgression and the great expanse of adjacent land that would have existed during the end of the Pleistocene, an undoubtedly large portion of the archaeological record of this time period remains to be discovered by underwater archaeologists (Anderson and Sassaman 201; Faught 2004).

4.2 Archaic Period (11,500 BP – 3,200 BP)

These eight thousand years subsume a vast era of change in the climate and the cultures of Florida and the greater Southeast. A rise in global temperatures at the end of the Younger Dryas marks the transition from the Pleistocene to the Holocene and ushered in severe changes in the environment. In Florida, this change would have been pronounced as cold-adapted plant and animal communities migrated northward giving way to ecological conditions closer to what is found in the present. The Archaic Period in Northwest Florida, as elsewhere in the Southeast, has been subdivided into three temporal phases – Early, Middle, and Late. These divisions are based largely on projectile point and pottery typologies (Bullen 1975; Milanich 1994). Changes in point technology from fluted to side-notched forms that began in the Paleoindian period carried into the Early Archaic, possibly reflecting a move from hunting migratory megafauna to a more generalized subsistence model focused on localized non-migratory game, namely white-tailed deer (Anderson and Sassaman 2012).

The Early Archaic begins with the end of the Younger Dryas climatic period and with it, a sharp rise in global temperatures as the Pleistocene epoch comes to an end and the Holocene begins. By

this time, relatively dense human occupations exist throughout the southeast, and Early Archaic occupations are recognized by side- and corner-notched and bifurcate-based bifaces (Anderson and Sassaman). The cultural and technological changes that began in the late-Paleoindian period as Southeastern peoples moved away from the occasional harvest of large megafauna toward a more generalized food procurement strategy focused more on deer and other mammals appears to continue into the Early Archaic (Anderson and Sassaman 2012). As populations increase during the Early Archaic, groups are believed to have been organized into mobile bands that were oriented toward physiographic ranges, drainage basins, tool stone procurement sites, as well as sinks and springs (Anderson and Sassaman 2012).

The corner- and side-notched point technology of the Early Archaic gives way to stemmed forms that are a hallmark of the Middle Archaic in Florida and throughout the Southeast (Anderson and Sassaman 2012). Along with these Middle Archaic stemmed points the use of fire to treat tool stone has been suggested as another technical innovation introduced during this time (Purdy 1971). The Middle Archaic is assumed to be a time when groups of people concentrated settlement into increasingly localized regions. Most occupations are thought to have been seasonal, however, coastal occupations may have very well been permanent year-round settlements (Russo and Saunders 2011). Indeed, the earliest evidence for shell mounds appears along the coasts in the region during the Middle Archaic, indicative of intensive use of saltwater aquatic environments (Russo and Saunders 2011; Mikel and Saunders 2007).

The Late Archaic is generally regarded as a period when populations and regional cultures in Southeastern North America fluoresced. It is considered to have begun about 5,800 cal yr BP, as the climatic upheaval of the Mid-Holocene gave way to near-modern conditions, and previously rising sea levels abated allowing the establishment of estuarine systems along the Southeastern coasts (Anderson and Sassaman 2012). This cultural development is most apparent in the large shell works that began during the Late Archaic along the coasts and along the St. John's River. Not only do Late Archaic shell mounds demonstrate the first substantial permanent settlements in Florida, attending practices such as feasting, large-scale gatherings, and cooperative public works projects bear the mark of a transegalitarian complex hunter-gatherer society (Russo 2004). Evidence of long-distance trade has been demonstrated during this time period, including interaction with Poverty Point in Louisiana, which has its own expression unique to Florida known as Elliot's Point (Gibson 2000; Lazarus 1958). One significant result of the movement of people and ideas during the Late Archaic is the introduction of fiber-tempered ceramic pottery, a technology that originated along the Savannah River to the north, where it is known as Stallings Point and locally in northwest Florida as Norwood series pottery (Anderson and Sassaman 2012, Milanich 1994). According to Tesar (1980:54), Norwood pottery, which occurs in plain and simple-stamped varieties, more closely resembles Stallings Point pottery, than the Orange series fiber-tempered pottery of the Florida peninsula. Whether this apparent similarity speaks to the routes over which this new technology spread is unclear but given that other materials and ideas seem to have been traveling along the Chattahoochee and Apalachicola rivers a North to South route is possible for bringing fiber-tempered pottery to the northern Gulf coast.

4.3 Woodland Period (3,200 BP – 1,200 BP)

The Woodland period has often been described as a time of regionalization with an emphasis on the participation of a pan-regional religious movement involving mound building, elaborate mortuary ceremonialism, animal effigy creation, and heightened use of exotic or nonlocal objects in ceremonial contexts (Anderson and Sassaman 2012). Woodland villages and mound complexes are typically considered hubs or centers in far-reaching ceremonial and economic networks with influences that can be traced to the Hopewell traditions and symbolism of the American Midwest. The first emergence of Hopewellian traditions in the Ohio region began to wane around 350 Anno Domini (AD), and the emphasis on mound ceremonialism and exchange began to shift into the lower Southeast and Florida (Milanich 1994).

In northwest Florida, diagnostic archaeological materials of the Early Woodland period are attributed to the Deptford culture, whose geographical range extends from the southern Atlantic and Gulf Coastal plains of South Carolina, Georgia, and Northern Florida by about 500 BP (Milanich 1994; Anderson and Mainfort, Jr. 2002). The fiber-tempered and molded form ceramic technology of the Late Archaic Norwood is gradually replaced by coil-made pottery tempered with quartz sand and grit (Milanich 1994). Coupled with new decorative techniques, the change in overall appearance in the ceramic assemblage makes this the most easily diagnostic feature of Deptford culture. Changes in vessel form include the addition of podal supports to the base of vessels. Decoration techniques include plain varieties, cord-marked, Deptford Bold check stamp, Deptford Linear check stamped, and simple stamped, which consists of parallel linear grooves (Milanich 1994).

Deptford sites are traditionally found in hardwood hammocks located along the coasts and swamps, where evidence suggests people lived in small villages and engaged in a subsistence economy focused on the plentiful estuarine, and terrestrial resources. Sheet middens and rings composed predominately of oysters suggest that shellfish were a major part of the Deptford diet. However, the strategic habitation of coastal hammocks would have allowed ready access to both terrestrial and inshore species (Milanich 1994). Although less numerous, Deptford period sites have been located inland; these are generally much smaller than coastal sites. It may be that these represent seasonal camps where Deptford people traveled to procure upland resources such as large land mammals and mast (Milanich 1994).

Deptford culture was believed to have covered a large range across the Southeast beginning at about 500 BP, but Milanich (1994) suggests temporal variation existed in two distinct Gulf and Atlantic regions. Where along the Atlantic coast, Deptford continues virtually unchanged until, after AD 700, northern Gulf coast populations seem to follow a different trajectory, transitioning into Swift Creek culture after about AD 200-300. This apparent difference may lie in the developing ceremonialism, which began during Deptford times along the Gulf coast and continues through Swift Creek on into Weeden Island times.

Swift Creek appears to be a natural continuation from the earlier Deptford tradition, and considerable overlap exists in the pottery types associated with these two cultures. Plain pottery

types continue to be made; however, Swift Creek is most recognized for the first instance of complicated stamped designs in the Southeast. Swift Creek Complicated Stamped ceramics rose in popularity and continued to be made and used until AD 850 across much of the Southeast including Georgia, western Alabama, northern Florida, and lesser portions of other adjacent states (Anderson and Mainfort, Jr. 2002; Wallis 2011). Like earlier potters of the Woodland Southeast, Swift Creek potters transferred decorations onto wet or unfired vessels by stamping them with carved wooden paddles. In the case of Swift Creek's complicated stamping, these designs are more intricate than previous check- and simple-stamped motifs, often featuring what has been interpreted as zoomorphic and anthropomorphic faces and forms (Snow 1998; Wallis 2011). Likely due to issues of preservation, none of these carved wooden paddles have yet been found. Still, their presence is preserved in clay, which often bears the woodgrain patterns and cracks as signatures of particular paddles. Hundreds of paddle matches have been recognized across different vessels, and through the analysis of these "signatures" as well as the petrographic analyses of clay signatures, archaeologists have demonstrated that both paddles and vessels were transported throughout the Swift Creek landscape (Snow 1998; Stephenson et al. 2002; Wallis 2011).

Lithic artifacts associated with Swift Creek culture include stemmed projectile points/knife types such as Citrus, Columbia/Taylor, Bakers Creek, Swan Lake, and Hernando varieties (Jones and Tesar 1996). In addition to chipped stone tools, other lithic artifacts include nutting and grinding stones, chipped fragments of quartz, mica, and galena, and groundstone objects such as bar gorgets and platform pipes (Penton 1974). A third class of material culture associated with Swift Creek occupation of sites includes modified shell and animal bone artifacts. This class of material may include items bearing clear marks of modification such as shell cups and dippers, polished bone pins, and cut, polished, or perforated deer, bear, dog, and bobcat mandibles and teeth.

Although it has come to be known as a distinct archaeological culture known for its elaborate decorative styles and zoomorphic forms of ceramic media, most scholars of Pre-Contact Florida archaeology consider Weeden Island to be a continuation of Swift Creek culture (Russo, Dengel, and Shanks 2014; Jones and Tesar 2009; Milanich 1994; White 2014). By and large, settlement patterning, mortuary practices, resource procurement strategies, and way of life appear to be similar in most aspects between these two archaeological cultures, demonstrating a more or less seamless transition.

Like the preceding two Woodland archaeological cultures, the cultural material most widely associated with Weeden Island culture is its distinctive ceramic types. Gordon Willey (1949) originally subdivided Weeden Island ceramics into two categories, an early Weeden Island I phase, and a late Weeden Island II phase, based on the appearance of certain styles through time as observed in his survey of sites along the northern Gulf Coast. Later, Percy and Brose (1974) refined this sequence into five separate phases based on their observations of Weeden Island sites within the Apalachicola River Valley. According to Percy and Brose's (1974) chronology, Weeden Island I is characterized by the presence of late Swift Creek complicated stamped as well as the Weeden Island incised and punctated types Carabelle Incised, Carabelle Punctated, Keith Incised, and

Weeden Island Incised. The Weeden Island II phase is marked by a greater variety of Weeden Island types, including effigy vessels and those featuring cut-outs normally found in mortuary contexts. Weeden Island III is distinguished by the appearance of Wakulla Check-stamped ceramics and a decline in complicated stamped vessels. Weeden Island IV is based on the complete disappearance of complicated stamping, and Weeden Island V is marked by the dominance of check-stamped ceramics with limited instances of incised, punctated, and cob-marked decorative forms (Percy and Brose 1974). In addition to those types discussed by Percy and Brose (1974), Willey's (1949) mention of the type Weeden Island Plain, which he considered a holdover from the earlier Swift Creek Franklin Plain. Weeden Island Plain vessels have been observed to occur both in elaborate vessel styles featuring modeled effigies or vessels with effigy appliques along the rims, as well as high-quality storage and serving vessel forms.

4.4 Mississippian Period (1,000 BP – 500 BP)

The Mississippian Period is characterized by the development of chiefdoms, maize-based subsistence strategies, platform mound centers supporting residential and civic structures, and large villages. The development of complex Mississippian chiefdoms was largely fueled by an ideological shift that led to what is traditionally known as the Southeastern Ceremonial Complex, which followed themes of ancestor worship, war, and fertility expressed in a myriad of symbols and objects (Bense 1994). Paralleling this ideological shift was the construction of massive platform mound centers that were utilized to establish ceremonial and ritual practices along with political authority throughout the Mississippian chiefdoms. Two prime examples of these Mississippian mound centers are Cahokia in Illinois and Moundville in Alabama. The local Mississippian expression in northwest Florida is known as Fort Walton culture (Marrinan and White 2007; Milanich 1994; Tesar 1980).

After about 1,000 AD, Weeden Island culture transitioned into what is now known as Fort Walton. According to Tesar and Jones (2009:30-31), "The Fort Walton culture emerged from resident Weeden Island peoples being influenced by Middle Mississippian peoples in the Chattahoochee-Flint River and Ochlockonee River drainage systems, which in turn had been influenced by more westerly Mississippian tribes." Fort Walton ceramics appear to be an outgrowth of the Weeden Island ceramic tradition, retaining such characteristics as sand tempered ware and stylistic attributes such as design motifs and surface treatments in which punctations and incisions feature prominently. A contrasting yet similar transition occurred further to the west as Weeden Island peoples of the western Florida Panhandle-Mobile Bay area were influenced more through their contact with Moundville resulting in the development of Pensacola culture, another Florida Mississippian variant that typically produced more shell-tempered pottery (Marrinan and White 2007:294).

4.5 European Contact and Colonialism (ca. 1500 – 1821 CE)

The historical period began with European contact in the early 1500s. The Spanish are credited with being the first European explorers in Florida, but they were soon followed by French and,

subsequently, British explorers. Spanish explorer Ponce de León was the first documented European explorer to land in Florida in 1513. Ponce de León landed in northeast Florida, near St. Augustine, and named the area "La Florida," meaning land of flowers (Tebeau 1999). In 1528, Spaniard Panfilo de Narváez landed near present-day Tampa with some 300 men and began moving north, raiding, killing, and pillaging every Indigenous village he encountered along the way. Just over a decade later, in 1539, a third Spanish explorer, Hernando de Soto, landed in Florida near Tampa Bay (Waitley 1997). De Soto is believed to have explored areas to the east in search of gold and silver. He crossed the Kissimmee River through present-day Osceola County, eventually claiming all of what today is the southeast United States for Spain. The area was officially named La Florida (Tebeau 1999).

In 1564, French explorer René Goulaine de Laudonniére founded Fort Caroline on a small inlet near the mouth of the St. Johns River in present day Jacksonville. Initially, the colony prospered under Laudonniére who had established relations with the Indigenous populations of Timucua and Mocama peoples; however, the colony soon began to run out of supplies. The hardships sparked desertion and later mutiny when a group of 75 colonists seized Laudonniére and forced the leader to authorize the mutineers' taking of two vessels. The mutinous attachment sailed south into the Caribbean intent on raiding Spanish ships and settlements. Unfortunately for the French, a number of these deserters were captured by the Spanish, exposing the French and alerting the Spanish Crown to the settlement at Fort Caroline. As Philip II prepared for a renewed attempt at the settlement of La Florida, granting a contract to a new Spanish colonial governor, Pedro Menendéz de Avilés, the French were amassing a sizable fleet of ships under the leadership of Jean Ribaut to reinforce Fort Caroline with military power and supplies (Gannon 1996).

Under an agreement to establish two cities and see to the conversion of the Indigenous population to Roman Catholicism, the newly appointed Adelantado de la Florida, Pedro Menéndez de Avilés, set sail for La Florida with 10 ships and more than 1,000 men in June 1565. With intelligence that Ribaut's fleet had set sail for Florida in May, Menéndez hoped the Spanish fleet would beat the French to Fort Caroline; however, upon arrival they found the French fleet already anchored outside of the mouth of the St. Johns River. A skirmish ensued between the two fleets before both parties put out to sea. On September 8, 1565, Menéndez's fleet landed at St. Augustine claiming title to all the lands of La Florida and placing its inhabitants under the authority of the Spanish Crown (Gannon 1996).

Shortly thereafter, Ribaut attempted an attack on the nascent Spanish colony but was rebuffed. As the French ships retreated, they were beset by a storm that would ultimately leave Ribaut's fleet wrecked and scattered along the coast as far south as Cape Canaveral. Believing that Fort Caroline would be poorly defended in Ribaut's absence and that the captain general of New France would likely be detained by the storm, Menéndez launched an overland attack of Fort Caroline on September 20, 1565. The Spanish overwhelmed the French force, capturing Fort Caroline and renaming it San Mateo. Following the wrecking of the French fleet, Ribaut and a contingent of survivors marched north along coast. They were met by Menéndez and his troops at an inlet just south of St. Augustine and persuaded to surrender, believing that they would receive decent

treatment by the Spanish; however, upon surrendering, Ribaut and most of his shipwrecked sailors were executed on the beach. Thereafter, the inlet was named Matanzas, meaning "place of slaughter" (Gannon 1996).

Realizing the need to establish supply lines to now San Mateo and San Augustín, he set sail for South Florida and Cuba. A period of Spanish settlement and exploration followed for the next nearly 200 years. The Spanish established a series of forts and settlements extending from Newfoundland down into the Caribbean and Gulf of Mexico and set out with a primary mission to convert La Florida's native population to Catholicism. At the time, La Florida had an extensive indigenous presence, with Tocobaga, Timucua, and the Calusa tribes inhabiting the state's central portion. Many of these tribes had settled along the major rivers. Most European exploration during this period was focused on the coastal areas and there was little settlement in the middle of the state. However, the differences in culture, language, and religion caused settlement to be tumultuous, and relations frequently turned hostile. By the time the British established the colony of Georgia in 1732, the indigenous population of Florida had been devastated by war, disease, and slavery (Gannon 1996).

As British colonies to the northeast began to thrive, the British Crown sought to control larger and larger swaths of land to the south. Capitalizing on the poor relations between the Indigenous population and the Spanish, the British allied themselves with the Indigenous population that had been driven from their lands in La Florida into present-day Georgia and the Carolinas. Armed with British munitions, Indigenous tribes successfully destroyed several Spanish Missions along the northeast coast of La Florida. Eventually, the colony of Savannah was established to protect Charleston from the Spanish attack, and now, with intensified pressure from the British and Indigenous population, the Spanish Colony began to suffer. The conflict that ensued between Britain, France, Spain, and the Indigenous population that followed was formally known as the Seven Years War but more commonly referred to as the French and Indian War in North America (Gannon 1996).

After two and a half centuries under its rule, Spain ultimately ceded La Florida to England in 1763 in exchange for Cuba as part of the Treaty of Paris, which officially ended the Seven Years War (Gannon 1996). From France, Britain also gained the area that spanned west of La Florida to the Mississippi River. Britain divided this vast area into two provinces separated by the Apalachicola River. The land east of the Apalachicola River and south of the St. Marys River (the Florida Peninsula) became the province of East Florida, with St. Augustine as the capital. Meanwhile, the area that extended from the Apalachicola River westward to the Mississippi River (the Florida panhandle and much of Alabama and Mississippi) became West Florida, with Pensacola as the capital. British rule lasted about 20 years until Britain traded both East and West Florida back to Spain in exchange for the Bahamas as part of the Treaty of Versailles (Gannon 1996).

La Florida was divided into East and West portions once again at the beginning of the Second Spanish Period (1783–1821), with Pensacola and St. Augustine serving as their respective capitals. By then, a new country to the north, the United States of America, had gained all territory north of

the St. Marys River. The former territory that "La Florida" had once encompassed was now separated into the United States to the north and France to the west. As the United States began expanding west, portions of the Muscogee Nation and remnants of other Indigenous groups from Alabama, Georgia, and South Carolina moved into Spanish Florida to repopulate the area after being displaced for American settlement (Romans 1961). The Seminole, as these emigrating groups became known, formed at various times loose confederacies for mutual protection against the new American nation to the north, complicating efforts for the settlement of the territory (Tebeau 1999).

4.6 Seminole Wars, Territorial Period, and Statehood (ca. 1821 – 1861 CE)

During the second Spanish period, Spain's hold over La Florida was tenuous at best. Military conflicts such as the War of 1812, continuous Seminole uprisings and raids (First Seminole War 1816–1818), and financial costs of supporting the overseas territory contributed to undue strain on the Spanish Crown. Furthermore, with little military presence in the territory and rising territorial conflicts with the newly independent nation to its north, Spain's inability to effectively rule the territory had become apparent. As a result of the burden, Spain decided to cede the territory of Florida to the United States of America as part of the Adams-Onis Treaty in 1819 in exchange for settling a boundary dispute along the Sabine River in Spanish Texas (Gannon 1996).

Florida officially became a United States territory in 1821, creating an opportunity for development. As American homesteaders began to migrate south to settle in the area, Andrew Jackson, named provisional governor of Florida, divided the territory into two counties: St. Johns County, which included all of Florida lying east of the Suwannee River, and Escambia County, which included the land lying to the west. During this period, settlement was largely concentrated in the northern part of the state where the Seminole were displaced as part of the First Seminole War. As more homesteaders filled the lands, the Seminole were forced southward, increasing tensions between the two cultures (Gannon 1996).

The Treaty of Moultrie Creek officially ended the First Seminole War in 1823, shaping the settlement of South Florida for decades to come. The treaty established a four-million-acre reservation in the center of the Florida peninsula in exchange for a Seminole exodus of northern Florida. The reservation extended from south of Ocala to north of Charlotte Harbor. However, the treaty was not well received by either party (Mahon 1967). The living conditions on the reservation were woefully inadequate, and as the demand for American frontier land grew, so did pressure for Seminole removal, leading to further conflict. (Tebeau 1999).

The outbreak of the Second Seminole War (1835–1842) culminated in several skirmishes throughout central Florida and ended after the federal government decided to withdraw troops after a seven-year battle with the Seminole. Some of the battle-weary Seminole were removed west to Indian Territory (present-day Oklahoma), where the federal government had established lands for Indigenous habitation. The United States forced the remaining Seminole farther south into the last stronghold for the tribe, the Florida Everglades and Big Cypress Swamp (Mahon 1967).

Middle Florida quickly became the most populous region, with the population booming from fewer than 2,400 persons in 1825 to 16,000 persons by 1830, totaling approximately 45 percent of the territory's entire population (Gannon 1996). By 1830, the Florida Territory had a total of 16 counties, with the three largest, Alachua, Mosquito, and Monroe counties, forming the majority of its southern region. By the following decade, Florida consisted of 20 counties with a population of 55,000 (US Census). However, most development was concentrated in the state's northern and eastern coastal regions, with central and southern Florida remaining an unsettled frontier (Gannon 1996; Mahon 1967).

The Armed Occupation Act was passed in 1842. It was designed to promote settlement and protection of the Florida frontier, and as such, many Anglo-American pioneers and their families began to move south through Florida (Tebeau 1999). The Act provided 200,000 acres outside the already developed regions south of Gainesville to the Peace River for white American settlement but prohibited the settlement of coastal lands and those within a two-mile radius of a fort, and near the Peace River, which had been allotted to the Seminole (Baker 2018; Polk County Historical Association 2008). During the nine months, the law was in effect, 1,184 permits were issued, totaling some 189,440 acres (Covington 1961).

The State of Florida was admitted to the Union as a slave state in 1845, with Tallahassee as its capital and a population of approximately 87,000 (Knotts 2003). A hurricane struck Hillsborough County in 1849 forcing settlers inland in violation of the Armed Occupation Act. Although the area was largely inaccessible, southern and central Florida settlements slowly grew by attracting new homesteaders, farmers, and ranchers who grew agricultural products and established small communities. Soon, the population had grown sufficiently enough to warrant the creation of a new county, and in 1861, Polk County was carved out of a swath of Eastern Hillsborough and Western Brevard Counties (Polk County Historical Association 2008).

The passage of the Swamp Land Act of 1850 made federally owned swamplands available to the State of Florida, providing it would agree to make them productive. The Act aimed to make the Everglades developable, and in 1855, the state of Florida acquired 20 million acres of the Everglades in South Florida (Penniman 2014). This led to an increase in development, and an escalation of conflicts with its remaining Seminole, culminating in the outbreak of the Third Seminole War (1855–1858).

As the United States increased its efforts to force remaining Indigenous peoples throughout Florida to emigrate to the West, it fought the Seminole primarily in the Big Cypress Swamp and the Florida Everglades for two and a half years. The United States military action was not decisive in this Third Seminole War. As a result, the United States government resorted to financial compensation to induce the remaining Seminoles to migrate west in 1858 (Tebeau 1999). Following the Seminole Wars, 200-300 Seminoles remained in South Florida, living in small, scattered bands in the remote regions of the Big Cypress Swamp and the Florida Everglades (Gannon 1996; Tebeau 1957). The

United States placed little value on the swamplands, which provided a refuge for the Seminole that had escaped removal (Covington 1982).

As settlers began to migrate to the last frontiers of Florida, cattle ranching (Central Florida) and sugarcane and produce farming (South Florida) emerged as major economic activities throughout the region. Wild cattle were found roaming Florida after the Seminole were forced south and captured to often be sold to new settlers. By the late 1850s, there was a significant cattle industry in Florida, with abundant land and access to shipping out of the various bays across the state. Jacob Summerlin, one of many cattle ranchers in the area who became known as "Florida Crackers" for their long cracking whips, rounded up wild cattle and drove them to ports in the Gulf for shipment to Cuba. The Florida Cracker culture continued to develop through this time as Frontiersmen brought their families and farm animals to the "edge of the wilderness," seeking affordable and fertile land. By 1860, more than 30,000 head of cattle roamed the inland grasslands, and the roughly 900 or more "Florida Crackers" that lived among the prosperous Manatee River plantations became the majority of the population in the southern farming regions of the state (Gannon 1996).

4.7 Civil War and Aftermath (ca. 1861 – 1881 CE)

Before the Civil War, approximately two-thirds of Florida's population was concentrated in the northern portion of the state. Wagons, stagecoaches, and steamboats transported passengers and cargo up and down rivers such as the St. Johns and Kissimmee, and along canals to Lake Okeechobee. Florida's secession from the Union on January 10, 1861, quickly disrupted the state's economy, travel, and development. Many of its white male residents abandoned their farms to join the Confederacy, depleting its labor force. The United States Navy blockaded the port in Tampa during the war, but most of central and southern Florida witnessed few actual battles. Cattle ranching became one of Florida's main contributions to the war effort, as it was the principal beef supplier for the Confederate Army for much of the conflict (Tebeau 1957).

The Civil War officially ended in April 1865, and by May of that year, many of Florida's Black residents realized freedom for the first time, although they were initially denied suffrage. The passage of the 14th Amendment (Reconstruction Act) by the United States Senate placed the state under martial law in 1867, requiring it to register all eligible male voters. Florida ratified the 14th Amendment in June 1868 and was readmitted to the Union soon after. Reconstruction (1868–1877) marked a new era of Florida politics as several Black candidates were elected to public office. Federal troops still occupied much of Florida as Reconstruction ended in 1876. As the state returned to home rule, Democrats took control of the Republican-led House and Senate, disenfranchising Black candidates and voters in the process (Gannon 1996).

Despite its political upheavals, Florida continued to develop as a new frontier. Florida's political leaders attempted to capitalize on the state's potential for growth and sought to attract immigrants from the north as well as investment capital to rebuild the economy. Taxes and government involvement were kept low to encourage outside investment and growth so as not to interfere with

business development. New enterprises such as tourism, citrus growing, phosphate mining, turpentine distilling, and, most importantly, railroad building moved Florida society slowly away from cotton growth. Jacksonville and Pensacola were the primary port towns that saw economic gains during Reconstruction, with major turpentine (also called naval stores) and lumber exports. Meanwhile, central Florida began to develop quickly as orange groves and winter vegetable crops filled its once-open landscape (Knotts 2003).

4.8 Late Nineteenth Century Railroad Boom (ca. 1881 – 1900 CE)

Florida's financial crisis, born of pre-war railroad bond indebtedness, led Governor William Bloxham to seek financial reprieve by selling the state's most surplus commodity, its open and undeveloped land. Bloxham's search for a qualified buyer led him to Hamilton Disston, a Philadelphia investor and personal friend, in 1881. Disston purchased four million acres of swamp and overflow land for a million dollars from the State of Florida that year, effectively clearing its debts (Gannon 1996). In what became known as the Disston Purchase, large land subsidies were distributed to developers and railroad companies, which facilitated extensive new construction programs for new rail lines throughout the state (Tebeau 1971). Disston developed plans to drain the Florida Everglades wetlands to accommodate residential and agricultural uses by 1882. The Disston Land Company (also known as the Florida Land and Improvement Company) was established in the 1890s to acquire and develop the land. Convinced that the swamp areas of the state could be drained and developed with the creation of a new canal drainage system, growth was spurred throughout the central and southern portions of the peninsula. Surveyors also identified phosphate deposits in and around the Peace River in Polk County by this time, providing new economic opportunities in central Florida (Brown 1995).

Railroad construction brought substantial economic growth to Florida, opening the state for tourism, shipping, and unprecedented population growth. As two of the largest railroad builders in the state, railroad barons Henry Flagler and Henry Plant laid thousands of miles of track. Towns and cities in inland Florida were "born in almost the exact order" in which the railroads reached them (Frisbie 1976). As the founder of Standard Oil, Flagler quickly became the most prominent name in eastern Florida for his development along the Atlantic coastline. Likewise, Plant, who had established himself as a prominent railroad operator in Georgia and South Carolina, became one of the most well-known businessmen in western Florida (Henry B. Plant Museum 2015; Knotts 2003; Turner 2003).

Plant hoped to expand his railway lines into Florida in the late 1800s, and subsequently constructed his railroads from both ends to meet in the middle (around what is today the City of Lakeland). With this segment completed in 1884, a cross-state railroad from Orlando connected Tampa with the St. Johns River and Jacksonville (Bruton and Bailey 1984). Plant continued to purchase several small railroad companies that had filed for bankruptcy after the Civil War and connected them into his systems to form the Plant System of Railways. He then undertook the challenge of standardizing rail tracks, stations, and equipment through the use of standard gauge rails. By

making his line uniform, Plant effectively made "switching tracks" at the end of each rail line obsolete (Henry B. Plant Museum 2015).

The capital of the railroads and the improved transportation systems brought unprecedented capital to the state, fueling the prosperity of south-central and southwestern Florida. The railroad era saw increased growth across the state, with its population doubling between 1880 and 1900. The state's development inevitably followed railroad routes and expanded established communities. The ideal citrus-growing climate of central Florida's moderate climate fostered the establishment of endless orange groves along railroad tracks throughout the region. One rail line, the Florida Southern, went as far as to advertise its lines surrounding the Bartow area as the "Orange Belt Route" (Turner 2003). By 1900, the state had approximately 2,500 miles of railroad lines, and the increase in quality transportation not only provided more farmland but also adequate and economical transportation for goods to port cities such as Charlotte Harbor and Tampa Bay, further spurring Florida's export economy (Knotts 2003; Turner 2003).

As Florida's railroad network continued to develop, northern railroad barons sought to create partnerships by acquiring smaller rail lines and connecting them with other established routes, such as the Seaboard Air Line and Atlantic Coast Line Railroads (Turner 2003). After Henry B. Plant's passing in 1898, the Atlantic Coast Line Railroad set its sights on acquiring the railroad portion of the vast Plant empire. Atlantic Coast Line Railroad chairman Henry Walters oversaw the purchase of 2,235 miles of Plant System trackage from Plant's widow Margaret Plant for $46,563,898 in 1902, which more than doubled the Atlantic Coast Line overnight, making it the most dominant railroad in Florida at the turn of the century (Turner 2003).

4.9 Early 20th Century – World War I, and Florida Land Boom (ca. 1900 – 1927 CE)

The turn of the century brought several changes to Florida and profoundly impacted the United States as a whole. The Good Roads Movement, World War I, and the Florida Land Boom combined to influence growth and development across the state. The increase in population placed a greater demand on the state's resources, ushering in an era focused on transportation and development. The growth of the Good Roads Movement was fueled largely by the election of Governor Napoleon B. Broward. Broward embarked on a battle against the railroads soon after he was elected, promising to "drain the Everglades," and proclaiming that "the railroads are draining the people instead of the swamps" (Gannon 1996). Aside from the construction of "modern, hard-surface roads" throughout the state, Broward's political platforms included bolstering public education, prohibiting child labor, and implementing food quality laws across Florida (Gannon 1996).

Under his leadership, Florida's most populous counties developed programs to promote road improvement, and the state soon passed its first laws regulating the use of automobiles. Automotive owners were required to register their vehicles for two dollars each, and by 1908, 733 cars were recorded in Florida, with the proceeds going to improve its road systems (Gannon 1996). Soon after, Henry Ford reduced social and geographic distances with the release of the Model T

(Gannon 1996; Williams 2018). Generally recognized as the first affordable automobile, Ford's Model T provided affordable transportation for the middle class, but also created new methods for rural families and farmers to access goods in neighboring towns and cities. By 1910, 458,377 vehicles were registered in Florida, fostering a reliance on the automobile that now spans more than a century (Williams 2018).

World War I (1914–1918) brought soldiers from all branches of the armed forces to the state for training, and an additional 42,000 Floridians joined the armed services (Knotts 2003). Florida was an ideal location to train thousands of recruits. With its moderate climate and abundance of local agricultural resources, soldiers could be trained and fed year-round (Sawyer 2010). Florida's agricultural industry was instrumental to the war effort, as the United States asked Florida farmers to increase wartime crop production. The demands of World War I on the state's resources were compounded by the Spanish Flu outbreak of 1918. The outbreak ultimately culminated in a global disaster, claiming the lives of approximately 5,000 Floridians (Florida Department of Health 1961).

World War I galvanized the national movement for a more efficient transportation system. Soon after the war, the federal government subsidized current state road-building efforts and forged new partnerships with state municipalities. The Florida State Road Department (SRD) was formally established by the Florida Legislature in 1915, and the Federal Highway Act of 1917 helped fund highways nationwide (Waitley 1997). The development of railroads and state roadways during the early 1900s improved the agricultural economy and unlocked additional opportunities for tourism and migration into the state. Increased travel demand accentuated the importance of creating formal downtown areas as a centralized location for travelers and residents alike to access goods, entertainment, stores, fueling stations, and safe lodging (Ingram 2014).

Many of the first state's first highways were built adjacent to historic railroad corridors, connecting the cities and towns that had developed along rail lines. The famous Dixie Highway, built between 1915 and 1926 and connecting Lake Michigan to Miami Beach (Ingram 2014), stands as a testament to the road construction efforts of the era (Gannon 1996; Williams 2018). The Dixie Highway was eventually replaced with the east coast route of US 1 to create a coastal highway that connected Canada through Miami to Key West (also known as the Overseas Highway or State Road [SR] 4A). The completion of the Dixie Highway fueled long-standing discussions of connecting the west coast of Florida to the booming east coast city of Miami. These discussions were realized in 1927 when the Tamiami Trail was completed, connecting Tampa and Miami via the Florida Everglades. The road was considered an engineering marvel at the time of its construction and required the cooperation of six counties: Dade, Lee, Monroe, Manatee, Charlotte, and Hillsborough for its completion (Gannon 1996; Williams 2018).

Following World War I, the state experienced a brief period of unprecedented economic growth known as the Florida Land Boom from 1921-1926. Real estate developers became millionaires, and soon movie stars, politicians, and royalty flocked to newly built, elaborate Florida hotels and resorts, marking a period of excess and extravagance for the state (Moorhead and Wynne 2010).

As the automobile continued to gain popularity with travelers, railroads turned their attention to tourists and freight, while Florida's larger cities adapted to the growing number of cars on local roadways (Knowlton 2020).

4.10 Great Depression, the New Deal, and World War II (ca. 1927 – 1945 CE)

The effects of the Great Depression struck Florida much sooner than the rest of the nation, with its economy crashing after the collapse of the land boom in 1927. Over-speculation, a Mediterranean Fruit Fly infestation, and a series of devastating hurricanes combined to bring the state's economy to a grinding halt two years earlier than the rest of the nation (Tebeau 1957). By the late 1920s, construction in Florida was at a standstill. Land prices plummeted as the public lost interest in buying homes in Florida and the crash of the stock market further solidified the end of the Boom in October of 1929. By the 1930s, the state became characterized by widespread unemployment and the closure of banks, mines, mills, and factories (Knowlton 2020). Wages fell to record lows as municipalities struggled to meet the demand for public assistance (Taylor 2005). Many farms and railroads went bankrupt as tourism dropped from three million to approximately one million visitors per year (Knotts 2003).

While the vast majority of Florida struggled during the Great Depression, the state's overall population increased as people moved from cities to rural agricultural areas in hopes of surviving off the land (Etheridge and Knetsch 1993). As a result of the hardship, a new architectural style emerged that was categorized by simplicity and efficiency. The 'Minimal Traditional' style of architecture is characterized by simple designs and constructed almost exclusively of local and readily available materials (Forsythe 1989; Knowlton 2020).

Franklin D. Roosevelt implemented a series of programs, public work projects, and financial reforms and regulations known as The New Deal in 1933 to pull the nation out of the Depression. Florida benefited from several such programs and projects as the Public Works Administration (PWA), Works Progress (later Projects) Administration (WPA), and Civilian Conservation Corps (CCC). The PWA funded the construction of new roads, parks, beach restoration, public buildings, and bridges, while the CCC replanted depleted forests and built recreation facilities (Taylor 2005). The National Parks System was also expanded with a renewed focus on conservation at the national level. However, Florida did not recover from the Great Depression until World War II (Lowry 1974).

The Japanese attack on Pearl Harbor drew the United States into World War II yet also fueled the resurgence of the United States as a whole. As for Florida, the state once again became one of the nation's primary military training grounds during the conflict due to its expansive coastline. Former military installations were reactivated, while others were constructed nearly overnight. For example, construction of the Bartow Army Airfield (now the Bartow Executive Airport) began on December 8, 1941, a day after the attack on Pearl Harbor. The increased construction of roads, channels, and airfields brought countless workers and new residents to Florida, and by the war's end, the state was home to roughly 40 active military installations, with most bases located within

or adjacent to major cities with highway access, such as Pensacola, Tampa, and Jacksonville (Taylor 2005).

4.11 Post-World War II (after 1945 CE)

Florida slowly shifted from a mostly rural, agricultural state to a more modern and urban society after World War II. Suburban developments replaced farms and homesteads as new roads and highways connected cities throughout the state. As consumerism reached record levels, tourists began flocking to Florida by the late 1940s, and by the 1950s, it had become one of the most popular tourist destinations in the United States. Many GIs who trained at one of its many military bases returned to start families and buy homes in Florida after the war. The introduction of air conditioning on a larger scale combined with advances in construction methods fueled unprecedented residential and commercial growth throughout central and southern Florida, while its northern sections remained largely agricultural except for a few cities (Gannon 1996).

Florida's population doubled from 1940 to 1950, as the state gained nearly 2.5 million residents in a decade. Florida also gained more industrial and manufacturing businesses during this period, which contributed to its residential growth. Drainage, dredging, and filling operations created new communities by transforming swamplands that were uninhabitable before the war into exclusive residential neighborhoods. Improved asphalt and concrete technologies facilitated the construction of highways and bridges much faster than before the war, allowing motorists to travel more freely throughout the state. As automobile ownership continued to increase, Florida's expanding tourism industries continued to fuel the state's postwar development. Service industry businesses and land development became commonplace in many cities, to accommodate new businesses, residents, and tourists (University of Florida [UF] 2018).

President Dwight D. Eisenhower signed the Interstate Highway Bill into law in 1956, creating a new highway network that spanned over 50,000 miles. Construction of Florida's first major interstates (Interstate [I]-4 and I-95) led to further growth in central and southern Florida. The first segment of I-4 (Lakeland to Plant City) opened in 1959, and the Tampa to Orlando section opened in 1962 (Gannon 1996). The Jacksonville expansion of I-95 was complete by 1960, and it was extended along the east coast to Miami by 1961. I-75, which started in Michigan in the north, was extended to Tampa by the 1960s. These infrastructural investments increased migration to Florida and furthered growth within the state. It is estimated that approximately one-third of Florida's farmland was lost to development during this period.

The concept of tolled superhighways began in the late 1940s to accommodate rapid growth and increased tourism, as well as supplement federal interstate facilities. Lobbyists began pushing for a tolled Turnpike facility in Florida after seeing the Pennsylvania Turnpike. The state created the Florida Turnpike Act in 1953, and by 1955, nearly $75 million in state bonds had been issued for the project. The concept was innovative, with original plans for the toll booths to be easily accessible with service plazas that had restaurants, souvenir shops, and gas stations (FDOT 2007). Advanced technologies and the standardization of engineering plans made roadway and bridge

construction fast and efficient. Simple utilitarian designs for concrete bridges (slab, box culvert, and beam and girder) became the standard by incorporating prefabricated components for efficient onsite assembly (Archaeological Consultants, Inc. [ACI] 2012).

Construction of the first Turnpike segment began in the late 1950s. The 110-mile section of the facility from Golden Glades (Miami Gardens) to Fort Pierce (St. Lucie County) opened in 1957 and was known as the Sunshine State Parkway. As the state's population grew, a second Turnpike segment soon followed. Construction began in 1961, and the second segment formally opened in 1964 and extended from Ft. Pierce to Wildwood (FDOT 2007). Animator and entrepreneur Walt Disney viewed the development of the Florida Turnpike as an opportunity and chose Orlando as a location for a new theme park due to its proximity to its intersection with I-4. Walt Disney World opened in 1971 and quickly became one of Florida's greatest attractions (Waitley 1997).

5. DEVELOPMENT WITHIN THE PROJECT AREA

A review of the original land survey (General Land Office [GLO] 1849), historical aerial imagery (USDA 1955), topographic maps (USGS 1970, PR 1977), newspapers, and other sources highlight the development of the project area from the mid-nineteenth to the late twentieth century.

The development of Destin began with the U.S. War Department's establishment of the Moreno Point Military Reservation at the mouth of the Santa Rosa Sound in 1842 (Welsh 1922). A survey of the area was completed in 1849 (Figure **9**), which shows no signs of development within the APE (GLO 1849). Leonard Destin, a whaler from New London, Connecticut, arrived with his wife to settle on Moreno Point and begin fishing from East Pass in 1852. They were joined by a handful of squatter families by the time Florida seceded from the United States in 1861, most of which came from New England. Settlement of the area continued slowly in the following decades, and by 1896 William Marler (an employee of Leonard Destin) applied for a post office at East Pass. The application was rejected, as the U.S. Postal Service refused to accept a two-word title. In response, Marler resubmitted it with the title Destin and it was accepted (Thompson 2018). The area became part of Okaloosa County upon its creation from portions of Santa Rosa and Walton Counties in 1915. Florida State Representative William Malpoles chose the name from that of a steamboat named Okaloosa, a combination of two Choctaw terms loosely translated as "black water" (Works Progress Administration 1939).

The War Department began leasing portions of the Moreno Point Military Reservation in 1909, and by 1926 declared it as surplus property. Over the next decade, it began selling land to the approximately 16 pioneer settlers who called it home. The *Pensacola Journal* reported that the "remaining government land of Moreno Point military reservation will be sold to the highest bidder" in March 1931 (*Pensacola Journal* 1931). The land consisted of roughly 6,000 acres, including 3,000 acres of virgin pine forest and 200 acres of waterfront lots (Martin 1931). Among the first to purchase a portion of the surplus land were A.H. Green and his wife, who bought two lots along Design Harbor in 1932. The Greens constructed a home on the three-acre tract and added four rental cabins for tourists soon after (Martin 1931; Thompson 2018).

The only access to Moreno Point at this point was by boat, as there were no bridges connecting it with the mainland until the construction of State Road 115 (later U.S. Highway 98) in the early 1930s. It was paved by 1933 and bridges over Santa Rosa Sound and Choctawatchee Bay were completed by 1936 (Florida State Road Department 1936). The War Department sold the 5,783-acre inland portion of the Moreno Point Military Reservation (which likely included the APE) to land and timber company owner J.R. Moody for $38,226 (less than $7 an acre) in 1935 (Thompson 2018). In turn, Moody sold 500 acres of the tract to Tyler Calhoun, a retired civil engineer from Alabama. Calhoun subdivided the tract into residential lots soon after, reportedly becoming Destin's first residential developer (Thompson 2018).

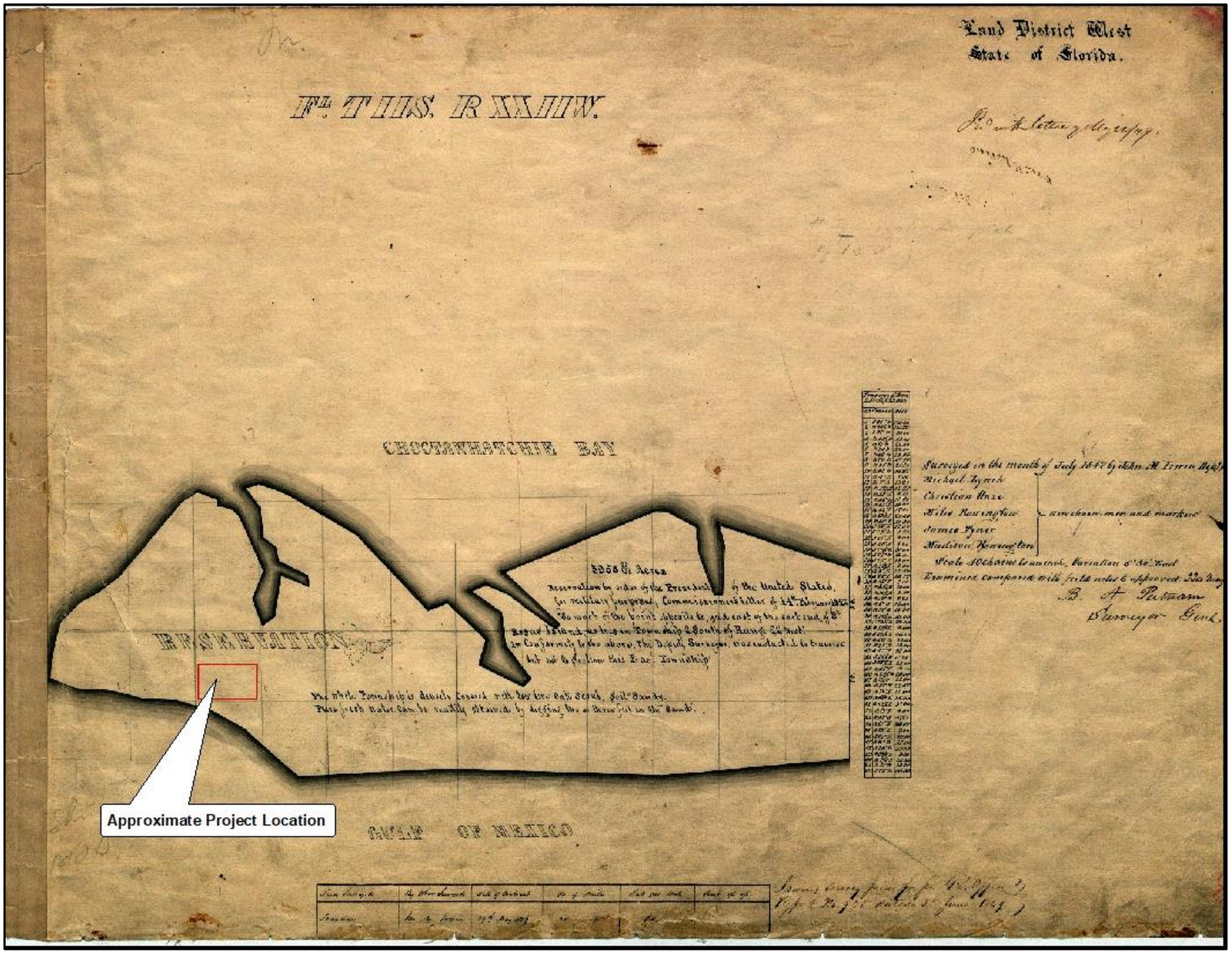

Figure 9: GLO Map showing approximate project location (GLO 1849).

The population of Destin nearly doubled from 1930 to 1940, reaching 318 residents by the decade's end. The area hosted the first annual Destin Fishing Rodeo in 1948 (a local fishing tournament that continues to this day) and remained a "storybook village," through the mid-1950s (*Naples Daily News* 2024; Thompson 2018). Historical aerial imagery highlights the undeveloped nature of the APE in the mid-1950s. It shows the APE as a densely wooded area traversed by a network of primitive trails but there are no structures or other indications of development within its boundaries (USDA 1955). Beach Drive was established by this time, but it ended at Kelly Street, north of the APE. U.S. Highway 98 through Destin was renamed Miracle Mile Parkway (more commonly known as the Miracle Mile Strip) during a village meeting in 1964, prompting officials to later redesignate the entire segment of the highway from Pensacola to Panama City with the same title. Beach Drive was extended south to the newly-renamed segment of U.S. Highway 98 soon after, allowing motorists to reach the Destin School and Eglin Air Force Base more easily (USGS 1970, PR 1977).

The Destin-Fort Walton Beach Airport reportedly brought thousands to "fish and play" along the Miracle Mile Parkway by the late 1960s. Despite its popularity with tourists, Destin remained a "quaint and loveable village" through the early 1970s (Brock 1969). The growth of the local tourism industry led to the creation of several campgrounds, as there were few hotels to welcome visitors to the area. Among these was the Destin Campground, located at 209 Beach Drive north of the Miracle Mile Strip (Okaloosa County Property Appraiser 2024). Once owned by Charles (Charlie) Frank Copeland, Sr., sales manager of the Muldon Motor Company Ford dealership in Pensacola, the approximately five-acre campground was later converted into a trailer park and is now owned by the City of Destin (*Pensacola Journal* 1961).

The former campground's location can be seen in a historical topographic map (Figure **10**), which shows it as a "Trailer Park" northeast of the city within the APE. There are about 16 structures (or campsites) within the APE but the footprint of the former access road/driveway for the trailer park is not shown. A review of property appraiser data indicated that the tract has been cleared and only its footprint remains (Okaloosa County Property Appraiser 2024; USGS 1970, PR 1977).

Municipal improvements to the Destin area slowly transformed the sleepy fishing village into a modern town by the early-to-mid-1970s. With a population of roughly 2,000, the village gained its own water and sewer system by that time and also hosted a public library. The addition of jetties to East Pass by the U.S. Army Corps of Engineers improved access to the Gulf of Mexico for charter and commercial fishermen, as well as tourists and local sportsmen. A two-lane span was also added to the bridge across the pass, allowing motorists to reach Destin from Pensacola more easily (Brock 1969).

Although still considered to be the "luckiest fishing village in the world," Destin was no longer a secret hideaway for fishermen by the late 1970s. The advent of the local tourist industry would forever change its character. "It's just terrific, I've never seen so many people in my life," exclaimed James Frank Copeland as his Destin Campground and others reached capacity due to

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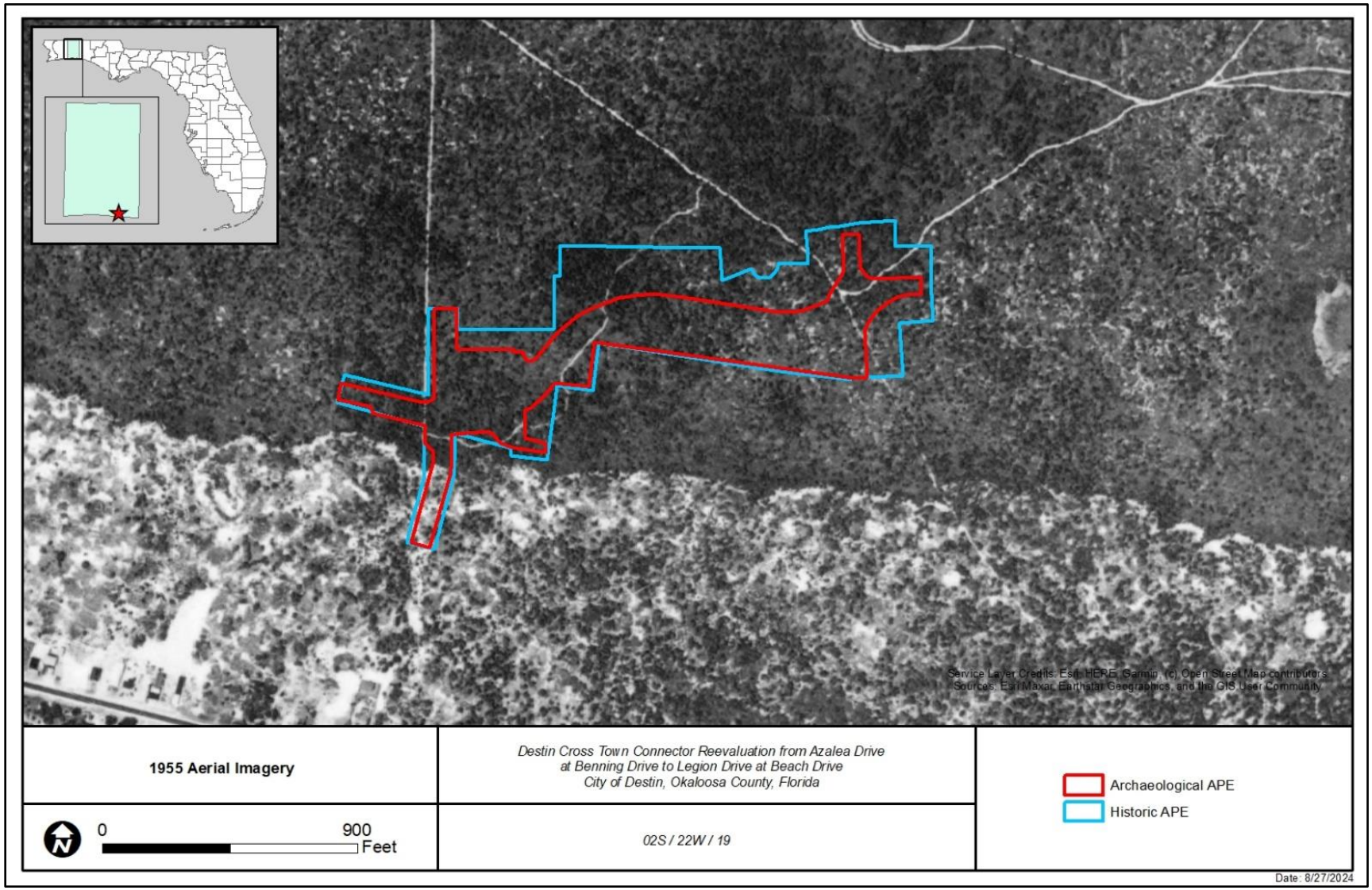

Figure 9: Historical aerial imagery (USDA 1955).

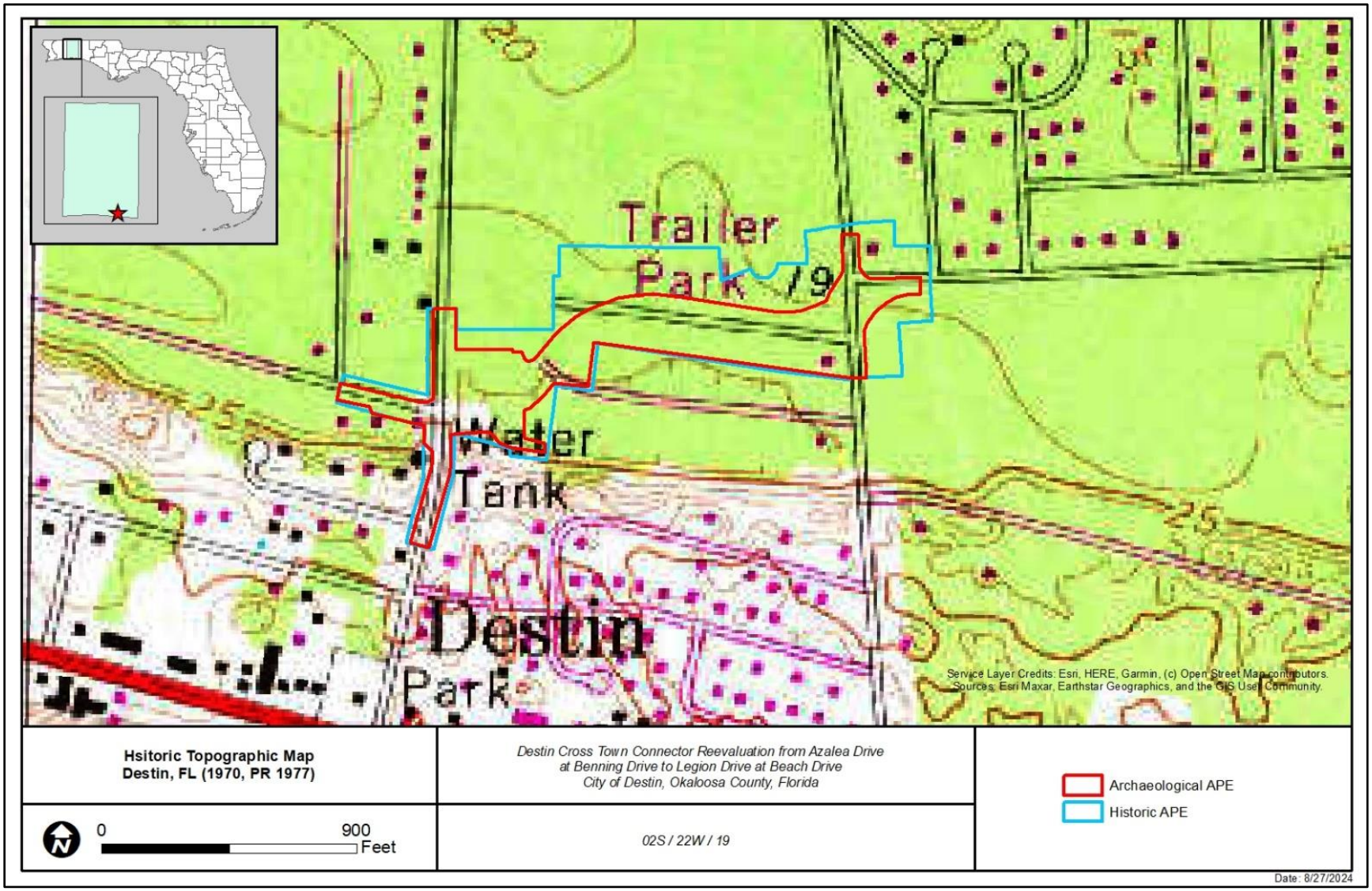

Figure 10: Historical topographic map (USGS 1970, PR 1977).

an expected flood of tourists to area beaches in the spring of 1977 (Brown 1977). The *Pensacola Journal* reported that the Destin Campground had approximately 75 campsites by that point, all of which were occupied by motorhomes, tents, trailers, or vans. Some came from as far away as Canada, including groups of college students and families (Brown 1977).

By the following decade, the "phenomenal growth" in local condominium sales combined with that of the tourist industry placed an increased demand on the Destin-Fort Walton Airport and the Miracle Mile Strip. As sales records reached a record high in 1984, some residents planned for the village's future by calling for its incorporation (Wittwer 1984). The proposal was previously rejected twice by its citizenry, being last defeated by an overwhelming majority in 1982 (McCoy 1984). Among those to protest the incorporation was a descendant of the village's first postmaster, Glen Marler, who proclaimed he was "dead set against it" (McCoy 1984). Fears of property taxes and municipal service fees worried some residents, while a perceived need for improved fire and police protection won support for the change (McCoy 1984). Despite the controversy surrounding it, voters passed the incorporation by a narrow margin in November 1984 (Cooper 1984).

Many Destin natives are said to have been shocked by the changes to the city in the decades that followed. As more shopping centers and tourist-oriented, service industry businesses were established, its once-vacant beaches were soon filled with visitors year-round, not just during spring break or summer. The opening of the Destin Commons dining, shopping, and entertainment center in 2005 is rumored to have been a turning point for the area, which by then had become known as the Emerald Coast Parkway. As residential subdivisions took the place of previously wooded areas surrounding Destin, the city purchased the former campground site in December 2008 (Okaloosa County Property Appraiser 2024). The area's amenities and beaches would attract more than 17,000 residents to Destin by 2017, a trend that continues to this day (Thompson 2018).

6. SURVEY AND LABORATORY METHODS

6.1 Archaeological

This Phase I CRAS was designed to evaluate the APE for the presence of historic properties. Historic properties include, but are not limited to, archaeological sites, structures/buildings, historic cemeteries, historic objects, and historic features, including landscape and linear features that are listed or eligible for listing in the NRHP. Fieldwork was carried out by Elizabeth White B.A., and Joshua Goodwin M.A., under the direction of Joshua Goodwin M.A., principal investigator. The archaeological field survey consisted of a thorough visual inspection of surface exposures, photographic documentation of the survey areas, and the excavation of shovel tests. Prior to conducting the field investigations, an examination of the information in the FMSF, recent and historical aerials, soil maps, and topographic maps was undertaken. An examination of the FMSF records was conducted to identify previously recorded historic resources and assessment surveys conducted in the general project area. The subsurface testing methodology employed the excavation of two judgmentally placed shovel tests. Each shovel test measured 50 centimeters (cm) in diameter and was excavated to the depth of one meter (m) unless impeded by subsurface obstructions. All excavated soil was screened through 0.25-inch mesh hardware cloth.

The subsurface testing strategy was based on guidance following *Module Three Guidelines for Use by Historic Preservation Professionals* (FDHR 2003). Given the degree of disturbance and the results of the previous investigation of the remaining portions of the APE (ACI 2009), the APE was considered to have a low probability of holding any unrecorded archaeological sites or cultural materials. The selected locations of the two shovel tests were placed within the expanded APE with respect to and in an effort to augment the coverage of those shovel tests excavated previously by ACI (2009). The location for both shovel tests fell within a portion of the APE that represents the expanded boundaries of a proposed stormwater pond. Currently, this portion of the APE contains a portion of dense coastal scrub vegetation dominated by pine and saw palmetto.

No cultural materials were recovered as a result of this analysis. Soil profiles for each shovel test were recorded on standardized shovel test forms noting environmental observations as well as Munsell soil color, texture, and depths of observed stratigraphic units. GPS locations were collected for shovel test locations using a Trimble Catalyst DA2 receiver and Esri Field Maps software.

6.2 Laboratory and Curation

No artifacts were collected as a result of this archaeological investigation; however, in the event that cultural materials are identified, all artifacts recovered during archaeological investigations would be transported to the AtkinsRéalis facilities in Tallahassee, FL. Artifacts would be washed, sorted by provenience, and analyzed by qualified archaeologists using accepted practices. The analysis would consist of inventory and classification of all recovered artifacts. If encountered, Pre-Contact ceramics and lithic artifacts are designated and classified, when possible, following existing typologies (Bullen 1975; Willey 1949). During analysis, artifacts would be entered into

an inventory organized by provenience and placed into 4 mil polyethylene film bags and labeled with provenience and excavation details in preparation for permanent curation.

All artifacts, field notes, maps, photographs, and digital data including geospatial project data resulting from the archaeological testing program will be curated at the AtkinsRéalis laboratory facilities in Tampa, FL.

6.3 Historic Resources

A historic resources desktop analysis was conducted to identify any previously recorded historic resources within the APE, to assess the potential for unrecorded historic resources within the APE, and to review the location of the proposed improvements in relation to these cultural resources. Historic resources are defined as structures, bridges, cemeteries, and resource groups 50 years of age or older (constructed in or prior to 1974).

AtkinsRéalis conducted a field survey to assess the APE for historic resources. The field survey included a pedestrian survey of the overall project APE to identify, document, photograph, and evaluate any resource 50 years of age or older (constructed in or prior to 1974). If present, any resource that was previously recorded but displayed significant changes since the last recordation received an updated FMSF form. If there were no significant changes to previously recorded resources, and the previous FMSF form met FDHR standards, forms were not updated. The field survey evaluated the integrity of any cultural resources and their eligibility for listing in the NRHP, individually and as part of a historic district. Additionally, potential effects for resources listed or eligible for listing in the NRHP were evaluated under the Criteria of Adverse Effects, as set forth in 36 CFR Part 800.5(a)(1). A FMSF survey log for the project is included in Attachment A.

6.4 National Register Eligibility Criteria

The cultural resources evaluation conducted for this project utilized the criteria for listing historic properties in the NRHP as a basis for site evaluations. The following describes the criteria used for the evaluation of properties for inclusion in the NRHP and is taken from guidelines published by the U.S. Department of Interior:

Criteria for Evaluation
The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association, and:

A) that are associated with events that have made a significant contribution to broad patterns of our history;

B) that are associated with the lives of persons significant in the past;

C) that embody the distinctive characteristics of type, period, or

method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant distinguishable entity whose components may lack individual distinction;

D) that have yielded, or may be likely to yield, information important to pre-history or history.

6.5 Local Consultation

A Notification for Consultation of the Section 106 Process was sent to Ms. Diane Merkel of the Panhandle Historic Preservation Alliance in September 2024 (see Appendix C). The purpose of the notification was to inquire about historic resources within the APE that should be considered for this project. No response has been received at the time this CRAS was submitted.

6.6 Inadvertent/Unanticipated Discovery of Cultural Remains

Occasionally, archaeological deposits, subsurface features, or unmarked human remains are encountered during development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. If human remains are encountered during development, the procedures outlined in Chapter 872, Florida Statutes must be followed.

In the event such discoveries are made during the development process, all activities in the immediate vicinity of the discovery will be suspended, and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in consultation with staff of the Florida SHPO will determine if the discovery is significant or potentially significant.

In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities in the immediate vicinity of the discovery will continue to be suspended until a mitigation plan, acceptable to SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan.

7. SURVEY RESULTS

As outlined above, prior to the field survey, a cultural resources desktop analysis was conducted to gather cultural and environmental data relevant to the project area. No previously recorded historical resources were identified within or intersecting the APE; however, one previously unrecorded structure of historic age was identified within the Historic APE for the proposed project. As mentioned above, a significant portion of the current project APE had been previously subject to an investigation by ACI in 2009. That report was never submitted to the FMSF but was included as an appendix in Atkins 2015.

AtkinsRéalis staff conducted a Phase I cultural resource assessment survey of the expanded project APE on July 17, 2024. Fieldwork included a combination of pedestrian survey and judgmentally placed shovel testing within areas of the expanded proposed APE not covered by the previous Phase I cultural resources investigation conducted by ACI in 2009. Results of archaeological testing are outlined in *Section 7.1 Archaeological Survey Results.*

7.1 Archaeological Survey Results

The Phase I cultural resources assessment survey consisted of surface inspection and a total of two shovel tests placed within the expanded portion of the proposed project APE. The field survey was conducted on July 17, 2024. All shovel tests were negative for cultural materials and no artifacts or cultural features were recorded as a result of surface inspection and subsurface investigation (Figure 11).

The subsurface testing strategy was based on guidance following *Module Three Guidelines for Use by Historic Preservation Professionals* (FDHR 2003). Given the degree of disturbance and the results of the previous investigation of the remaining portions of the APE (ACI 2009), the APE was considered to have a low probability of holding any unrecorded archaeological sites or cultural materials. The selected locations of the two shovel tests were placed within the expanded APE with respect to and in an effort to augment the coverage of those shovel tests excavated previously by ACI (2009). The location for both shovel tests fell within a portion of the APE that represents the expanded boundaries of a proposed stormwater pond. Currently, this portion of the APE contains an area of dense coastal scrub vegetation dominated by pine and saw palmetto. Both shovel tests featured subsurface stratigraphic profiles characterized by an upper stratum of light grey (10 YR 7/1) fine sand extending to a depth of 60 cm below the surface (cmbs) overlying yellowish brown (10 YR 5/6) fine sand (Figure 12).

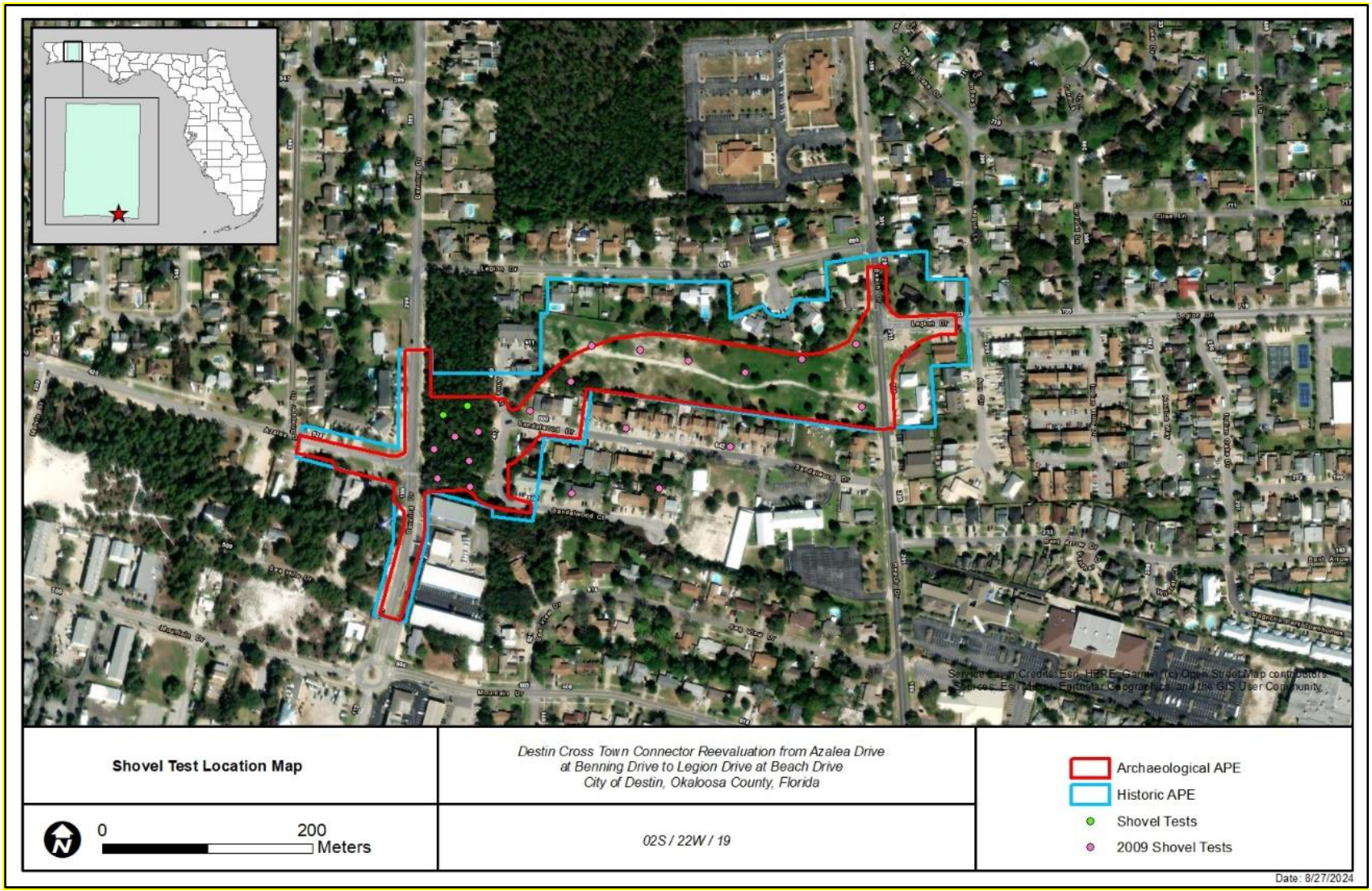

Figure 11: Map showing locations of Shovel Tests from 2009 and the current investigation.

Figure 12: Photograph of Shovel Test 1, view facing north.

7.2 Historic Resources Survey Results

The historic field survey resulted in the identification of one (1) unrecorded historic structure within the APE (Figure 13). This structure is a typical post-World War II ranch-style building at 701 Legion Drive (8OK04391) that was constructed circa (ca.) 1974 and is not considered eligible for listing in NRHP, individually or as part of a historic district. A narrative is provided below for 8OK04391 and a newly prepared FMSF form is included in Attachment B.

701 Legion Drive (8OK04391)

This one-story Ranch-style private residence (8OK04391) was constructed in ca. 1974 and is located at the northeast corner of Beach Drive and Legion Drive in the City of Destin, Okaloosa County (Figure 14 – Figure 17). The building has a rectangular exterior plan and is constructed of concrete block resting on a slab on grade foundation. Exterior walls are clad in multi-color brick veneer. The hip roof system features a wide overhanging eave and is covered with composition shingles. The main entrance is set beneath a hip roof extension at the south façade and includes a concrete pad and a single pole support. The main entrance door is wood panel with a storm door in front. A single-bay garage with an overhead door is adjacent to the main entrance porch at the southeast corner of the residence. Windows are replacement one-over-one vinyl single-hung sash with inoperable shutters and brick sills beneath.

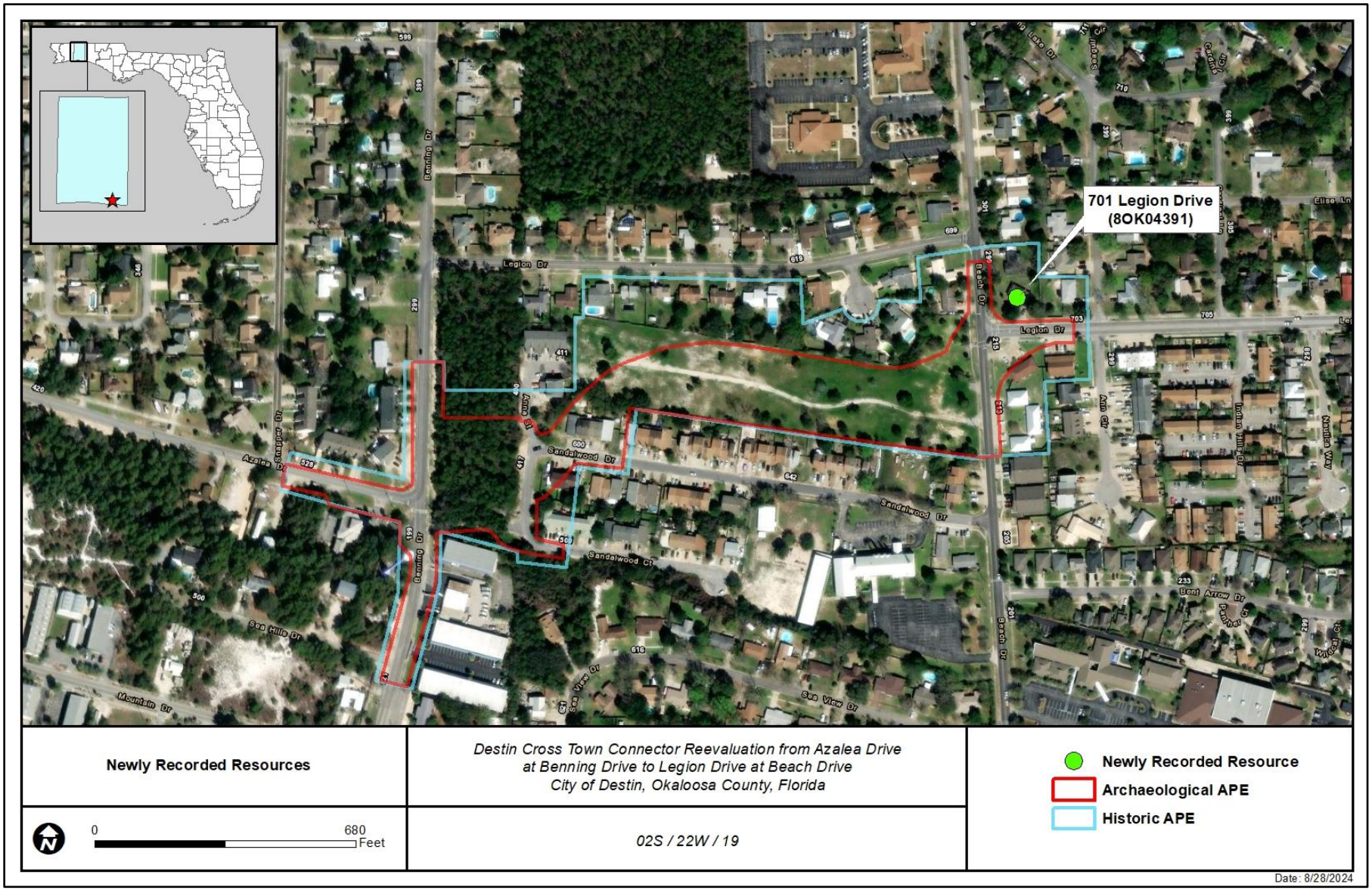

Figure 13: Map showing newly recorded resources.

Figure 14: Photograph of 701 Legion Drive (8OK04391), south façade and west elevation, facing east.

Figure 15: Photograph of 701 Legion Drive (8OK04391), west elevation, facing southeast.

Figure 16: Photograph of 701 Legion Drive (8OK04391), south and east elevations, facing northwest.

Figure 17: Photograph of 701 Legion Drive (8OK04391), southwest façade, facing north.

It is recommended that the building at 701 Legion Drive (8OK04391) be considered not significant under Criterion A because it is not indicative of a particular era and is not associated with a significant period, event, or theme. The resource is not significant under Criterion B because it lacks association with a person or people significant in history. Furthermore, 8OK04391 is not recommended eligible for listing in the NRHP under Criterion C as it is not a unique or distinguished example of a ranch-style residence. Finally, 8OK04391 is not significant under Criterion D because it lacks the potential to yield further information of historical importance. The project area primarily includes non-historic residential and commercial development and is not considered to be a potential historic district. Therefore, the residence at 701 Legion Drive (8OK04391) is recommended as ineligible for listing in the NRHP, both individually and as a contributor to a historic district.

8. CONCLUSION AND RECOMMENDATIONS

The City of Destin in Okaloosa County proposes to construct a new 0.42-mile two-lane segment of a roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive. The construction of this roadway segment will create a continuous east-west roadway known as the Destin Cross Town Connector that will provide an alternate route to SR 30/US 98 (Harbor Boulevard) for local traffic.

A desktop analysis was conducted prior to any field surveys to identify any previously recorded cultural resources and any parcels containing historic age buildings (constructed in 1974 or prior) within the APE. Background research did not identify any previously recorded archaeological sites or historic resources within the APE. Based on the desktop analysis, one previously unrecorded historic age building was identified within the APE.

The current archaeological investigation consisted of a thorough visual inspection, subsurface testing, and photographic documentation of the APE. A total of two shovel tests were excavated within a portion of the expanded APE that was not surveyed as part of the previous Phase I archaeological investigation (ACI 2009). Both shovel tests were negative for cultural materials. As a result of the survey, no archaeological sites or archaeological occurrences were identified within the APE.

The historic field survey identified one unrecorded historic structure within the APE, 701 Legion Drive (8OK04391). This structure is a typical post-World War II ranch-style building that was constructed ca. 1974 and is recommended ineligible for listing in NRHP, individually or as part of a historic district.

Based on the results of this assessment, AtkinsRéalis recommends a finding of ***no historic properties affected*** for this project. No further work is recommended.

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10. APPENDICES

APPENDIX A: FMSF Survey Log.
APPENDIX B: FMSF Site Form for 701 Legion Drive (8OK04391)
APPENDIX C: Notification of Consultation of Section 106 Process

APPENDIX A: FMSF Survey Log.

Clear Form Values

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)
Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive, City of Destin, Okaloosa County, Florida.

Report Title (exactly as on title page)
CRAS Addendum, Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive, City of Destin, Okaloosa County, Florida.

Report Authors (as on title page)
1. Joshua Goodwin
2. Sarah Guagnini
3. Shannon Bruffett
4. Cassidy Rayburn

Publication Year 2024 **Number of Pages in Report** (do not include site forms) 58

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Supervisors of Fieldwork (even if same as author) Names Joshua Goodwin

Affiliation of Fieldworkers: Organization ATKINS Global City Tallahassee

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey, architecture, etc.*)
1. Destin
2. Phase I
3. Addendum
4. CRAS
5. _____
6. _____
7. _____
8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork) Clear Sponsor Values
Name City of Destin Organization _____
Address/Phone/E-mail 4200 Indian Bayou Trail, Destin, Florida 32541

Recorder of Log Sheet Joshua Goodwin **Date Log Sheet Completed** 9-4-2024

Is this survey or project a continuation of a previous project? ☐No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Clear Mapping Values

Counties (select every county in which field survey was done; attach additional sheet if necessary)
1. Okaloosa
2. _____
3. _____
4. _____
5. _____
6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name DESTIN Year 2021
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 7-17-2024 End 7-17-2024 **Total Area Surveyed** (fill in one) _____ hectares 18.00 acres
Number of Distinct Tracts or Areas Surveyed 1
If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

Types of Survey (select all that apply): ☒archaeological ☒architectural ☐historical/archival ☐underwater ☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures

Phase I Archaeological Shovel Testing; Pedestrian Survey; Architectural Survey

Preliminary Methods (select as many as apply to the project as a whole)

☐Florida Archives (Gray Building)	☐library research- *local public*	☒local property or tax records	☒other historic maps	☐LIDAR
☐Florida Photo Archives (Gray Building)	☐library-special collection	☒newspaper files	☒soils maps or data	☐other remote sensing
☒Site File property search	☐Public Lands Survey (maps at DEP)	☒literature search	☐windshield survey	
☒Site File survey search	☐local informant(s)	☐Sanborn Insurance maps	☒aerial photography	

☐other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)	☐metal detector
☐surface collection, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒pedestrian survey
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar	☐unknown
☐shovel test 1/16"screen	☐coring	☐ground penetrating radar (GPR)	
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐LIDAR	

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☒windshield survey	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☐Yes ☐No Clear Check Boxes

Count of Previously Recorded Resources 0 **Count of Newly Recorded Resources** 1

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

N/A

List Newly Recorded Site ID#s (attach additional pages if necessary)

OK04391

Site Forms Used: ☐Site File Paper Forms ☒Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

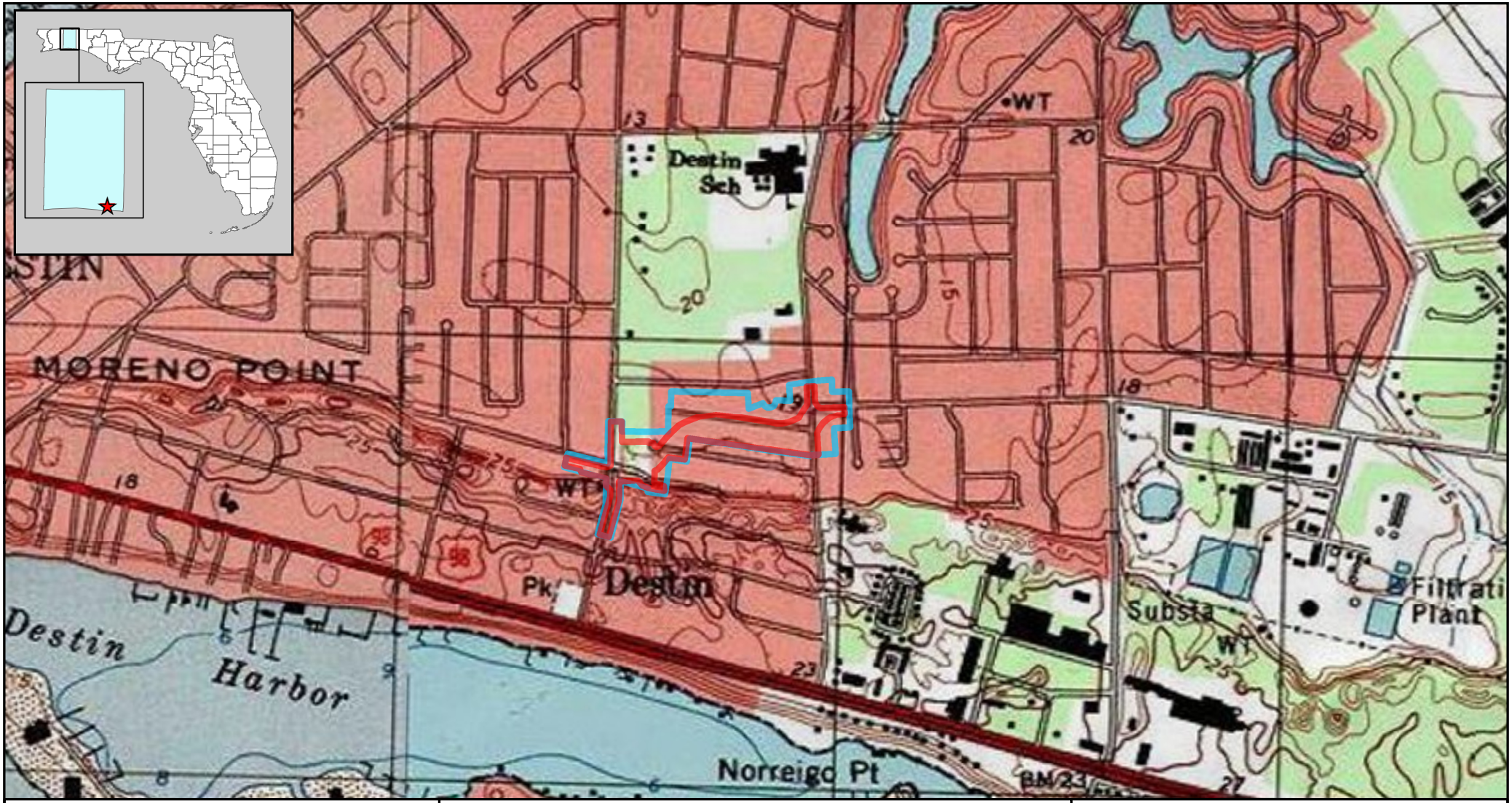
SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational ☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report ☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc ☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com



USGS Quadrangle Map
Destin, FL (1987, PR 1994)

Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive
City of Destin, Okaloosa County, Florida

0 620 Meters

02S / 22W / 19

Archaeological APE
Historic APE

Date: 9/4/2024

APPENDIX B: FMSF Site Form for 701 Legion Drive (8OK04391)

Clear Form Values

Page 1

☐ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 OK04391
Field Date 7-17-2024
Form Date 8-8-2024
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 701 Legion Drive — Multiple Listing (DHR only) _____
Survey Project Name Destin Cross Town Connector — Survey # (DHR only) _____
National Register Category (please check one) ☐building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Clear Location Values

Street Number	Direction	Street Name	Street Type	Suffix Direction
701		Legion	Drive	

Address:
Cross Streets (nearest / between) Northeast corner of Beach Drive and Legion Drive
USGS 7.5 Map Name DESTIN — USGS Date 2021 — Plat or Other Map _____
City / Town (within 3 miles) Destin — In City Limits? ☐yes ☐no ☐unknown — County Okaloosa
Township 2S — Range 22W — Section 19 — ¼ section: ☐NW ☐SW ☐SE ☐NE — Irregular-name: _____
Tax Parcel # 00-2S-22-2371-000P-0070 — Landgrant _____
Subdivision Name Spring Lake 2nd Addition — Block P — Lot 7
UTM Coordinates: Zone ☐16 ☐17 — Easting 548960 — Northing 3362896
Other Coordinates: X: 160,957.657 — Y: 712,361.582 — Coordinate System & Datum WGS 1984
Name of Public Tract (e.g., park) _____

HISTORY

Clear History Values

Construction Year: 1974 ☐approximately ☐year listed or earlier ☐year listed or later
Original Use Private Residence (House/Cottage/C — From (year): 1974 — To (year): _____
Current Use Private Residence (House/Cottage/C — From (year): _____ — To (year): 2024
Other Use _____ — From (year): _____ — To (year): _____
Moves: ☐yes ☐no ☐unknown Date: _____ — Original address _____
Alterations: ☐yes ☐no ☐unknown Date: _____ — Nature ca. 2000s - windows replaced
Additions: ☐yes ☐no ☐unknown Date: _____ — Nature _____
Architect (last name first): Unknown — Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.)

Gerald L. Keebler & Saralu Keebler 1975-1978; Marshall G. Glascock & Ruth V. Glascock 1978-1981 ; Richard E. Messick & Patricia A. Messick 1981-1992

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☐unknown Describe _____

DESCRIPTION

Clear Description Values

Style Ranch — Exterior Plan Rectangular — Number of Stories 1
Exterior Fabric(s) 1. Brick — 2. _____ — 3. _____
Roof Type(s) 1. Hip — 2. _____ — 3. _____
Roof Material(s) 1. Composition shingles — 2. _____ — 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ — 2. _____
Windows (types, materials, etc.)

Windows are replacement one-over-one vinyl single-hung sash windows.

Distinguishing Architectural Features (exterior or interior ornaments)

Inoperable shutters, wide overhanging eaves

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Not applicable

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Clear Check Boxes Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

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HISTORICAL STRUCTURE FORM

Site # OK04391

DESCRIPTION (continued)

Clear Description Values

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Slab 2. _____

Foundation Material(s): 1. Poured Concrete Footin 2. _____

Note: you may use the last box in each field to type in an answer that does not appear in the list provided

Main Entrance (stylistic details)

The main entrance includes a wood panel door with storm door set within south entrance porch.

Porch Descriptions (types, locations, roof types, etc.)

The main entrance porch is set at the south elevation beneath hip roof extension. It incorporates a concrete pad and thin pole support.

Condition (overall resource condition): ☐excellent ☐good ☐fair ☐deteriorated ☐ruinous

Narrative Description of Resource

This Ranch style residence is set on a corner lot and is of concrete block construction clad in brick and rests on a concrete slab foundation. There is a hip roof system and a one-bay garage at the southeast corner of the building.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Google Earth/Street View, historic & contemporary aerials

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

historicaerials.com. Okaloosa County (Aerials) 1969, 1983, 1985, 1994, 2010, 2015, 2019.https://www.historicaerials.com (Accessed August 8, 2024). Destin, FL 1944, 1958, 1964, 1966, 1972, 1976, 1977, 1987, 1999, 2015, 2021 (Accessed August 8, 2024).

OPINION OF RESOURCE SIGNIFICANCE

Clear Significance Values

Appears to meet the criteria for National Register listing individually? ☐yes ☐no ☐insufficient information

Appears to meet the criteria for National Register listing as part of a district? ☐yes ☐no ☐insufficient information

Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed)

701 Legion Drive is not eligible for the NRHP under Criteria A,B,C, or D as it lacks association with a particular era or person and is not a significant example of the Ranch style. This residence does not have potential to yield important information.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____

2. _____ 4. _____ 6. _____

DOCUMENTATION

Clear Documentation Values

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization ATKINS Global

Document description Field notes, maps File or accession #'s _____

2) Document type _____ Maintaining organization _____

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Sarah K. Guagnini Affiliation ATKINS Global

Recorder Contact Information (address / phone / fax / e-mail) 4030 W Boy Scout Blvd Ste 700 Tampa, FL 33607/sarah.guagnini@atkinsrealis.co

Required Attachments

❶ **USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**

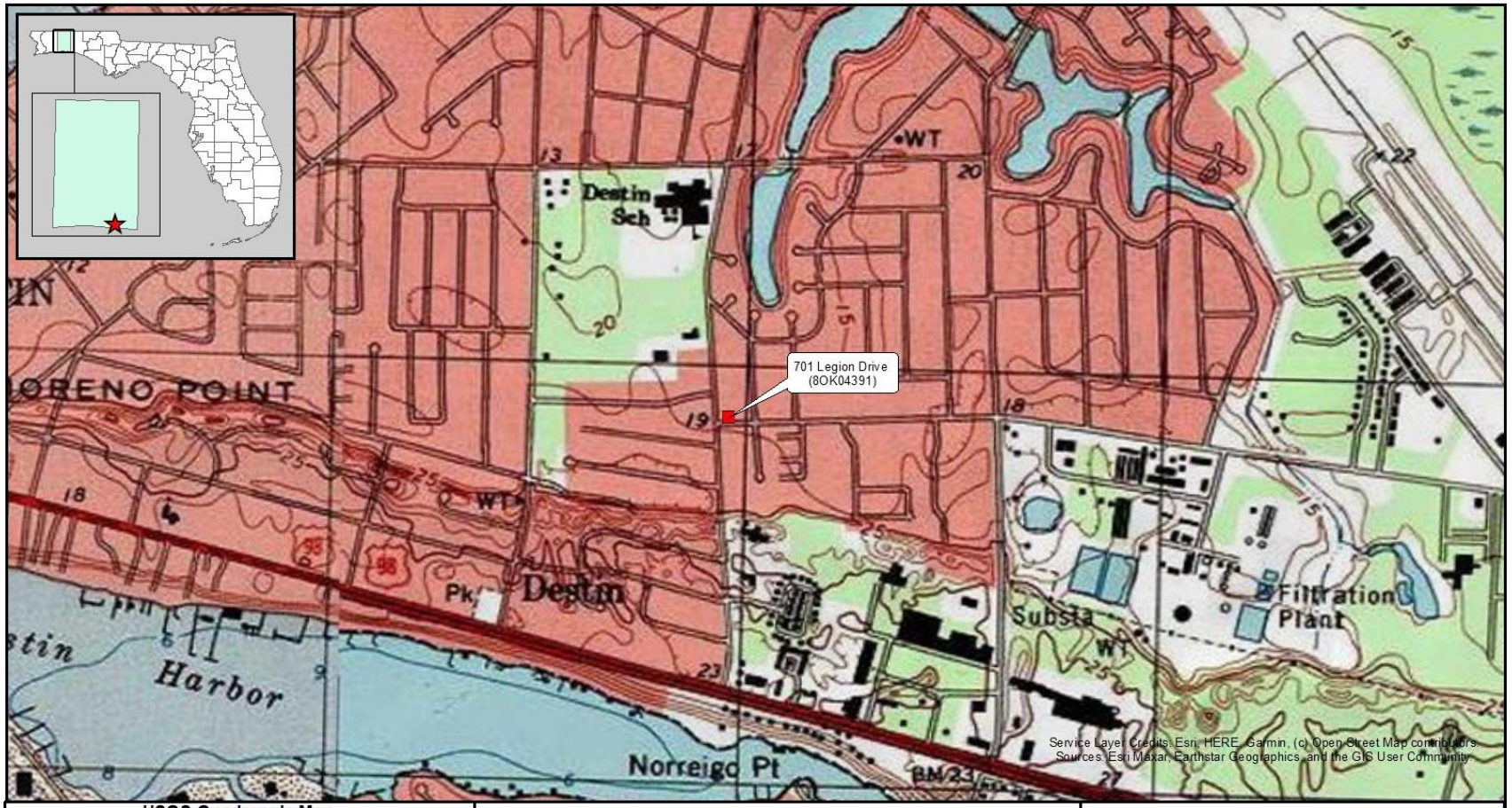
❷ **LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)

❸ **PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE**

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Aerial Map *701 Legion Drive* *(8OK04391)*	*Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive* *City of Destin, Okaloosa County, Florida*	Resource Location
0 400 Meters	*02S / 22W / 19*	

Date: 9/3/2024



USGS Quadrangle Map **Destin, FL (1987, PR 1994)** *701 Legion Drive* *(8OK04391)*	*Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive* *City of Destin, Okaloosa County, Florida*	Resource Location
0 600 Meters	*02S / 22W / 19*	

Date: 9/3/2024

Image 1: 701 Legion Drive (8OK04391), south façade and west elevation, facing east.

Image 2: 701 Legion Drive (8OK04391), west elevation, facing southeast.

Image 3: 701 Legion Drive (8OK04391), south and east elevations, facing northwest.

Image 4: 701 Legion Drive (8OK04391), southwest façade, facing north.

APPENDIX C: Notification of Consultation of Section 106 Process

AtkinsRéalis

Ms. Diane Merkel
Panhandle Historic Preservation Alliance

Notification:
Consultation of Section 106 Process for City of Destin Project: Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive; City of Destin, Okaloosa County, Florida.

Dear Ms. Merkel

03 September 2024

AtkinsRéalis
3522 Thomasville Road
Suite 500
Tallahassee, FL 32309

Tel: +1 850 575 1800
Fax: +1 850 575 0105

Direct: 850-273-7413

Joshua.Goodwin@
atkinsrealis.com

The City of Destin proposes to construct a new 0.42-mile two-lane segment of a roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive in the City of Destin, Okaloosa County, Florida. An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018. The current reevaluation is being conducted in response to design changes made to the initially proposed alignment. In compliance with Section 106 of the National Historic Preservation Act, the proposed projects have the potential to cause effects to historic properties if any such properties exist due to the nature and the scope of this undertaking. AtkinsRéalis, on behalf of the City of Destin, is attempting to identify historic properties already listed in the National Register of Historic Places (NRHP) and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed project.

The proposed project includes construction of a new 0.42-mile tow-lane segment of roadway to connect Azalea Drive at Benning Drive with legion Drive at Beach Drive. The project will provide a two-lane roadway with curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate project runoff. The current typical section includes two 11-foot travel lanes, a median width of 10 feet, one foot of paved shoulder in both directions, and a 10-foot shared-use path on either side of roadway. The 10-foot shared use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

AtkinsRéalis USA Inc.
Registered office: 4030 West Boy Scout Boulevard, Suite 700, Tampa FL 33607, United States

As defined in 36 CFR Part § 800.16(d), the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." Based on the scale and nature of the activities, the archaeological and historic APE was expanded to include the footprint of the design changes that were not covered by the previous surveys. In addition, the expanded historic APE includes parcels that are adjacent to the proposed single-lane roundabout at Beach Drive and Legion Drive, as well as parcels that are adjacent to the Destin Cross Town Connector at the north side of the proposed roadway.

The proposed project will be subject to field survey for both historic properties and archaeological sites and the Criteria of Evaluation will be applied to any identified properties in consultation with the Florida SHPO and the other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

We are aware of one previously unrecorded historic structure at 701 Legion Drive, but please advise us of any additional historic or archaeological resources of which you are aware that may be located within the APE. With your assistance, we can give these issued due consideration and integrate them into the development of the project's alignment and design.

In accordance with Section 106 of the National Historic Preservation Act, AtkinsRéalis will assess project effect to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and document these in a report. AtkinsRéalis also wishes to know of any past, present, or future local developments or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic structures as they relate to the proposed project.

Reponses would be appreciated within thirty (30) days of receipt of this Notification Letter. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

Historic and archaeological resource concerns, including cemetery and other human burials, can be addressed to Joshua Goodwin (850-273-7413 or Joshua.Goodwin@atkinsglobal.com).

Best Regards,

Josh Goodwin

Clear Form Values

Page 1

☐ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 OK04391
Field Date 7-17-2024
Form Date 8-8-2024
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 701 Legion Drive — Multiple Listing (DHR only) _____
Survey Project Name Destin Cross Town Connector — Survey # (DHR only) _____
National Register Category (please check one) ☐building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Clear Location Values

Street Number	Direction	Street Name	Street Type	Suffix Direction
701		Legion	Drive	

Address:
Cross Streets (nearest / between) Northeast corner of Beach Drive and Legion Drive
USGS 7.5 Map Name DESTIN — USGS Date 2021 — Plat or Other Map _____
City / Town (within 3 miles) Destin — In City Limits? ☐yes ☐no ☐unknown — County Okaloosa
Township 2S — Range 22W — Section 19 — ¼ section: ☐NW ☐SW ☐SE ☐NE — Irregular-name: _____
Tax Parcel # 00-2S-22-2371-000P-0070 — Landgrant _____
Subdivision Name Spring Lake 2nd Addition — Block P — Lot 7
UTM Coordinates: Zone ☐16 ☐17 — Easting 548960 — Northing 3362896
Other Coordinates: X: 160,957.657 — Y: 712,361.582 — Coordinate System & Datum WGS 1984
Name of Public Tract (e.g., park) _____

HISTORY

Clear History Values

Construction Year: 1974 ☐approximately ☐year listed or earlier ☐year listed or later
Original Use Private Residence (House/Cottage/C — From (year): 1974 — To (year): _____
Current Use Private Residence (House/Cottage/C — From (year): _____ — To (year): 2024
Other Use _____ — From (year): _____ — To (year): _____
Moves: ☐yes ☐no ☐unknown Date: _____ — Original address _____
Alterations: ☐yes ☐no ☐unknown Date: _____ — Nature ca. 2000s - windows replaced
Additions: ☐yes ☐no ☐unknown Date: _____ — Nature _____
Architect (last name first): Unknown — Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.)

Gerald L. Keebler & Saralu Keebler 1975-1978; Marshall G. Glascock & Ruth V. Glascock 1978-1981; Richard E. Messick & Patricia A. Messick 1981-1992

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☐unknown Describe _____

DESCRIPTION

Clear Description Values

Style Ranch — Exterior Plan Rectangular — Number of Stories 1
Exterior Fabric(s) 1. Brick — 2. _____ — 3. _____
Roof Type(s) 1. Hip — 2. _____ — 3. _____
Roof Material(s) 1. Composition shingles — 2. _____ — 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ — 2. _____
Windows (types, materials, etc.)

Windows are replacement one-over-one vinyl single-hung sash windows.

Distinguishing Architectural Features (exterior or interior ornaments)

Inoperable shutters, wide overhanging eaves

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Not applicable

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Clear Check Boxes Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

Florida Master Site File / Div. of Historical Resources / R. A. Gray Bldg / 500 S Bronough St., Tallahassee, FL 32399-0250
Phone **850.245.6440** / Fax **850.245.6439** / E-mail **SiteFile@dos.myflorida.com**

HISTORICAL STRUCTURE FORM

Site # 8 OK04391

DESCRIPTION (continued)

Clear Description Values

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____

Structural System(s): 1. Concrete block 2. _____ 3. _____

Foundation Type(s): 1. Slab 2. _____

Foundation Material(s): 1. Poured Concrete Footin 2. _____

Main Entrance (stylistic details)

The main entrance includes a wood panel door with storm door set within south entrance porch.

Porch Descriptions (types, locations, roof types, etc.)

The main entrance porch is set at the south elevation beneath hip roof extension. It incorporates a concrete pad and thin pole support.

Condition (overall resource condition): ☐excellent ☐good ☐fair ☐deteriorated ☐ruinous

Narrative Description of Resource

This Ranch style residence is set on a corner lot and is of concrete block construction clad in brick and rests on a concrete slab foundation. There is a hip roof system and a one-bay garage at the southeast corner of the building.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Google Earth/Street View, historic & contemporary aerials

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

historicaerials.com. Okaloosa County (Aerials) 1969, 1983, 1985, 1994, 2010, 2015, 2019.https://www.historicaerials.com (Accessed August 8, 2024). Destin, FL 1944, 1958, 1964, 1966, 1972, 1976, 1977, 1987, 1999, 2015, 2021 (Accessed August 8, 2024).

OPINION OF RESOURCE SIGNIFICANCE

Clear Significance Values

Appears to meet the criteria for National Register listing individually? ☐yes ☐no ☐insufficient information

Appears to meet the criteria for National Register listing as part of a district? ☐yes ☐no ☐insufficient information

Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed)

701 Legion Drive is not eligible for the NRHP under Criteria A,B,C, or D as it lacks association with a particular era or person and is not a significant example of the Ranch style. This residence does not have potential to yield important information.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. _____ 3. _____ 5. _____

2. _____ 4. _____ 6. _____

DOCUMENTATION

Clear Documentation Values

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization ATKINS Global

Document description Field notes, maps File or accession #'s _____

2) Document type _____ Maintaining organization _____

Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Joshua Goodwin Affiliation ATKINS Global

Recorder Contact Information 4030 W Boy Scout Blvd Ste 700 Tampa, FL 33607/sarah.guagnini@atkinsrealis.co

(address / phone / fax / e-mail)

Required Attachments

❶ **USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED**

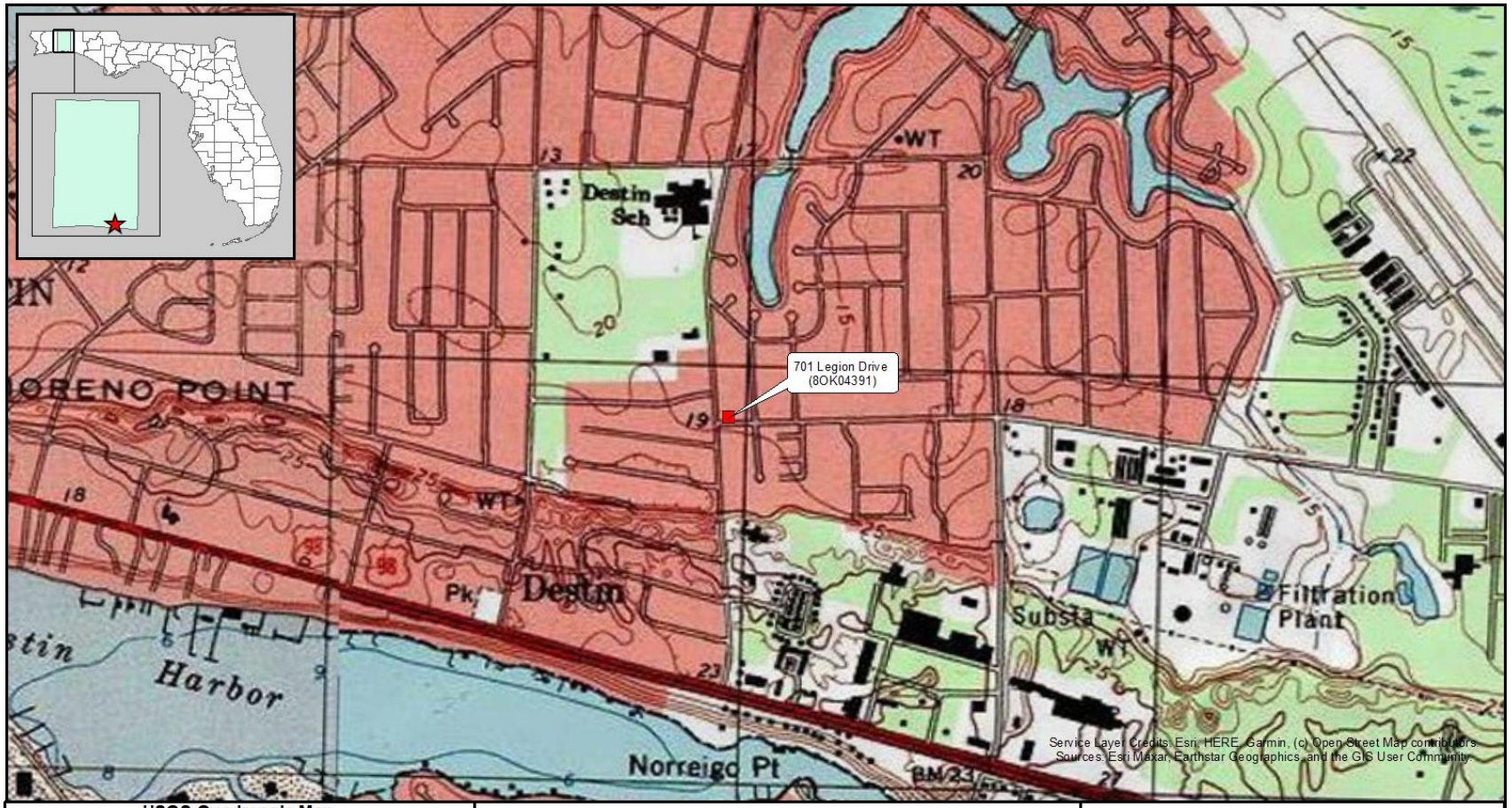
❷ **LARGE SCALE STREET, PLAT OR PARCEL MAP** (available from most property appraiser web sites)

❸ **PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE**

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Aerial Map *701 Legion Drive* *(8OK04391)*	*Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive* *City of Destin, Okaloosa County, Florida*	Resource Location
0 400 Meters	*02S / 22W / 19*	

Date: 9/3/2024



USGS Quadrangle Map **Destin, FL (1987, PR 1994)** *701 Legion Drive* *(8OK04391)*	*Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive* *City of Destin, Okaloosa County, Florida*	Resource Location
0 600 Meters	*02S / 22W / 19*	

Date: 9/3/2024

Image 1: 701 Legion Drive (8OK04391), south façade and west elevation, facing east.

Image 2: 701 Legion Drive (8OK04391), west elevation, facing southeast.

Image 3: 701 Legion Drive (8OK04391), south and east elevations, facing northwest.

Image 4: 701 Legion Drive (8OK04391), southwest façade, facing north.

Clear Form Values

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)

Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive, City of Destin, Okaloosa County, Florida.

Report Title (exactly as on title page)

CRAS Addendum, Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive, City of Destin, Okaloosa County, Florida.

Report Authors (as on title page)
1. Joshua Goodwin
2. Sarah Guagnini
3. Shannon Bruffett
4. Cassidy Rayburn

Publication Year 2024 **Number of Pages in Report** (do not include site forms) 58

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

Supervisors of Fieldwork (even if same as author) Names Joshua Goodwin

Affiliation of Fieldworkers: Organization ATKINS Global City Tallahassee

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey, architecture, etc.*)
1. Destin
2. Phase I
3. Addendum
4. CRAS
5. _____
6. _____
7. _____
8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Clear Sponsor Values

Name City of Destin Organization _____

Address/Phone/E-mail 4200 Indian Bayou Trail, Destin, Florida 32541

Recorder of Log Sheet Joshua Goodwin **Date Log Sheet Completed** 9-4-2024

Is this survey or project a continuation of a previous project? ☐No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Clear Mapping Values

Counties (select every county in which field survey was done; attach additional sheet if necessary)
1. Okaloosa
2. _____
3. _____
4. _____
5. _____
6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name DESTIN Year 2021
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 7-17-2024 End 7-17-2024 **Total Area Surveyed** (fill in one) _____ hectares 18.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

Types of Survey (select all that apply): ☒archaeological ☒architectural ☐historical/archival ☐underwater
☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures

Phase I Archaeological Shovel Testing; Pedestrian Survey; Architectural Survey

Preliminary Methods (select as many as apply to the project as a whole)

☐Florida Archives (Gray Building)	☐library research- *local public*	☒local property or tax records	☒other historic maps	☐LIDAR
☐Florida Photo Archives (Gray Building)	☐library-special collection	☒newspaper files	☒soils maps or data	☐other remote sensing
☒Site File property search	☐Public Lands Survey (maps at DEP)	☒literature search	☐windshield survey	
☒Site File survey search	☐local informant(s)	☐Sanborn Insurance maps	☒aerial photography	

☐other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)	☐metal detector
☐surface collection, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒pedestrian survey
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar	☐unknown
☐shovel test 1/16"screen	☐coring	☐ground penetrating radar (GPR)	
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐LIDAR	

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☒windshield survey	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☐Yes ☐No Clear Check Boxes

Count of Previously Recorded Resources 0 **Count of Newly Recorded Resources** 1

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

N/A

List Newly Recorded Site ID#s (attach additional pages if necessary)

OK04391

Site Forms Used: ☐Site File Paper Forms ☒Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational
☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report
☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc
☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

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Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

USGS Quadrangle Map **Destin, FL (1987, PR 1994)**	*Destin Cross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive* *City of Destin, Okaloosa County, Florida*	**Archaeological APE** **Historic APE**
N 0 620 Meters	*02S / 22W / 19*	

Date: 9/4/2024

FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

Mr. Larry Jones
City Manager of Destin
4200 Indian Bayou Trail
Destin, Florida 32541

March 12, 2025

RE: DHR Project File No.: 2024-5442
Project: *Destin Cross Town Connector*
County: Okaloosa

Mr. Jones:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, in the *National Register of Historic Places.* The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties.*

In September of 2024, AtkinsRealis, conducted the above referenced Phase I cultural resource assessment survey addendum, Destin Dross Town Connector Reevaluation from Azalea Drive at Benning Drive to Legion Drive at Beach Drive City of Destin, Okaloosa County on behalf of The City of Destin, as part of the Section 106 compliance review.

AtkinsRealis recorded one building, 8OK4391 which was determined ineligible for listing in the NRHP. Our office concurs with this determination. AtkinsRealis found that the project activities will have no effect upon historically significant properties. Our office concurs with this finding of effect.

Based on the information provided, our office concurs with the presented survey results and recommendations and determined that the proposed project will likely have no effect on historic properties. Further, we find the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions, please contact Alyssa McManus, Historic Preservationist, by email at *Alyssa.mcmanus@dos.fl.gov*, or by telephone at 850-245-6425.

Sincerely,

Timothy A Parsons, Ph.D.
Director, Division of Historical Resources
& State Historic Preservation Officer

Appendix D

Natural Resources Evaluation Technical Memorandum

DESTIN CROSS TOWN CONNECTOR REEVALUATION NATURAL RESOURCES TECHNICAL MEMORANDUM

TO:

Matt Taylor, PM

FROM	EMAIL	REF
Melanie A. Calvo	**Melanie.Calvo@atkinsrealis.com**	Natural Resources Evaluation

DATE	PHONE	CC
September 20, 2024	**410.264.8049**	**Cathie Cash and Andrea Garcia**

SUBJECT

Destin Crosstown Connector Re-evaluation- (Natural Resources Evaluation)

Project Description

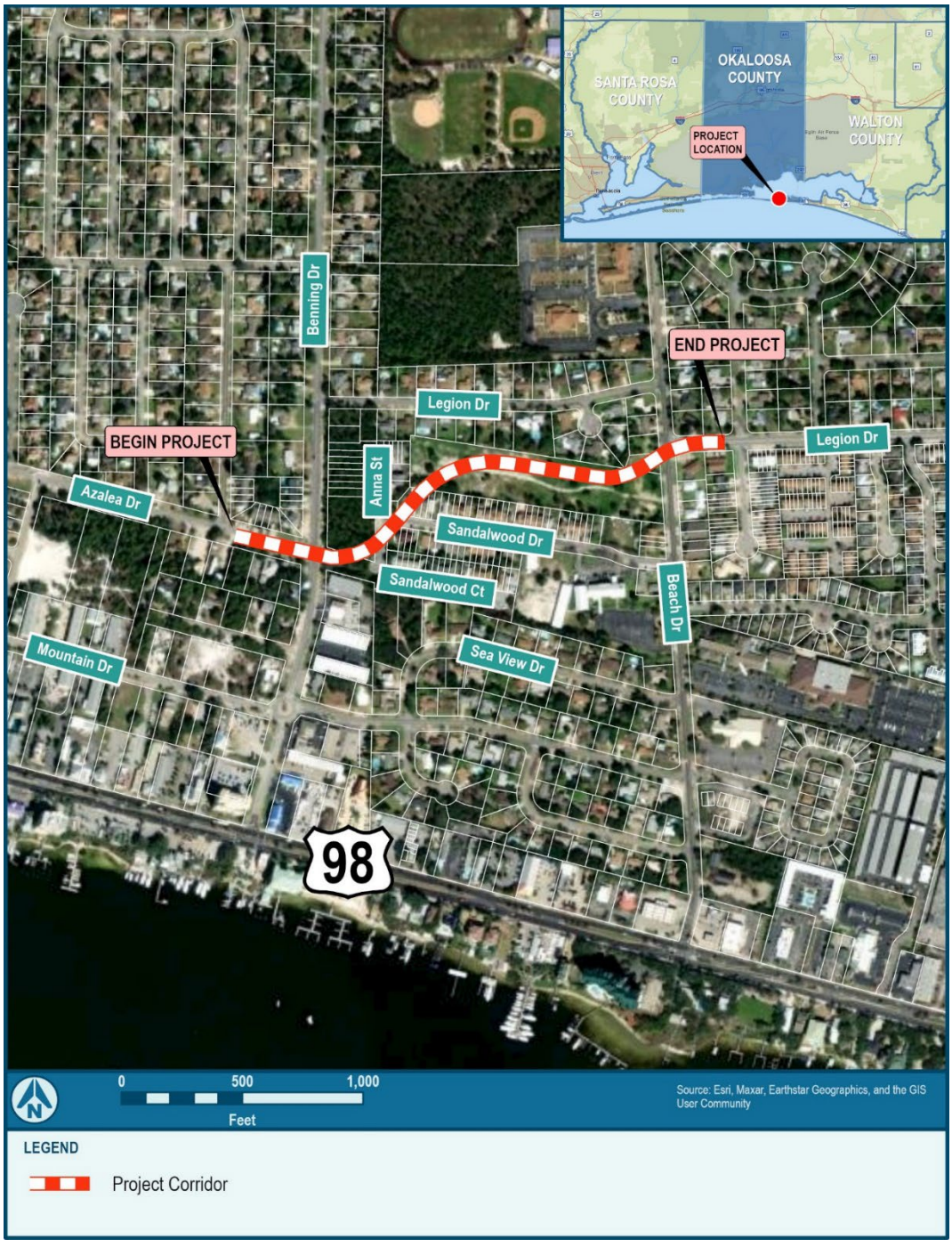
An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018 after review by the Florida Department of Transportation District 3. The proposed project is construction of a new 0.42-mile two-lane segment of roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive (see **Figure 1** Project Location Map). The new roadway segment will be classified as a major collector and would have a speed limit of 25 miles per hour (MPH).

Improvements to three existing roadways would also be required. These include: a "T" turnaround at the end of Sandalwood Drive; a new intersection between Sandalwood Court and the proposed project; and a new intersection with Anna Street and the proposed project. Both intersections would be right-in and right-out only.

The project will provide a two-lane roadway with curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate project runoff.

NATURAL RESOURCES EVALUATION TECHNICAL MEMORANDUM

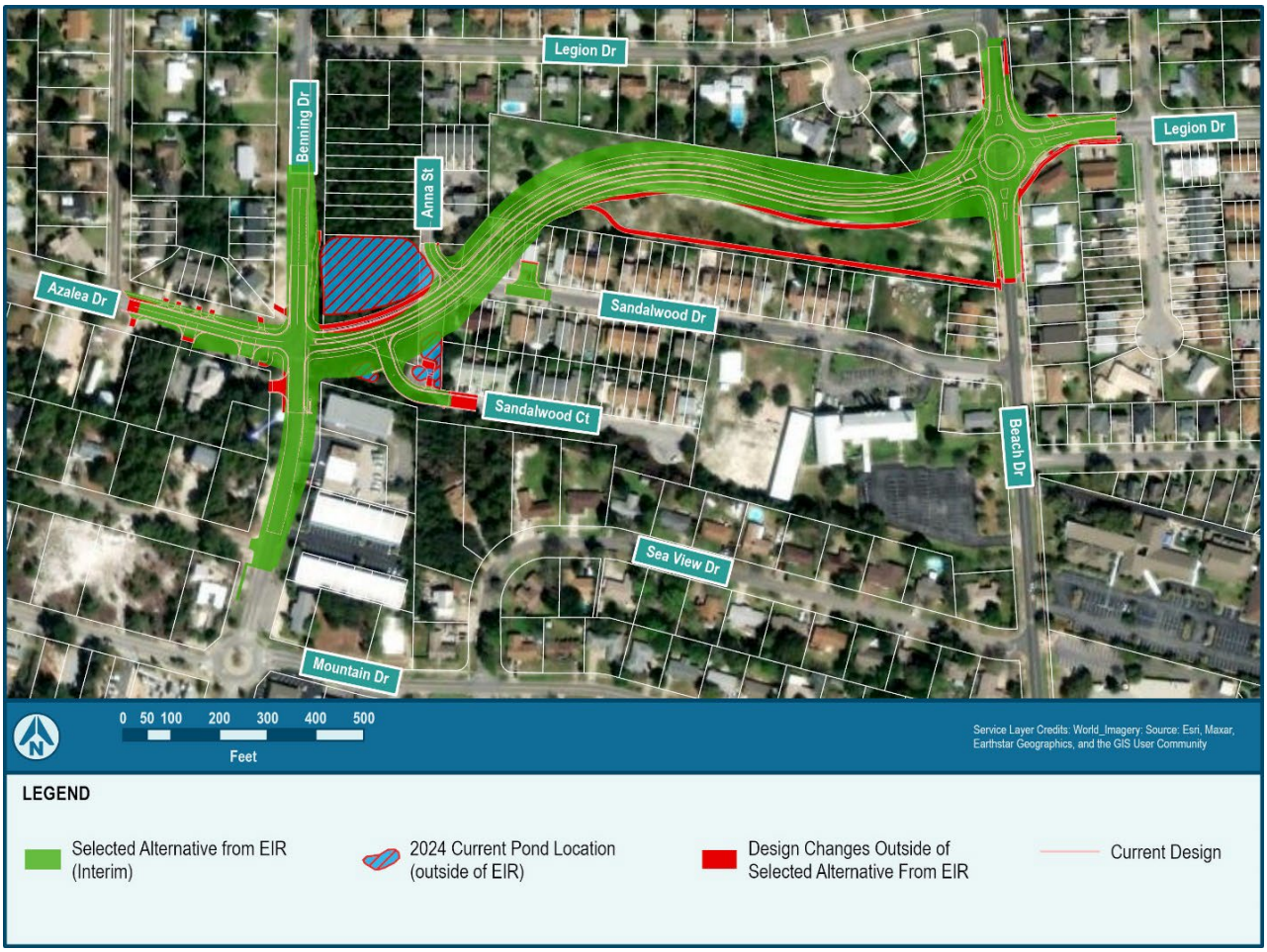
Figure 1 - Project Location Map



Major Design Changes and Revised Design Criteria

This Design Change and Construction Advertisement Reevaluation is based upon review of the Phase IV Design Plans (November 2022) in comparison with the conceptual design of the project for the EIR. The design plans are mostly consistent with the project as evaluated in the EIR. **Figure 2** below shows the project layout as designed overlain on the preliminary design evaluated in the EIR.

Figure 2 - Design Changes between the EIR Alternative and the Current Design

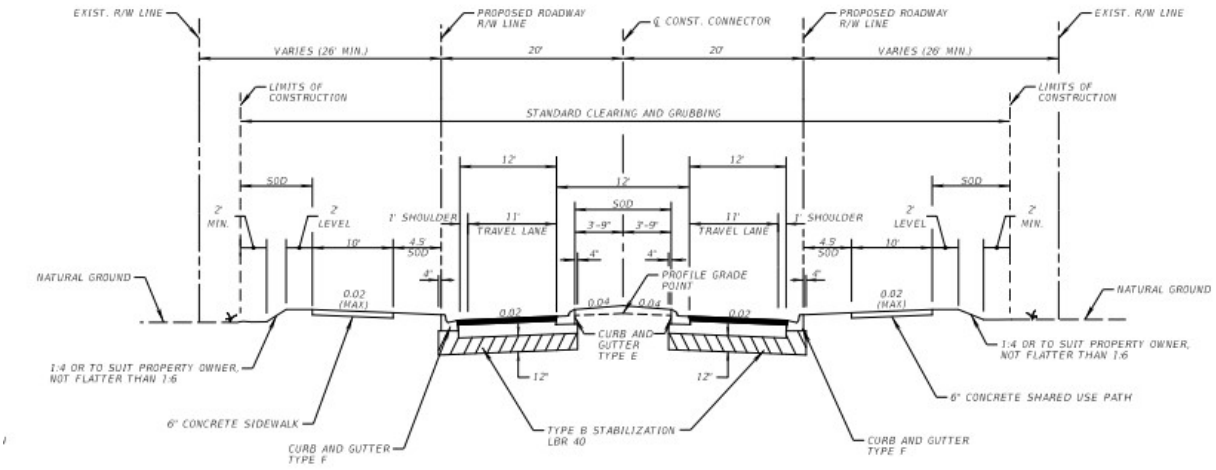


The principal design change is in the typical section. The EIR proposed an interim typical section consisting of one 11-foot travel lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. Ten-foot sidewalks were offset from the travel lanes by a six-foot buffer, all within 110 feet of right-of-way.

The current typical section (**Figure 3**) retains the two 11-foot travel lanes but differs from the EIR typical section in that it reduces the median width to 10 feet, provides 1 foot of paved

shoulder in both directions, and substitutes a 10-foot shared use path on either side of the roadway instead of the five-foot bicycle lanes. The design typical section will be constructed within the same 110-foot-wide right-of-way as originally proposed. In addition, the 10-foot shared use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

Figure 3: Destin Cross Town Corridor Typical Section



The roadway alignment is nearly identical to that shown in the EIR but has smoother curves, resulting in slight shifts from the original alignment while remaining within the original right-of-way. There will be a four-way stop intersection at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, and a single-lane roundabout at Beach Drive. Sandalwood Drive will not connect to the project, but residents will be able to access Sandalwood Drive from Beach Drive as they do now.

Stormwater treatment in the EIR consisted of the collection of stormwater run-off in a closed system to be conveyed to a retention pond for treatment; however, the location of the treatment pond was not identified. Instead, the EIR noted that the City-owned property was of sufficient size to accommodate a pond or ponds on either side of the proposed roadway to provide the required treatment. Because the environmental assessment for the EIR encompassed the entire City-owned property and no environmental impacts were identified, it was concluded that there would be no impacts from the construction of stormwater ponds.

In the Phase IV plans, stormwater will be collected by curb and gutter and conveyed to three stormwater treatment ponds at the west end of the study area. Two ponds are located on either side of Sandalwood Court at its intersection with the project and one pond is located north of the project, across from the proposed intersection of the extended Sandalwood Court with the proposed roadway. These ponds are not located on the original City-owned property evaluated in the EIR. However, the City of Destin has acquired these parcels.

Methodology

Protected Species and Habitats

This project was assessed for the presence of and suitable habitat for federal and state protected species, in addition to federally-designated Critical Habitat, in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended; Chapter 5B-40: *Preservation of Native Flora of Florida*, (FAC); Chapter 68A-27: *Rules Relating to Endangered or Threatened Species* (FAC); the Migratory Bird Treaty Act (MBTA) of 1918; Endangered, Threatened, and Commercially Exploited Plant List (Chapter 5B-40, FAC) and *Part 2, Chapter 16 - Protected Species and Habitat* of the FDOT PD&E Manual.

The study area was qualitatively evaluated using desktop analyses and results of past limited field surveys. Past analyses were reviewed, including the *Destin Cross Town Connector Endangered Species Biological Assessment Report (BA)* completed as part of the 2015 Project Development and Environment (PD&E) Study documented in the EIR and prior communications with the US Fish and Wildlife Service (USFWS) and Florida Freshwater Fish and Wildlife Conservation Commission (FWC). Because prior evaluations and current aerial and database reviews indicated few natural habitats and no new previously unevaluated habitats were introduced as part of the design changes, field investigations were not conducted as part of this current Re-evaluation.

Databases reviewed for protected species concerns included:

- USFWS GIS Databases
- Florida Department of Environmental Protection (FDEP) Land Use Data (2022)
- Google Earth Aerial (2022)
- Florida Natural Areas Inventory (FNAI) Biodiversity Matrix
- USFWS Information for Planning and Consultation (IPaC)
- Florida Geographic Data Library (FGDL)
- Florida Geographic Information Office (FGIO)
- Audubon Florida EagleWatch Nest Application (2024)
- Cornell Lab of Ornithology eBird database (2024)
- Florida Department of Agriculture and Consumer Services (FDACS) Endangered, Threatened, and Commercially Exploited Plant List (2024)

Wetlands and Other Surface Waters

Pursuant to Presidential Executive Order 11990 entitled *Protection of Wetlands*, (May 1977), the US Department of Transportation (USDOT) has developed a policy, *Preservation of the Nation's Wetlands* (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as *Part 2, Chapter 9 – Wetlands and Other Surface Waters* of the Florida Department of Transportation (FDOT) PD&E Manual, the project area was evaluated for potential impacts to wetlands and surface waters.

Background research conducted to identify the wetland communities occurring within the project area included review of the USFWS National Wildlife Inventory (NWI) (USFWS 2024), FDEP Land Use data from the Northwest Florida Water Management District (NWFWMD 2024), the Natural Resources Conservation Service (NRCS) Soil Survey for Florida (NRCS 2024), and aerial photography interpretation (2024). Field survey data from past reviews were also reviewed.

Essential Fish Habitat

The proposed improvement was evaluated for Essential Fish Habitat (EFH) in accordance with *Part 2, Chapter 17- Essential Fish Habitat* of the FDOT PD&E Manual and the requirements of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) of 1996. The EFH analysis assesses waters and substrate necessary to fish for spawning, breeding, feeding, and development to maturity. There are no estuarine or marine waters in the project action area that provide EFH. Therefore, there will be no involvement with EFH for the proposed improvement and an EFH assessment is not required or included.

Results of Prior Evaluation

Protected Species and Habitats

The 2015 BA included the following federally listed species as potentially occurring in the project area and a 300-ft buffer comprising the study area: the Gulf sturgeon (*Acipenser oxyrinchus desotoi*), eastern indigo snake (*Drymarchon couperi*), and Chockawhatchee beach mouse (*Peromyscus polionotus allophrys*). The gopher tortoise (*Gopherus polyphemus*) at that time was included as a candidate species for federal listing. The 2015 BA also included three species of sea turtles (green sea turtle [*Caretta caretta*], loggerhead sea turtle [*Chelonia mydas*], and leatherback sea turtle [*Dermochelys coriacea]*). The following potentially occurring state-listed faunal species were included in the 2015 BA: least tern (*Sternula antillarum*), Florida burrowing owl (*Athene cunicularia floridana*), black skimmer (*Rhychops niger*), and gopher tortoise.

Potential habitat for protected species described in the study area in the 2015 BA primarily consists of open (vacant) land within an urban area with street patterns but without structures. Under the FDOT Florida Land Use, Cover and Forms Classification System (FLUCFCS) (1999), this area is classified as FLUCFCS 190. This area was historically a mobile home park abandoned since 2010. Vegetation noted in the 2015 ESBAR included typical ruderal grasses and forbs with scattered sand pine and sand live oak. Small areas of sand pine flatwoods (FLUCFCS 4111) were observed within the western portion of the study area and at the juncture of Azalea Drive and Benning Drive. There was no other undeveloped uplands or aquatic, marine, shoreline, sand dune or surface water habitats documented within or immediately adjacent to the project study area. No federal plants were listed as potentially occurring in the project study area.

Due to the lack of impact to suitable habitat for species identified in databases as potentially occurring in the proposed project area, the 2015 BA proposed that there was "*no effect*" on federal-

or state-listed faunal species or their habitats. Although the 2015 BA was reviewed by the USFWS at that time, an official concurrence was not received. However, in a phone conversation with Harold Mitchell (USFWS) on July 27, 2015, the USFWS stated their agreement with effect findings.

The 2015 BA also evaluated 19 plant species listed on the FNAI Biodiversity Matrix as having the potential to occur within the study area. However, the study area was determined to lack suitable habitat for any of the plant species considered, and there were no historic observations of species within the study area. Therefore, the BA concluded that there is "no effect anticipated" on state protected plant species and "*no effect*" to federally protected plant species.

In comments submitted in response to the State Clearinghouse review period for the 2015 PD&E Study, the Florida Fish and Wildlife Conservation Commission (FWC) recommended that sea turtle-friendly lighting be utilized along the roadway. However, in accordance with the *Okaloosa County Code of Ordinances 2018-07*, sea-turtle friendly lighting is only required in the Sea Turtle Conservation Zone which is south of US 98 and not within the study area. Further, the City of Destin's *Land Development Code 7.17* indicates that sea-turtle friendly lighting is required in areas within the Coastal Construction Control Line which runs along the shoreline south of US 98 and is also not within the study area. Therefore, sea turtle-friendly lighting is not anticipated to be required for this project.

Wetlands and Other Surface Waters

In the 2015 PEIR and BA, reviews of the USFWS NWI database, the NWFWMD land use data (1995), aerial reviews (2010, 2013, 2015), and field surveys during the 2015 PD&E study documented no wetlands or OSWs in the study area, including within the pond site areas.

Evaluation of Changes in Impacts

Protected Species and Habitats

A review of potential habitat available for protected species was conducted by reviewing recent aerials (2022). The majority of the project area remains developed lands (residential, commercial, industrial, transportation). As documented previously, there is an open area (FLUCFCS 190-open land, urban) in the proposed study area and a wooded area (FLUCFCS 411- Pine Flatwoods) located in the northeast juncture of Azalea Drive and Benning Drive. The pine flatwoods area will be impacted by the largest of the three proposed ponds. The remainder of the corridor consists primarily of developed residential, commercial and industrial properties adjacent to the roadway corridors. The roadway right-of-way is primarily maintained, flat upland areas with some scattered trees. There are no new habitat types in the 2024 Re-evaluation study area that were not previously evaluated.

A list of potentially occurring species was developed using the most recent data from the USFWS IPaC, the FNAI Biodiversity Matrix, and the Florida list of Endangered, Threatened, and

Commercially Exploited Plants (FDACS). **Table 1** below provides a summary of species anticipated as well as their prior effect determinations from the 2015 BA and updated effect determinations based on the Phase IV plans.

Although there is federally designated Critical Habitat for the gulf sturgeon and the West Indian manatee, the federally designated Critical Habitat for the two species does not overlap the study area. Therefore, there is no impact or effect to federally designated Critical Habitat.

Table 1 Federal and State Listed Species that May Occur Within or Near to the Destin Cross Town Connector Study Area

Species		Listing Status (2015)	Listing Status (2024)	Suitable Habitat Present (Yes/No)	Evaluated in BA 2015 (Yes/No)	Effect Determination BA 2015	Effect Determination 2024
Mammals							
*Peromyscus polionotus allophrys**	Choctawhatchee Beach Mouse	FE	FE	No	Yes	No Effect	No Effect*
Perimyotis subflavus	Tricolored Bat	None	PFE	Yes	No	N/A	N/A
Trichechus manatus	West Indian Manatee	FT	FT	No	No	N/A	No Effect
Fish							
*Acipenser oxyrinchus desotoi***	Gulf Sturgeon	FT	FT	No	Yes	No Effect	No Effect
Reptiles							
Gopherus polyphemus	Gopher Tortoise	C,ST	ST	Yes	Yes	No Effect Anticipated	No Adverse Effect Anticipated
Drymarchon corais couperi	Eastern Indigo Snake	FT	FT	Yes	Yes	No Effect	May Affect, Not Likely to Adversely Effect
*Chelonia mydas**	Green Sea Turtle	FE	FT	No	Yes	No Effect	No Effect
*Dermochelys coriacae**	Leatherback Sea Turtle	FE	FE	No	Yes	No Effect	No Effect
*Caretta caretta**	Loggerhead Sea Turtle	FT	FT	No	Yes	No Effect	No Effect
Macrochelys temminckii	Alligator Snapping Turtle	None	PT	No	No	N/A	N/A
Birds							
Athene cunicularia floridana	Florida Burrowing Owl	SSC	ST	Yes	Yes	No Effect Anticipated	No Adverse Effect Anticipated
Haliaeetus leucocephalus	Bald Eagle	BGEPA, MBTA	BGEPA, MBTA	Yes	Yes	No impact anticipated	No impact anticipated
Laterallus jamaicensis jamaicensis	Eastern Black Rail	None	FT	No	No	N/A	No Effect
Sternula antillarium	Least Tern	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Rhynchops niger	Black Skimmer	SSC	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Insect							
Danaus Plexippus	Monarch Butterfly	None	C	Potential	No	N/A	N/A
Plants							

Species		Listing Status (2015)	Listing Status (2024)	Suitable Habitat Present (Yes/No)	Evaluated in BA 2015 (Yes/No)	Effect Determination BA 2015	Effect Determination 2024
Asclepius viridula+	Southern Milkweed	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Calamovilfa curtissi	Curtiss' Sandgrass	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Chrysopsis gossypina cruiseana	Cruise's Goldenaster	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Chrysopsis godfreyi+	Godfery's Goldenaster	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Euphorbia telephioides+	Telephus Spurge	FT	FT	No	Yes	No Effect	No Effect
Hymenocallis henryae+	Panhandle Spider Lily	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Linum westii	West's Flax	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Litsea aestivalis	Pondspice	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Lupinus westianus	Gulf Coast Lupine	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Pinguicula primuliflora	Primrose-flowered Butterwort	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Platanthera integra	Yellow Fringeless Orchid	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Polygonella macrophylla	Large-leaved Jointweed	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Rhexia parviflora	Small-flowered Meadowbeauty	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
*Rhexia salicifolia***	Panhandle Meadowbeauty	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Ruellia noctiflora+	White-flowered Wild Petunia	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Sarracenia leucophylla	White Top Pitcher - plant	SE	SE	No	Yes	No Effect Anticipated	No Effect Anticipated
Tephrosia mohrii	Pineland Hoary-pea	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Xyris scabrifolia	Harper's Yellow-eyed Grass	ST	ST	No	Yes	No Effect Anticipated	No Effect Anticipated
Lichen							

Species		Listing Status (2015)	Listing Status (2024)	Suitable Habitat Present (Yes/No)	Evaluated in BA 2015 (Yes/No)	Effect Determination BA 2015	Effect Determination 2024
Cladonia perforata	Perforate Reindeer Lichen	FE	FE	No	Yes	No Effect	No Effect

Notes:
All federally listed species are protected by the state as federally designated species.
*Not listed on USFWS IPaC in 2024 as potentially occurring in the area
**USFWS has designated Critical Habitat for the West Indian Manatee and Gulf Sturgeon but the study area does not overlap with the Critical Habitat for these species.
+ Plant species is not known to occur in Okaloosa County as per the DOACS.
FE - Federally Endangered FT - Federally Threatened PFE – Proposed Federally Endangered PFT – Proposed Federally Threatened
MBTA - Migratory Bird Treaty Act BGEPA - Bald and Golden Eagle Protection Act
SE - State Endangered ST - State Threatened SSC - State Species of Special Concern
C – Candidate for Federal Listing
.

Federally Protected Species

A review of aerial maps and sources relevant to the evaluation of protected species, such as the USFWS IPaC, the FNAI Biodiversity Matrix, Audubon Eaglewatch, and *Ebird.org* databases was conducted for the proposed project, including pond site locations. Based on the lack of suitable habitat, an effect determination of "*no effect*" is proposed to remain valid for the federally listed Gulf sturgeon (no aquatic habitat impacted), Chockawhatchee beach mouse (no coastal scrub or dune habitat impacted; not shown on current USFWS IPaC report), and sea turtles (no aquatic habitat impacted). In addition to the species previously included in the 2015 BA, the federally listed eastern black rail (*Laterallus jamaicensis jamaicensis*), wood stork (*Mycteria americana*), and West Indian manatee (*Trichechus manatus*) were indicated in the 2024 USFWS IPaC review as potentially occurring in the area. However, due to a lack of suitable habitat (wetland or aquatic habitats) in the study area, an effect determination of "*no effect"* is also proposed for these three species. However, the project was determined to have suitable although sub-optimal habitat within the study area for the federally listed eastern indigo snake. The USFWS Eastern Indigo Snake Effect Determination key was utilized to propose the updated effect determination for the eastern indigo snake. The City of Destin will utilize the Standard Protection Measures for the Eastern Indigo Snake. Based on the key (A>B>C>NLAA), with the use of the protection measures, the effect determination was modified to "*may affect, but is not likely to adversely affect*" the eastern indigo snake. Because the effect determinations for federally listed species were proposed to be "*no effect*" or "*may affect, not likely to adversely affect*" based on the use of an USFWS effect determination key, consultation with the USFWS is not anticipated to be required.

In addition, three species proposed for listing or candidates for listing were added to the USFWS IPaC as potentially occurring in the project area - the tricolored bat (*Perimyotis subflavus*), a proposed endangered species; the alligator snapping turtle (*Macrochelus terminckii*), a proposed threatened species; and the monarch butterfly (*Danaus plexippus*), a candidate species. As proposed species for listing or candidate species, consultation for those species is not required at this time. However, should they be listed in future phases prior to or including construction, consultation would become a requirement. As proposed listed species, the tricolored bat and alligator snapping turtle may be listed within the year, although there is no time certain known for listing. There is no suitable habitat for the alligator snapping turtle; therefore, further action is not required for it as there are no potential impacts to the alligator snapping turtle.

The tricolored bat was proposed for listing as endangered by the USFWS on September 13, 2022. Suitable habitat, although suboptimal habitat, is present for the tricolored bat. During the spring, summer, and fall, tricolored bats primarily roost among live and dead leaf clusters of live or recently dead deciduous hardwood trees, Spanish moss (*Tillandsia usneoides*) and lichens. They will also roost within artificial roosts like barns and beneath porches, roofs, bridges and concrete culverts during the spring, summer, and fall. Female tricolored bats exhibit high site fidelity, returning year after year to the same summer roosting locations. Female tricolored bats form maternity colonies and switch roost trees regularly, while the males roost singly. During the winter, tricolored bats hibernate in caves and mines; although, in the southern United States, where caves are sparse, tricolored bats often hibernate in road associated culverts and bridges, as well as sometimes in tree cavities and abandoned water wells. There are no structures, bridges or culverts in the project area that would provide suitable foraging or nesting habitat for the tricolored bat. The pine flatwoods area at the juncture of Azalea Drive and Benning Drive is mostly comprised

of pine trees and shrubby underbrush, which are not preferred nesting habitat. There are sporadic deciduous trees in the open area and occasionally in or adjacent to the corridor that may provide suitable habitat for nesting. Therefore, if the tricolored bat is officially listed by the USFWS as Threatened or Endangered, and the project may affect the species or remove trees that would be suitable habitat, it is recommend that the City of Destin initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species. No action is required at this time for the species.

The monarch butterfly was identified as a candidate species for protection under the ESA by the USFWS on May 3, 2022. After a thorough review of the best available scientific and commercial information, the Service found that listing the monarch butterfly as an endangered or threatened species is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. The monarch butterfly does not have designated Critical Habitat. Within North America, the monarch butterfly is a highly migratory species which typically winters in Mexico. This species requires a diversity of blooming nectar resources but of particular importance is milkweed (*Asclepias* spp.). Swamp milkweed (*Asclepias incarnata*) is a microhabitat requirement for this species to both deposit eggs and as a larval nutrition source. Swamp milkweed is typically found in wetland habitats, including wet ditches. There are no wet roadside ditches in the Study Area, and the roadside is largely mowed and maintained. The potential for occurrence of the monarch butterfly is considered "low" based on the limited suitable habitat. As this species is currently a candidate species, consultation for this species is not required at this time. If the monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, it is recommended that the City of Destin initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species. However, no action is required unless the monarch butterfly's status changes to listed.

One federally protected plant species was indicated as having the potential to occur based on the FNAI Biodiversity Matrix – the telephus spurge (*Euphorbia telephioides*). However, the telephus is not listed as occurring in Okaloosa County on the FDACS Endangered, Threatened and Commercially Exploited Plant List. In addition, no suitable habitat (wet flatwoods) is in the study area. Therefore, there is "*no effect*" anticipated to the telephus spurge.

State-Listed Species

The state-listed least tern and black skimmer effect determinations are proposed as "no effect anticipated", consistent with the 2015 BA, as there is no suitable habitat for them in the study area. However, although no gopher tortoise or their burrows, or burrowing owl or their burrows were observed during past field reviews, it was determined that there was suitable although sub-optimal habitat within the study area for these species. It is recommended that future phases of the project include 100% gopher tortoise surveys in accordance with FWC guidelines. If gopher tortoises or

their burrows are observed, permitting and relocation should be initiated as required. With this provision in place, there is "no adverse effect anticipated" to the gopher tortoise. Likewise, if burrowing owls are observed, it is recommended that the City of Destin coordinate with FWC to determine the appropriate actions. With this provision in place, there is "no adverse effect anticipated" to the Florida burrowing owl.

The 2015 BA evaluated 19 plant species that based on FNAI had the potential to occur within the study area. However, the study area was determined to lack suitable habitat for any of the plant species considered. There are no historic observations of species within the study area. Two state-listed threatened species, the Gulf Coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrophylla*) were historically documented within a mile of the proposed study area; however, the study area lacks suitable habitat for these species. No protected species were observed in surveys conducted in July 2014. Because of a lack of suitable habitat for the protected plant species within the study area, there is "no effect anticipated" on state-listed plant species.

Other Species

Although the bald eagle (*Haliaeetus leucocephalus*) is no longer federally listed and afforded protection by the ESA of 1973, protection for the species is provided through the Migratory Birds Program per the MBTA and Bald and Golden Eagle Protection Act (BGEPA). Bald eagles are also no longer state-listed. There are no documented nests within 660 ft of the study area according to the Audubon Florida EagleWatch database and the eBird database. No nests were identified within the proposed improvement during field reviews. However, prior to construction, surveys should be conducted for the bald eagle to assure that none have moved within 660 feet of the project area since those earlier field reviews.

Wetlands and Other Surface Waters

Updated reviews of the USFWS NWI database, the NWFWMD land use data aerial reviews (2010, 2013, 2015, 2022) and aerials on google earth (2022) of the Re-evaluation study area verified that no wetlands or OSWs are in the study area, including in pond site areas. There are also no existing stormwater management facilities, including roadside ditches, in the project area.

The project will have no impact to wetlands or OSWs.

Changes in Commitments/Mitigation

The following commitments were included in the Final Environmental Impact Report (EIR) for Wildlife and Habitat and recommended to remain as commitments to prevent adverse effects to protected species.

1) Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

2) Protected plant species are not anticipated to be in the project area. However, should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will be contacted and afforded an opportunity to transplant them.

In addition to the prior commitments, the following additional commitments are recommended.

1) If the tricolored bat is listed by the USFWS as Threatened or Endangered and the project may affect the species or remove trees that would be suitable habitat, the City of Destin would initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species. No action is required at this time for the species.

2) If the monarch butterfly (*Danaus plexippus*) is listed by USFWS as Threatened or Endangered and the project may affect the species, the City of Destin will initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

3) If burrowing owls are observed in future phases of the project, the City of Destin would coordinate with FWC to determine the appropriate actions. With this provision in place, there is "no adverse effect anticipated" to the Florida burrowing owl.

4) The City of Destin will utilize the *Standard Protection Measures for the Eastern Indigo Snake.*

5) The City of Destin will conduct bald eagle nest surveys during the bald eagle nesting season prior to construction to assure no bald eagle nests are within 660 feet of an area proposed for construction activity. If a nest is observed, appropriate coordination will take place with the USFWS for the protection of the nest.

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Appendix E

Noise Study Report Technical Memorandum

DESTIN CROSS TOWN CONNECTOR REEVALUATION TECHNICAL MEMORANDUM

TO:

Matt Taylor, PM

FROM	EMAIL	REF
<Bryant Brantley>	<Bryant.Brantley@atkinsrealis.com>	Traffic Noise Revaluation Technical Memorandum
DATE	**PHONE**	**CC**
<August 1, 2024>	(850) 580-7983	Cathie Cash and Andrea Garcia

SUBJECT

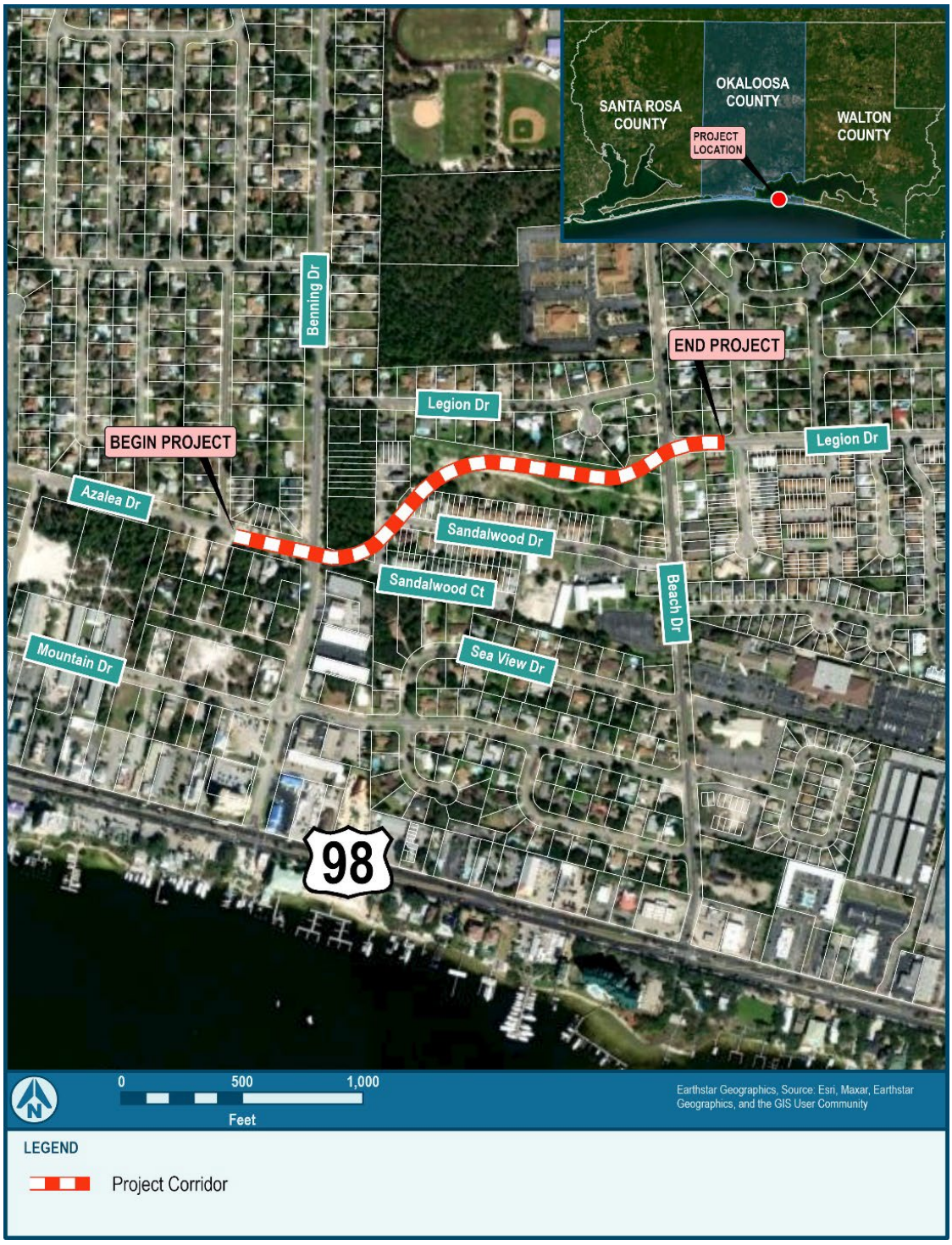
Destin Crosstown Connector Reevaluation – Traffic Noise Technical Memorandum

Project Description

An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018 after review by the Florida Department of Transportation (FDOT) District 3. The proposed action involves the construction of a new 0.42-mile two-lane segment of roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive (see **Figure 1**). The construction of this roadway segment would create a continuous east-west roadway (known as the Destin Cross Town Connector) that would serve as an alternate route to SR 30/US 98 (Harbor Boulevard) for local traffic. This alternate route would begin at the Stahlman Road intersection with SR 30/US 98 (Harbor Boulevard), continue along Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then using the missing segment provided by this project, extend from Benning Drive to the intersection of Beach Drive with Legion Drive. The route would then continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way). Alternately, traffic could follow Airport Drive past Commons Boulevard to the Airport Drive intersection with SR 30/US 98 (Harbor Boulevard). The new roadway segment will be classified as a major collector and would have a speed limit of 25 miles per hour (MPH).

The proposed roadway will provide a two-lane roadway with median and curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate stormwater runoff.

Figure 1 - Project Location Map



Major Design Changes and Revised Design Criteria

This Design Change and Construction Advertisement Reevaluation is based upon review of the Phase IV Design Plans in comparison with the conceptual design of the project for the EIR. The design plans are mostly consistent with the project as evaluated in the EIR. **Figure 2** below shows the project layout as designed overlain on the preliminary design evaluated in the EIR.

The principal design change is in the typical section. The EIR proposed an interim typical section consisting of one 11-foot travel lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. Ten-foot sidewalks were offset from the travel lanes by a six-foot buffer, all within 110 feet of right-of-way.

The current typical section retains the two 11-foot travel lanes, but differs from the EIR typical section in that it eliminates the bicycle lanes providing one-foot paved shoulders before the curb and gutter instead and reducing the median width from 37.5 feet to 10 feet. Bicycles and pedestrians will be accommodated with a 10-foot shared use path on either side of the roadway instead of the five-foot bicycle lanes. This typical section will be constructed within the same 110-foot-wide right-of-way as originally proposed. In addition, the 10-foot shared use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

The roadway alignment is nearly identical to that shown in the EIR but has smoother curves, resulting in slight shifts from the original alignment while remaining within the original right-of-way. There will be a four-way stop intersection at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, and a single-lane roundabout at Beach Drive. Sandalwood Drive will not connect to the project, but residents will be able to access Sandalwood Drive from Beach Drive as they do now.

Stormwater treatment in the EIR consisted of the collection of stormwater run-off in a closed system to be conveyed to a retention pond for treatment; however, the location of the treatment pond was not identified. Instead, the EIR noted that the City-owned property was of sufficient size to accommodate a pond or ponds on either side of the proposed roadway to provide the required treatment. Because the environmental assessment for the EIR encompassed the entire City-owned property and no environmental impacts were identified, it was concluded that there would be no impacts from the construction of stormwater ponds.

In the Phase IV plans, stormwater will be collected by curb and gutter and conveyed to three stormwater treatment ponds at the west end of the study area. Two ponds are located on either side of Sandalwood Court at its intersection with the project and one pond is located north of the project, across from the proposed intersection of the extended Sandalwood Court with the proposed roadway. These ponds are not located on the original City-owned property evaluated in the EIR.

Figure 2 - Design Changes between the EIR Alternative and the Current Design

Methodology/Assumptions

This highway traffic noise study reevaluation was completed in accordance with Title 23, Code of Federal Regulations, Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise following methodology and procedures established by the FDOT in the PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (July 2023), and the FDOT Traffic Noise Modeling and Analysis Practitioners Handbook (December 2018).

Noise level predictions were produced using the FHWA's Traffic Noise Model (TNM), version 2.5.

Noise Metrics

Noise levels developed for this traffic noise study reevaluation are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear to typical traffic noise levels. All reported noise levels are hourly equivalent noise levels [Leq(h)], unless otherwise specified. The Leq(h) is defined as the equivalent steady-state sound level that, in an hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period. Use of these metrics is consistent with the requirements of 23 CFR 772.

Traffic Data

Traffic data is of primary importance in a traffic noise prediction model. FDOT traffic data for the existing [2024], No-Build [2042], and Build [2042] EIR Selected Alternative conditions are valid from the original EIR study and used in this noise study reevaluation. Please refer to the *Destin Cross Town Connector Noise Study Report (NSR)* [Section 2.2 and Appendix A] for traffic data reference.

Traffic Noise Analysis Update

A building permit review was performed on June 20, 2024, to determine if additional noise sensitive sites need to be analyzed in the project area. A development will be deemed to be permitted if the local agency with jurisdiction (i.e., the City of Destin) has granted a building permit for a specific structure associated with a noise sensitive land use such as residential, school, place of worship, medical facility, institutional, prior to the project's Date of Public Knowledge. No additional noise sensitive sites were identified through this building permit review.

Measured Noise Levels Update

Existing (i.e., ambient) noise monitoring was performed to establish present-day noise levels for all receptors, since the Destin Cross Town Connector is a new alignment and traffic noise is not a prevalent noise source at noise sensitive areas along the entire Preferred Alternative. Noise monitoring was performed at representative locations to establish existing conditions where traffic noise is a minor component of the noise environment or where traffic data is not available to predict traffic noise originating from a nearby road. Because this project is a new alignment, TNM modeling was not performed for Existing and No-Build scenarios where traffic noise was not a dominant source of noise. Previously, ambient noise monitoring was performed in July 2015 to establish background noise levels. Due to the time lapse between then and the present, additional ambient noise monitoring was performed on August 8, 2024.

Noise monitoring followed the procedures documented in FHWA's Measurement of Highway-Related Noise. Ambient noise measurements were taken at two sites (shown as MS#1 and MS#2 in the *Destin Cross Town Connector NSR*) using a Casella CEL-246 sound level meter, which was calibrated using a Casella CEL-120 calibrator. Ambient noise monitoring results are provided in **Table 1**. Non-highway-traffic noise sources during each monitoring event were noted to ensure a reasonable existing condition was captured (e.g., characteristics of vegetation, presence of wildlife, types of man-made noise sources, etc.). Common natural noise sources included birds and man-made noises include lawn maintenance equipment (lawn mower, blower, etc.), airplanes, and traffic. The ambient noise monitoring field sheets are included in **Appendix A**.

Table 1 - Ambient Noise Monitoring

Monitoring Site	Event	Duration	Date	Time	LEQ	Average LEQ dB(A)	Field Notes
M1	1	10 mins.	8/8/2024	9:32 AM	55.9	56.0	Distant lawn maintenance
	2	10 mins.	8/8/2024	9:43 AM	56.1		Distant lawn maintenance
	3	10 mins.	8/8/2024	9:53 AM	56.2		Distant lawn maintenance, birds
M2	4	10 mins.	8/8/2024	10:14 AM	56.8	56.9	Traffic, lawn maintenance and airplane in the distance, birds
	5	10 mins.	8/8/2024	10:24 AM	57.2		Distant traffic, birds, airplane in the distance
	6	10 mins.	8/8/2024	10:34 AM	56.7		Distant traffic and airplane

Due to the relatively high ambient levels and low predicted noise levels from traffic, it was determined that the traffic is not the dominant noise source. This is one of the rare cases where existing noise levels and predicted noise levels should be and have been added together for the 2042 Build EIR Selected Alternative. If this is not done, the 2042 Build EIR Selected Alternative noise levels would show a decrease over the No Build Alternative, which would present a false scenario. The formula to add these together can be seen in **Appendix C**.

Evaluation of Changes in Impacts

Noise abatement measures must also be considered when a substantial increase in traffic noise is predicted to occur as a direct result of a transportation project. FDOT defines a substantial increase as 15 dB(A) or more above existing conditions. A substantial increase typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project).

An evaluation of substantial increases was performed for this PD&E reevaluation. Each noise sensitive site was assigned an existing noise level based on a representative monitoring station's average measured ambient noise level (see Measured Noise Levels Update) and is provided in **Table 1** and **Appendix A**. As shown in **Appendix B**, substantial increases in traffic noise are/are not expected as a result of this project.

Noise levels were predicted at 36 receptor points representing 92 residences. For the year 2042 Build EIR Selected Alternative, noise levels are not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at any residence within the project limits. Based on the noise analyses performed to date, there appear to be no impacted areas within the project that require abatement consideration.

Based on the noise analyses performed to date, traffic noise impacts are not predicted to occur as a result of the project's current design. Therefore, noise barriers are not recommended for further evaluation as part of this project currently.

Please refer to Table 3-4 in the *Destin Cross Town Connector NSR* for the Design Year Noise Contours as these do not change.

Changes in Commitments/Mitigation

No changes in commitments or mitigation are necessary currently due to fact that noise levels are not predicted to approach, meet, or exceed the NAC at any residence within the project limits for the 2042 EIR Selected Alternative. Based on the noise analyses performed to date, there appear to be no impacted areas within the project that require abatement consideration.

References

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DESTIN CROSS TOWN CONNECTOR REEVALUATION TECHNICAL MEMORANDUM

APPENDICES

APPENDIX A Ambient Monitoring Field Sheets
APPENDIX B Predicted Noise Levels
APPENDIX C Decibel Addition Formula

APPENDIX A

Ambient Monitoring Field Sheets

Measured Noise Levels and Traffic Data for Validation

Project	Destin Cross Town Connector (Reevaluation)
Date	8/8/24
Name of Observer(s)	Bryant Brantley
Wind Speed	0-2 mph
Temperature	85°
Humidity	62%
Cloud Cover	Minimal / Clear
Feet from Edge of Pavement	Approximately 495 ft
X,Y, Z	1340003.268, 513332.905, 22
Sound Level Meter Model/Serial #	Casella CEL-120
Calibration Performed	Yes, 114.0
Site #	MS #1

Repetition	File Name	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Sound Level dB(A)
1	Ambient	9:32							55.9
2	↓	9:43							56.1
3		9:53							56.2

Repetition	Notes
1	Lawn equipment (mower, blower, etc) @ 1:45, 2:03 - 3:34, (background noise at a distance [unknown distance])
2	Lawn equipment @ 0:31 - 10:00 mins
3	Lawn equipment @ 2:11 - 6:42 mins, birds @ 7:48

Measured Noise Levels and Traffic Data for Validation

Project	Destin Cross Town Connector (Reevaluation)
Date	8/8/24
Name of Observer(s)	Bryant Brantley
Wind Speed	0-5 mph
Temperature	86°
Humidity	62%
Cloud Cover	Minimal
Feet from Edge of Pavement	Approximately 390 ft
X,Y, Z	1340528.984, 513324.343, 22
Sound Level Meter Model/Serial #	Casella CEL-120
Calibration Performed	Yes, 114.0
Site #	MS #2

Repetition	File Name	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Sound Level dB(A)
1	Ambient ↓	10:14							56.8
2		10:24							57.2
3		10:34							56.7

Repetition	Notes
1	Traffic, Lawn equipment @ 1:10, birds @ 7:32,
2	Distant traffic, birds @ 2:47, airplane @ 8:11,
3	Distant traffic (ongoing), airplane @ 2:37, 5:26,

APPENDIX B

Predicted Noise Levels

Predicted Noise Levels

Receptor Identification	Number of Residences Represented	2024 Existing (dBA)	2042 No-Build (dBA)	2042 Build EIR Selected Alternative (dBA)	Impact	
					Substantial Increase	NAC
R1	6	56.0	56.0	57.5	No	No
R2*	4	56.0	56.0	60.0	No	No
R3	3	56.0	56.0	57.4	No	No
R4	3	56.0	56.0	56.9	No	No
R5*	6	56.0	56.0	65.0	No	No
R6	6	56.0	56.0	57.6	No	No
R7	6	56.9	56.9	57.8	No	No
R8	6	56.9	56.9	57.8	No	No
R9	6	56.9	56.9	57.8	No	No
R10	2	56.9	56.9	61.8	No	No
R11	3	56.9	56.9	59.8	No	No
R12	4	56.9	56.9	58.3	No	No
R13	2	56.9	56.9	58.7	No	No
R14	3	56.9	56.9	61.0	No	No
R15	4	56.9	56.9	60.4	No	No
R16	1	56.9	56.9	59.9	No	No
R17	1	56.9	56.9	60.1	No	No
R18	1	56.9	56.9	58.3	No	No
R19	1	56.9	56.9	59.6	No	No
R20	1	56.9	56.9	60.1	No	No
R21	1	56.9	56.9	59.2	No	No
R22	1	56.9	56.9	58.6	No	No
R23	1	56.9	56.9	58.9	No	No
R24	1	56.9	56.9	58.6	No	No
R25	1	56.9	56.9	58.9	No	No
R26	1	56.0	56.0	58.6	No	No
R27	1	56.0	56.0	58.6	No	No
R28	1	56.0	56.0	58.9	No	No
R29	1	56.0	56.0	59.0	No	No
R30	1	56.0	56.0	59.0	No	No
R31	1	56.0	56.0	58.7	No	No
R32	1	56.0	56.0	58.3	No	No
R33	1	56.0	56.0	58.0	No	No
R34	6	56.0	56.0	57.4	No	No
R35	2	56.0	56.0	58.2	No	No
R36	2	56.0	56.0	60.1	No	No

*Relocations in the 2042 Build EIR Selected Alternative.

APPENDIX C

Decibel Addition Formula

The reported decibel levels are part of the exponents highlighted by yellow in the following equation. The exponent is the dB(A) noise level divided by 10.

Example: adding 55.1 dB(A) to 52.2 dB(A)

1055.1/10 + 1052.2/10 = 323,593.6569 + 165,958.6907= 489,552.3476

Converting back to dB(A): (Log(489,552.3476)) * 10 = 56.8 dB(A)

Hence, 55.1 dB(A) + 52.2 dB(A) = 56.8 dB(A)

Appendix F

Contamination Screening Evaluation Technical Memorandum

DESTIN CROSS TOWN CONNECTOR REEVALUATION TECHNICAL MEMORANDUM

TO:

Matt Taylor, PM

FROM	EMAIL	REF
<Bryant Brantley>	<Bryant.Brantley@atkinsrealis.com>	Contamination Screening Evaluation Report
DATE	**PHONE**	**CC**
<August 1, 2024>	(850) 580-7983	Cathie Cash and Andrea Garcia

SUBJECT

Destin Cross Town Connector Design Change and Construction Authorization Re-evaluation – Contamination Screening Re-evaluation Technical Memorandum

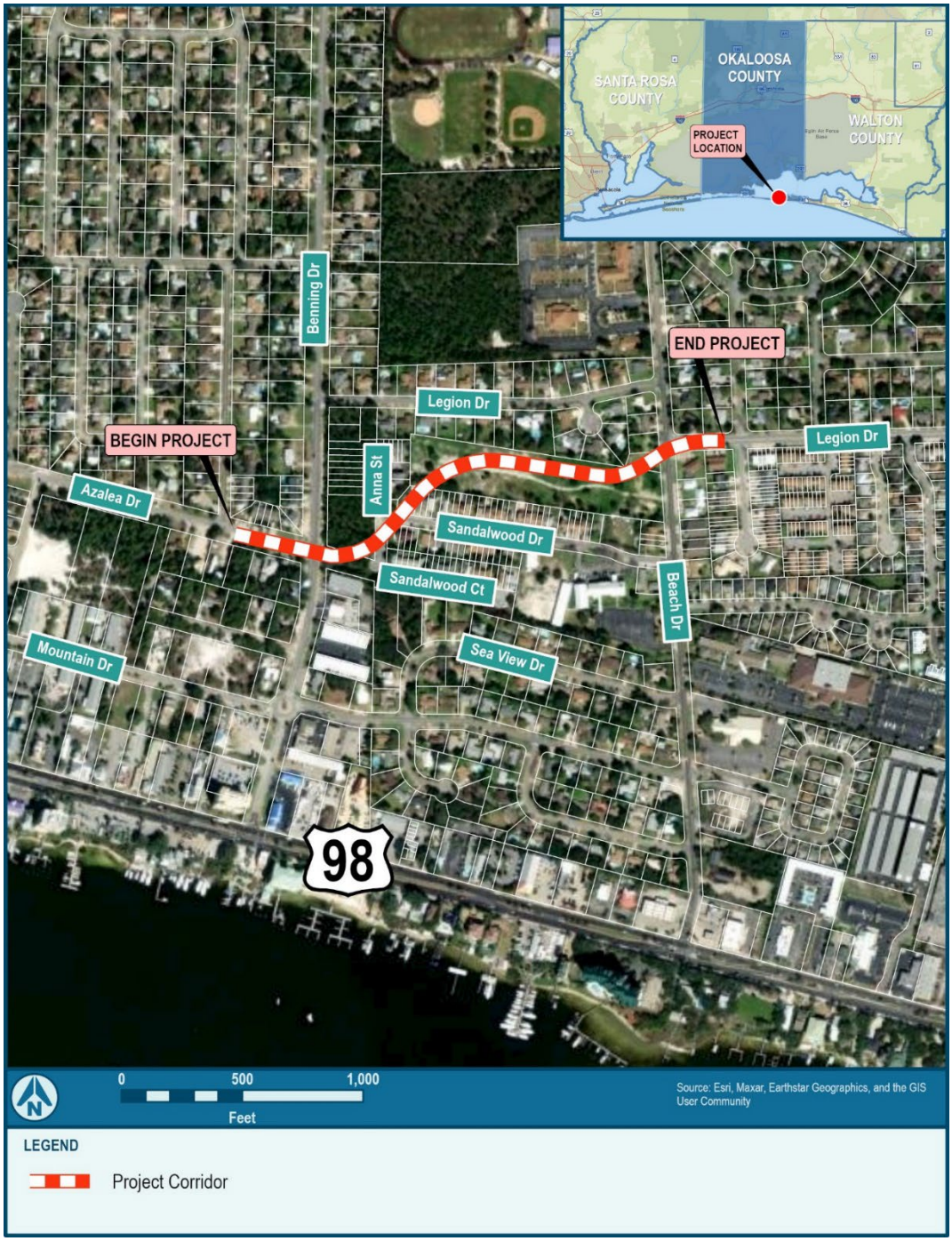
Project Description

An Environmental Impact Report (EIR) for the proposed action was approved by the City of Destin in September 2018 after review by the Florida Department of Transportation District 3. The proposed project is construction of a new 0.42-mile two-lane segment of roadway to connect Azalea Drive at Benning Drive with Legion Drive at Beach Drive (see **Figure 1** Project Location Map). The new roadway segment will be classified as a major collector and would have a speed limit of 25 miles per hour (MPH).

Improvements to three existing roadways would also be required. These include: a "T" turnaround at the end of Sandalwood Drive; a new intersection between Sandalwood Court and the proposed project; and a new intersection with Anna Street and the proposed project. Both intersections would be right-in and right-out only.

The project will provide a two-lane roadway with curb and gutter, a standard four-leg intersection at Azalea Drive/Benning Drive, a single-lane roundabout intersection at Legion Drive/Beach Drive, a multi-use trail on both sides of the road, and a closed drainage collection system that discharges to retention ponds to treat and attenuate project runoff.

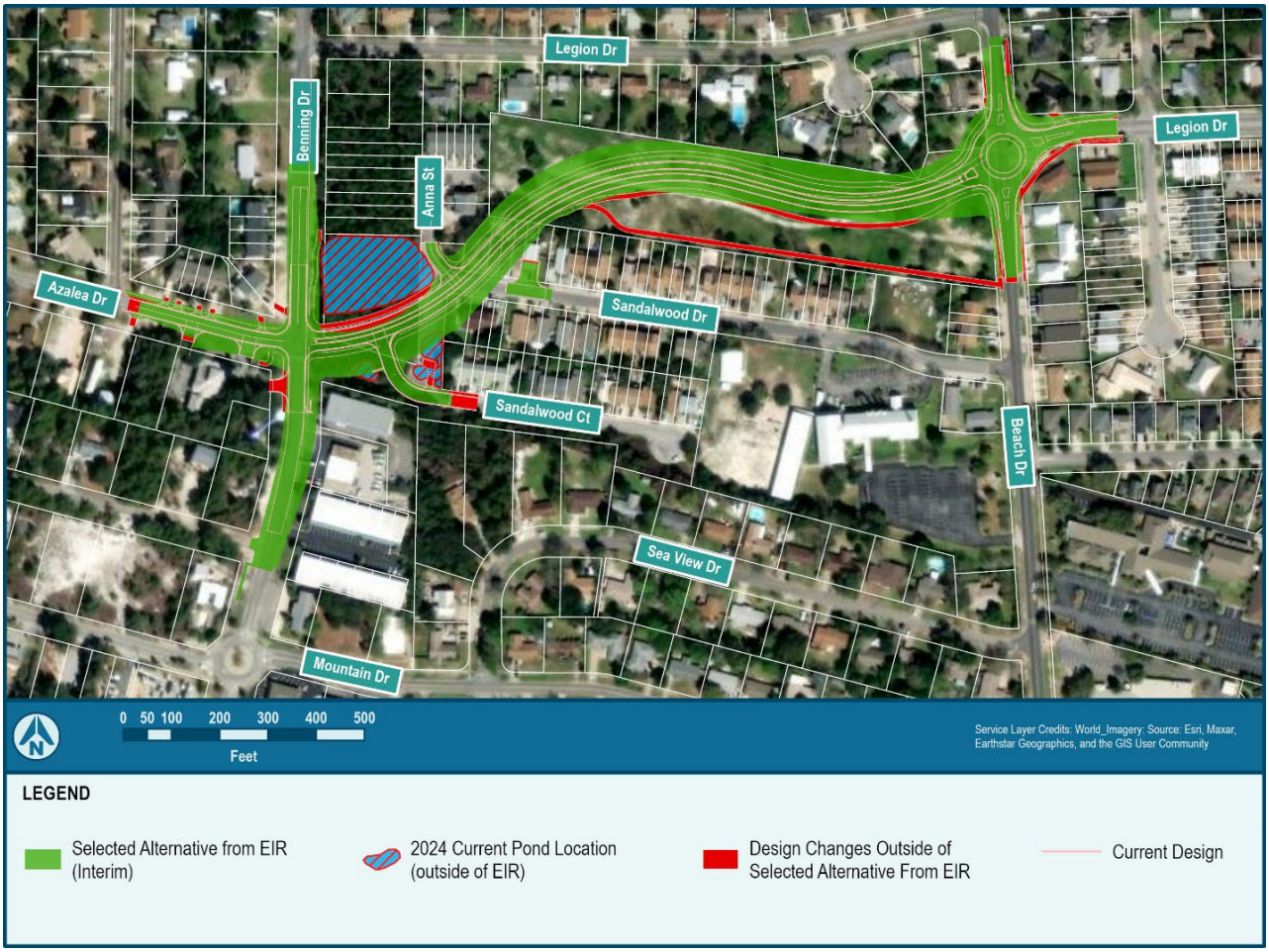
Figure 1 - Project Location Map



Major Design Changes and Revised Design Criteria

This Design Change and Construction Advertisement Reevaluation is based upon review of the Phase IV Design Plans (November 2022) in comparison with the conceptual design of the project for the EIR. The design plans are mostly consistent with the project as evaluated in the EIR. **Figure 2** below shows the project layout as designed overlain on the preliminary design evaluated in the EIR.

Figure 2 - Design Changes between the EIR Alternative and the Current Design

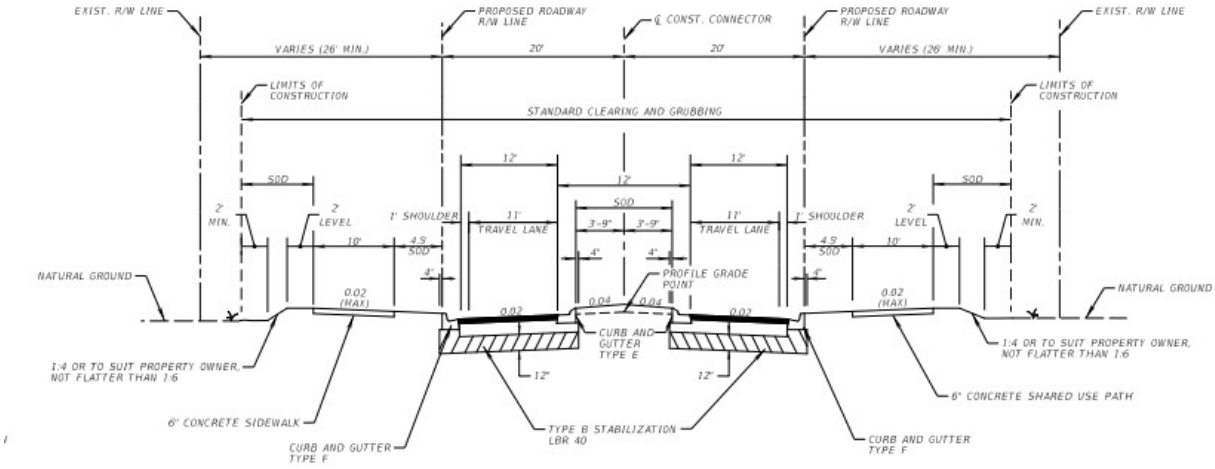


The principal design change is in the typical section. The EIR proposed an interim typical section consisting of one 11-foot travel lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. Ten-foot sidewalks were offset from the travel lanes by a six-foot buffer, all within 110 feet of right-of-way.

The current typical section (**Figure 3**) retains the two 11-foot travel lanes but differs from the EIR typical section in that it reduces the median width to 10 feet, provides 1 foot of paved shoulder in both directions, and substitutes a 10-foot shared use path on either side of the roadway instead of the five-foot bicycle lanes. The design typical section will be constructed within the same 110-foot-wide right-of-way as originally proposed. In addition, the 10-foot

shared use path on the south side of the road diverges to follow the southern property line of the large City-owned parcel to Beach Drive.

Figure 3: Destin Cross Town Corridor Typical Section



The roadway alignment is nearly identical to that shown in the EIR but has smoother curves, resulting in slight shifts from the original alignment while remaining within the original right-of-way. There will be a four-way stop intersection at Benning Drive, right-in and right-out intersections at Sandalwood Court and Anna Street, and a single-lane roundabout at Beach Drive. Sandalwood Drive will not connect to the project, but residents will be able to access Sandalwood Drive from Beach Drive as they do now.

Stormwater treatment in the EIR consisted of the collection of stormwater run-off in a closed system to be conveyed to a retention pond for treatment; however, the location of the treatment pond was not identified. Instead, the EIR noted that the City-owned property was of sufficient size to accommodate a pond or ponds on either side of the proposed roadway to provide the required treatment. Because the environmental assessment for the EIR encompassed the entire City-owned property and no environmental impacts were identified, it was concluded that there would be no impacts from the construction of stormwater ponds.

In the Phase IV plans, stormwater will be collected by curb and gutter and conveyed to three stormwater treatment ponds at the west end of the study area. Two ponds are located on either side of Sandalwood Court at its intersection with the project and one pond is located north of the project, across from the proposed intersection of the extended Sandalwood Court with the proposed roadway. These ponds are not located on the original City-owned property evaluated in the EIR. However, the City of Destin has acquired these parcels.

Methodology/Assumptions

This reevaluation of the Destin Cross Town Connector Contamination Screening Evaluation Report was completed in accordance with Part 2, Chapter 20 of the FDOT *Project Development and Environment Manual* (July 2023).

Evaluation of Changes in Impacts

The *Contamination Screening Evaluation Report* (CSER, January 2016) and the *Environmental Impact Report* (EIR, June 6, 2018) identified four potential contamination sites in the study area (**Figure 4**).

Figure 4 Potential Contamination Sites

The four sites identified are:

1. Time Saver 10-Minute Oil Center
2. NAPA Auto Parts
3. O'Reilly Auto Parts
4. City of Destin Hurricane Debris Staging Area

Each site was evaluated for the likelihood of the project having involvement with contamination based on FDOT's risk rating categories of: "High", "Medium", "Low", and "No" risk. Since no "High" or "Medium" ranked sites were identified along the project, no Level II investigations were necessary. Of the four sites, one (Time Saver 10-minute Oil) was rated "Low" risk and the remaining three were rated "No" risk due to their distance from the project and/or lack of evidence for contamination. The EIR determined that there was "No Involvement" regarding contamination for this project.

The project corridor was reviewed again for this re-evaluation in May 2022 using the FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The ETDM EST Physical – Contamination Waste map database layers were reviewed to identify potential contamination sites. There were no substantial changes to the status of the four potential contamination sites identified in the CSER. The City of Destin Hurricane Debris Staging Area has obtained pre-authorization from, and has been inspected by, the Florida Department of Environmental Protection (FDEP) annually since 2015. The site has always received approval for debris placement, however, it has not yet been used for debris placement. It remains ranked "No".

The Time Saver 10 Minute Oil & Lube Center has not been inspected by FDEP since 2010 (as discussed in the CSER). Further, it is located more than 500 feet from the project. It remains ranked "Low" risk. There were no EST data for the other two "No" risk ranked sites (NAPA Auto Parts and O'Reilly Auto Parts) and they remain ranked "No" risk both due to their distance from the project and their risk rating.

Changes in Commitments/Mitigation

No changes in commitments or mitigation are necessary due to fact that there will be no involvement with known contamination sites.

References

City of Destin, *Destin Cross Town Connector Contamination Screening Evaluation Report*, January 2016.

Florida Department of Transportation. *Project Development and Environmental Manual*, Part 2, Chapter 20, July 1, 2023.

ITEM # 2025-477

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.B.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Daniel Butler, Principal Planner
David Prichard, Community Development Director

DATE: April 17, 2025

SUBJECT: Morgan Sports Center – A Minor Deviation to a Major Development Order (DEV-001549-2025)

I. BACKGROUND: The City of Destin is requesting approval of a Minor Deviation to Major Development Order application (DEV-001549-2025). The subject project is located at 3950 Commons Drive West (Parcel ID: 00-2S-22-2300-000F-0020), also known as Morgan Sports Center. The Morgan Sports Center is a $3.7 million facility which opened in October 2000 with four regulation softball fields, two baseball fields, three soccer/football fields, a children's playground, a disc golf course, half-court basketball, a concession stand with restrooms, batting cages, exercise trail, a sand volleyball court, and two separate parking lots.

The TRC approved development project scope includes the replacement of the existing maintenance building with an 1,800 square foot facility, the construction of an 1,843 square foot field house with restrooms, the replacement of the 1,960 square foot batting cages, the relocation of a maintenance shed, the demolition of another shed, and providing appropriate ADA access where required.

II. DISCUSSION: M. Scott Jenkins, on behalf of the City of Destin, is requesting approval for a Minor Deviation to a Major Development Order (DO-99-38). The project incorporates updates to the Morgan Sports Center. The upgrades will include the replacement of the existing maintenance building with an 1,800 square foot facility, the construction of an 1,843 square foot field house with restrooms, the replacement of the 1,960 square foot batting cages, the relocation of a maintenance shed and the demolition of another and providing appropriate ADA access where required. Morgan Sports Complex is a City of Destin Park located at 3950 Commons Drive West (Parcel ID: 00-2S-22-2300-000F-0020), totaling approximately 25.68 acres in total.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE

The subject property is within the **Town Center Commons Planning Area**. Also, the property has a Future Land Use Map Designation of Recreation (REC) and a Zoning Designation of Recreation (REC)**.** The proposed use is consistent with these land use regulations. The project, as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review and meets the minimum requirements. This project's scope supports the current recreational land use and does not add any additional uses.

LAND USE

All other amusement and recreation industries are an appropriate use within the **REC** future land use designation and a permitted use within the **REC** zoning district.

EXISTING USES

Recreational Amenities:

- 4 softball fields
- 3 soccer/football fields
- 2 baseball fields
- Exercise Trail
- Playground
- Concessions Stand with Restrooms
- Batting Cages
- Disc Golf Course
- 2 Separate Parking Lots
- Half-Court Basketball

PROPOSED USE

No Change from Existing Uses

- A field house with restrooms will be added. This structure will provide storage for additional sporting/field equipment. This and all other work within the scope of this project supports the current existing uses.

INTENSITY

Maximum allowed: 0.20 FAR
Provided: 0.005 FAR

HEIGHT

Maximum allowed: 35' / 3 stories
Approved: 12' / 1 stories

SETBACKS

Required: None
Proposed: Front: 153'
Side: 10.3'
Rear: 469.1'

OPEN SPACE
Minimum required: 25%
Provided: 79%

PLATTING
There is no platting associated with this application.

CONCURRENCY MANAGEMENT
Concurrency requirements have been met:

Traffic: Signed March 24, 2025
Stormwater Management: Signed April 15, 2025
Potable Water/Sanitary Sewer: Signed April 14, 2025
Solid Waste: Signed March 10, 2025

AIRPORT PROTECTION
The subject site is located within the airport protection area. All lights or illumination used in conjunction with streets, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from a public airport or in the vicinity thereof. Additionally, no operations shall produce smoke, glare or other visual hazards within three statute miles of any usable runway of the Destin Executive Airport. With the proximity to the airport, all contractors that require a crane to hang any material will need to apply for an ASN.

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

TRANSPORTATION ANALYSIS
The proposed improvements will be made while adhering to the current rules and regulations outlined by the Destin Comprehensive Plan and Land Development Code. The proposed development does not generate any additional trips but is rather an improvement to the existing site to support its current uses. Therefore, no net change in project trips will be generated. The analysis is consistent with the standards outlined in ***LDC Section 6.05.05*** and meets de minimis criteria outlined in ***Comprehensive Plan Policy 12-4.1.4(C)(5).***

RIGHT-OF-WAY DEDICATION
The project does not include any right-of-way dedication.

INGRESS/EGRESS
Vehicular access to the property is provided by two-way access from both the Commons Drive West and Indian Bayou Trail public rights-of-way (ROW).

PEDESTRIAN NETWORK
The project provides a complete pedestrian network as required in ***LDC 8.09.03.A(6)***. A continuous on-site internal sidewalk is provided throughout the development.

PARKING

No Change from DO-99-38. Required vehicle parking spaces for neighborhood park uses:

Minimum: 1 handicap parking spot per park.

Other considerations:
Soccer = (18 per team x 2) x 3 fields = 108 spots
Baseball = (15 per team x 2) x 2 fields = 60 spots
Softball = (16 per team x 2) x 4 fields = 128 spots
Umpires = 2 per field x 9 = 18 spots
Coaches = 1 per field x 9 = 9 spots

TOTAL: 323
TOTAL REQUIRED: 1 space, including 1 handicapped
TOTAL PROVIDED: 351 spaces, including 14 handicapped spaces

UTILITIES

All new utilities are required to be underground.

STORMWATER

The City Manager's stormwater designee approved the stormwater plan on April 15, 2025.

REFUSE COLLECTION

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

WHITE SANDS ZONE

The proposed project is located within White Sand Zone 2. Therefore, only white sand, sandy soil which is indigenous to Zone 2, or other sandy soil which is as light or lighter than the undisturbed indigenous soil on site may be used as a fill material during construction, per ***LDC Section 11.07.02.B***. Prior to bringing any fill onto the site, the applicant shall provide Staff with a sample of the proposed fill for review and approval.

LANDSCAPING

DO-99-38 conditions apply. No trees are proposed for removal during this project.

SIGNS

No signs were reviewed for permitting or compliance with the Development Order application. All proposed signs must be permitted through a sign permit and shall comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

IMPACT FEES

Given that this is a City project, there will be no impact fees assessed.

OTHER FEES NONE

PUBLIC COMMENTS

Staff have not received any comments about this project from the public.

A. Link to Strategic Goals / Objectives: II. Enhanced quality of life and safety for families
III. Economic development and revitalization
IV. Effective, efficient, and aesthetically pleasing infrastructure
V. A green and sustainable environment

B. Effect on Budget (EOB): The project has already been budgeted for by the City of Destin.

C. Level of Service (LOS): There will be minimal to no impact on the surrounding level of service.

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: The City of Destin is requesting approval of a Minor Deviation to a Major Development Order. The project scope includes replacement of the existing maintenance building with an 1,800 square foot facility, the construction of an 1,843 square foot field house with restrooms, the replacement of the 1,960 square foot batting cages, the relocation of a maintenance shed, the demolition of another shed, and providing appropriate ADA access where required.

IV. RECOMMENDED MOTION: I move that the City Council approve Morgan Sports Center Upgrades, a Minor Deviation to a Major Development Order, as presented.

ALTERNATIVE MOTION:

I move that the City Council approve with conditions/approve with modifications/deny Morgan Sports Center Upgrades, a Minor Deviation to a Major Development Order.

Attachments:

1. A. Batting Cage Plans
2. B. Field House Plans
3. C. Maintenance Building Plans
4. D. Civil Plans
5. E. Morgan Sports Center DO-99-38
6. F. Boundary Survey
7. G. Stormwater Plan
8. H. Stormwater CEC
9. I. Traffic CEC
10. J. Traffic Letter
11. K. Solid Waste CEC
12. L. Sewer and Water CEC
13. M. Lease (proof of ownership)
14. N. Fire District Letter
15. O. Morgan Sports Center Upgrades, DRAFT DO-25-08

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E-001 LEGEND AND NOTES.DWG

ELECTRICAL LEGEND

'B' (2#12 & 1#12 GND–1/2"C)	A–1 ADJACENT TO ARROW INDICATES HOMERUN OF CIRCUIT NO. 1 TO PANEL A; "B" INDICATES FIXTURE TYPE; MARKS ACROSS RACEWAY RUN INDICATES THE NUMBER OF NO. 12 CONDUCTORS; UNLESS NOTED OTHERWISE NO MARKS INDICATES TWO NO. 12 CONDUCTORS AND ONE NO. 12 GREEN GROUND CONDUCTOR IN 1/2" CONDUIT
	1' X 4' FIXTURE; CEILING MOUNTED
J	JUNCTION BOX; MOUNTED ABOVE CEILING
J	JUNCTION BOX; MOUNTED FLUSH IN WALL WITH BLANK COVER
	DUPLEX RECEPTACLE; 125V; 20A; 3 POLE GND; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE; NEMA 5–20R; HUBBELL SERIES HBL5352
WP	LETTERS "WP" ADJACENT TO SYMBOL INDICATES GFI WEATHER RESISTANT RECEPTACLE; HUBBELL HBLGFBFHP20 SERIES WITH WEATHERPROOF COVER; HUBBELL/TAYMAC MR420CW COVER.
S	WALL SWITCH; 120/277V; 20A; 1 POLE; A.C. ONLY; MT 48" AFF TO C/L; HUBBELL SERIES HBL1221
S.x	LOW VOLTAGE WALL SWITCH; CONNECT TO LOCAL NON–NETWORKED POWER PACK OR ROOM CONTROLLER; MT 48" AFF TO C/L; REFER TO SPECS; SEE LIGHTING CONTROL DETAILS. LETTER "X" INDICATES BUTTON COUNT; REFER TO LOW VOLTAGE SWITCH MATRIX FOR SPECIFIC INFORMATION.
	LIGHTING CONTROLS ROOM CONTROLLER; INSTALL CONCEALED ABOVE CEILING SPACE; REFER TO LIGHTING CONTROLS DETAILS
	LOW VOLTAGE OCCUPANCY SENSOR; 360° DUAL–TECHNOLOGY TYPE; CEILING MOUNTED; UNLESS OTHERWISE NOTED; REFER TO LIGHTING CONTROLS DETAILS
P	PHOTOCELL; REFER TO LIGHTING CONTROL DIAGRAM
	RACEWAY INSTALLED EXPOSED
	RACEWAY INSTALLED CONCEALED IN FLOOR SLAB AND/OR BELOW GRADE

ELECTRICAL GENERAL NOTES

A. CONTRACTOR SHALL COORDINATE ALL WORK WITH OTHER TRADES PRIOR TO INSTALLATION. REFER TO MECHANICAL AND PLUMBING DRAWINGS FOR EXACT SIZE AND LOCATION OF EQUIPMENT WHICH IS FURNISHED BY OTHERS AND CONNECTED BY ELECTRICAL.

B. RECEPTACLES, SWITCHES AND COVERPLATES COLOR SHALL BE SELECTED BY THE ARCHITECT FROM STANDARD COLORS.

C. LOCATION OF LIGHTING FIXTURES, DISCONNECT SWITCHES, ETC. FOR MECHANICAL EQUIPMENT/ROOM SHALL BE COORDINATED WITH FINAL MECHANICAL EQUIPMENT LOCATION TO PROVIDE NATIONAL ELECTRIC CODE REQUIRED ACCESS SPACE.

D. FINAL CONNECTION TO ALL MOTORS SHALL BE WITH FLEXIBLE CONDUIT CONNECTION.

E. PROVIDE GREEN GROUND CONDUCTOR IN ALL CIRCUITS – SIZE PER N.E.C.

F. PROVIDE CONCRETE MARKER AT END OF ALL CONDUITS STUBBED OUT OF BUILDING FOR FUTURE USE. MARKER SHALL BE 6" DIA X 18" HIGH WITH 2" ABOVE FINISHED GRADE. INSCRIBE IN TOP OF MARKER "E" FOR ELECTRICAL,"T" FOR TELEPHONE,"V" FOR TV CABLE,"F" FOR FIRE ALARM, AND "IC" FOR INTERCOM.

G. GENERAL CONTRACTOR SHALL FIELD–VERIFY ALL EXISTING CONDITIONS PRIOR TO BEGINNING ANY WORK, AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT OF ANY DISCREPANCIES. FAILURE TO DO SO INDICATES THAT THE CONTRACTOR ACCEPTS THE CONDITIONS AS THEY EXIST, AND SHALL PERFORM THE WORK REQUIRED AS SHOWN AND SPECIFIED.

H. THE ELECTRICAL CONTRACTOR SHALL OBTAIN AND REVIEW THE MECHANICAL AND SPECIAL EQUIPMENT SUBMITTALS PRIOR TO SUBMITTING THE ELECTRICAL SUBMITTALS. ANY ELECTRICAL EQUIPMENT, CONDUIT, AND WIRE SIZE CHANGES RESULTING FROM THIS REVIEW SHALL ALSO BE SUBMITTED FOR APPROVAL.

I. THE ELECTRICAL CONTRACTOR SHALL PROVIDE FAULT CURRENT CALCULATIONS FOR THE SERVICE EQUIPMENT AND SHALL MARK THE EQUIPMENT WITH THE AVAILABLE FAULT CURRENT AND DATE OF THE CALCULATION PER NEC 110.24. REFER TO TYPICAL SERVICE EQUIPMENT FAULT CURRENT LABEL DETAIL.

J. THE ELECTRICAL CONTRACTOR SHALL PROVIDE ARC FAULT LABELS PER NFPA 70E ARTICLE 110.16 FOR NEW EQUIPMENT. THE OWNER SHALL PROVIDE AVAILABLE CALCULATION DATA FOR THE EXISTING EQUIPMENT IN THE ELECTRICAL SYSTEM. REFER TO TYPICAL ARC FLASH HAZARD LABEL DETAIL.

K. PROVIDE NEUTRAL AT ALL LINE VOLTAGE SWITCH LOCATIONS PER N.E.C. 404.2(C).

L. PROVIDE BUSHINGS ON ALL CONDUIT.

M. COMPLY WITH ALL LOCAL CODE, LAWS, AND ORDINANCES APPLICABLE TO ELECTRICAL WORK, THE STATE BUILDING CODE AND THE NATIONAL ELECTRIC CODE. OBTAIN ALL PERMITS REQUIRED BY LOCAL ORDINANCES.

N. OBTAIN ARCHITECTS APPROVAL OF ALL LIGHT FIXTURES, SWITCHES, RECEPTACLES, PANELBOARDS, ETC. PRIOR TO PURCHASING.

O. THE ELECTRICAL WORK SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. ALL NOT SO INSTALLED SHALL BE REMOVED AND REPLACED AT NO COST TO THE OWNER.

P. ALL WORK SHALL BE INSTALLED IN CONCEALED TYPE CONSTRUCTION. UNDERGROUND CONDUITS UP TO FIRST BOX IN CONCEALED CONSTRUCTION MAY BE SCH.40 PVC. EXTERIOR EXPOSED WORK SHALL BE I.M.C. BRANCH CIRCUIT CONDUIT RUN IN OPEN SPACES ABOVE CEILING OR IN WALLS MAY BE THINWALL (E.M.T.) CONDUIT 1/2" MIN. SIZE.

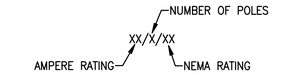
Q. ALL CONDUCTORS LESS THAN 100A. SHALL BE COPPER #12 & #10 SOLID, #8 AND LARGER STRANDED, #6 AND SMALLER TO BE TYPE THWN, 600 VOLT INSULATION AND TYPE THWN OR THHN FOR #4 AND LARGER. ALUM. CONDUCTORS MAY BE USED FOR 100A. AND LARGER ONLY WHERE USED WITH COMPRESSION TERMINATIONS.

R. PROVIDE GROUNDING PER NATIONAL ELECTRIC CODE.

S. THE CONTRACTOR SHALL LEAVE THE ENTIRE ELECTRICAL SYSTEM INSTALLED IN PROPER WORKING ORDER, AND SHALL REPLACE WITHOUT ADDITIONAL COST, ALL WORK OR MATERIAL WHICH MAY DEVELOP DEFECTS, (ORDINARY WEAR AND TEAR OR DAMAGE RESULTING FROM IMPROPER HANDLING EXCEPTED) WITHIN A PERIOD OF ONE (1) YEAR FROM THE DATE OF FINAL ACCEPTANCE BY THE OWNER.

ABBREVIATIONS

AFF – ABOVE FINISHED FLOOR
C. – CONDUIT
C/L – CENTERLINE
EC – ELECTRICAL CONTRACTOR
GND – GROUND CONDUCTOR
GFI – GROUND FAULT PROTECTION
LTG – LIGHTING
LTS – LIGHTS
REC – RECEPTACLE
UNO – UNLESS NOTED OTHERWISE
WP – WEATHERPROOF



DISCONNECT SWITCH
DESCRIPTION NOMENCLATURE

DAG
ARCHITECTS
DAG Architects AR0009694
1223 Airport Road Destin, FL 32541
850.837.8152
www.DAGarchitects.com

REVIEW SET
02-07-2025

NOT FOR CONSTRUCTION

Morgan Sports Center
Batting Cages

4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541

REVISIONS:

No.	Description	Date

LEGEND AND NOTES

PROJECT NUMBER	25007
DATED	2025.02.07

E-001

HG ENGINEERS
HG Engineers
142 Eglin Parkway SE
Fort Walton Beach, Florida, 32548
E-mail: office@hgengineers.com
Ph: 850.243.6723
Fl. Authorization No.00006680
Christopher A. Garick; FL. PE No.53924
Thomas A. Alexander; FL. PE No.73172
Daniel J. White; FL. PE No.73790
Caleb W. Leonard; FL. PE No.91782

25002 Job No.

1 2 3 4 5

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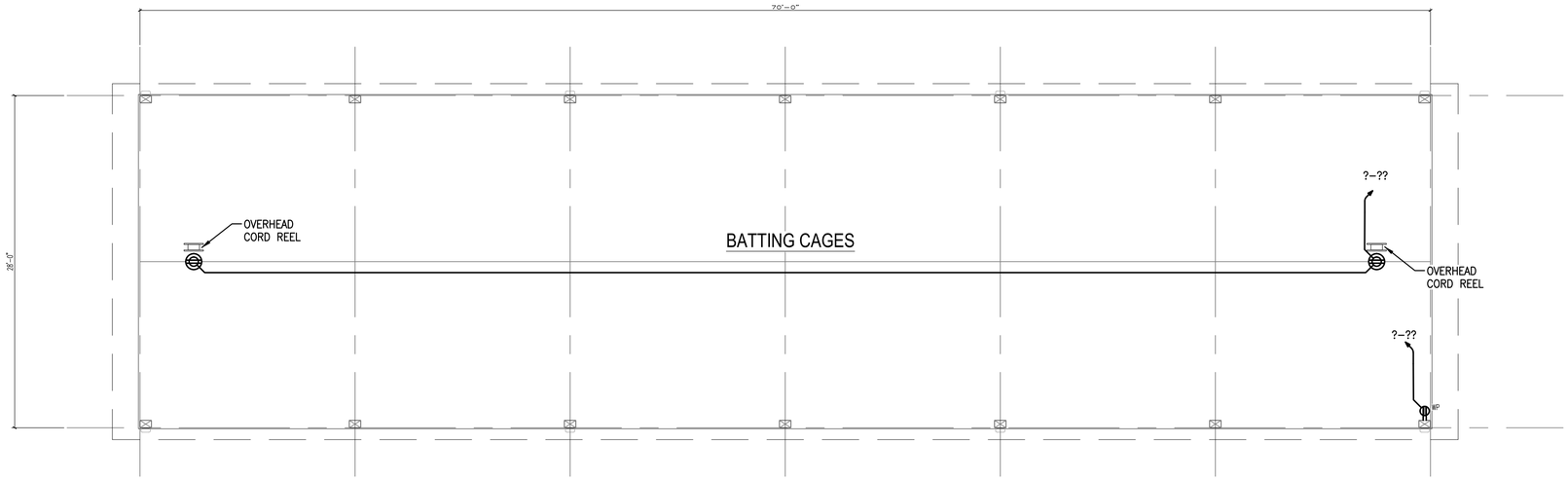
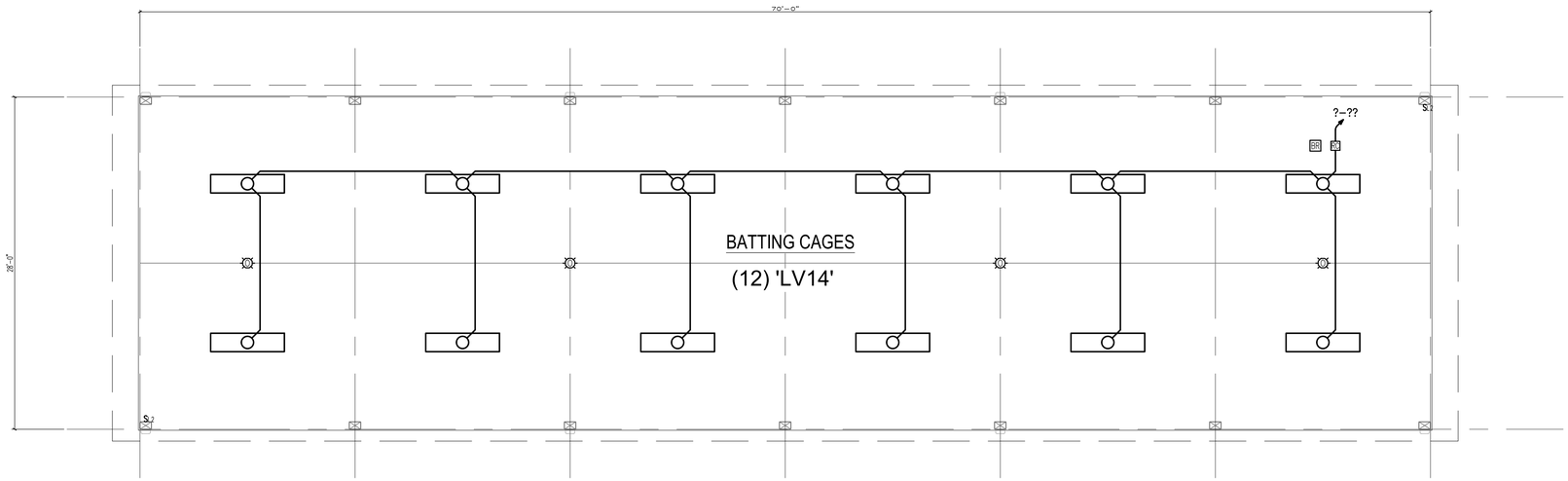
E-201 BATTING CAGES - ELECTRICAL PLAN.DWG



BATTING CAGES - POWER PLAN

1"= 4'-0"

0 2' 4' 8'



BATTING CAGES - LIGHTING PLAN

1"= 4'-0"

0 2' 4' 8'

DAG
ARCHITECTS
DAG Architects AR0009694
1223 Airport Road Destin, FL 32541
850.837.8152
www.DAGarchitects.com

REVIEW SET
02-07-2025

NOT FOR CONSTRUCTION

Morgan Sports Center
Batting Cages

4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541

REVISIONS:

No.	Description	Date

BATTING CAGES
ELECTRICAL PLAN

PROJECT NUMBER	25007
DATED	2025.02.07

E-201

HG ENGINEERS
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142 Eglin Parkway SE
Fort Walton Beach, Florida, 32548
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Thomas A. Alexander; FL. PE No.73172
Daniel J. White; FL. PE No.73790
Caleb W. Leonard; FL. PE No.91782

25002
Job No.

1 2 3 4 5

E-001 LEGEND AND NOTES.DWG

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ELECTRICAL LEGEND

- 'B' — A–1 ADJACENT TO ARROW INDICATES HOMERUN OF CIRCUIT NO. 1 TO PANEL A; "B" INDICATES FIXTURE TYPE; MARKS ACROSS RACEWAY RUN INDICATES THE NUMBER OF NO. 12 CONDUCTORS; UNLESS NOTED OTHERWISE NO MARKS INDICATES TWO NO. 12 CONDUCTORS AND ONE NO. 12 GREEN GROUND CONDUCTOR IN 1/2" CONDUIT (2#12 & 1#12 GND–1/2"C)
- CEILING FIXTURE
- WALL BRACKET FIXTURE
- POLE MOUNTED FIXTURE
- 2' X 2' FIXTURE; CEILING MOUNTED; ARROW INDICATES LENS DIRECTION
- 2' X 2' FIXTURE WITH INTEGRAL EMERGENCY BATTERY OR CONNECTED TO AN EMERGENCY CIRCUIT AS INDICATED; CEILING MOUNTED; ARROW INDICATES LENS DIRECTION
- 2' X 4' FIXTURE; CEILING MOUNTED
- '2 X 4' FIXTURE WITH INTEGRAL EMERGENCY BATTERY OR CONNECTED TO AN EMERGENCY CIRCUIT AS INDICATED; CEILING MOUNTED
- EXIT SIGN; CEILING MOUNTED; ARROWS AS NOTED; SHADED SECTION INDICATES LIGHTED FACE OF EXIT SIGN
- EXIT SIGN; BACK MOUNTED; ARROWS AS NOTED; SHADED SECTION INDICATES LIGHTED FACE OF EXIT SIGN
- JUNCTION BOX; MOUNTED ABOVE CEILING
- JUNCTION BOX; MOUNTED FLUSH IN WALL WITH BLANK COVER
- DUPLEX RECEPTACLE; 125V; 20A; 3 POLE GND; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE; NEMA 5–20R; HUBBELL SERIES HBL5352
- QUAD RECEPTACLE; 125V; 20A; 3 POLE GND; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE; NEMA 5–20R; HUBBELL SERIES HBL5352
- QUAD RECEPTACLE; 125V; 20A; 3 POLE GND; GFI; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE; NEMA GF–5–20R; HUBBELL SERIES GF5362
- DUPLEX RECEPTACLE; 125V; 20A; 3 POLE GND; GFI; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE; NEMA GF–5–20R; HUBBELL SERIES GF5362
- WP — LETTERS "WP" ADJACENT TO SYMBOL INDICATES GFI WEATHER RESISTANT RECEPTACLE; HUBBELL HBLGFBFHP20 SERIES WITH WEATHERPROOF COVER; HUBBELL/TAYMAC MR420CW COVER.
- DUPLEX RECEPTACLE FOR TELEVISION WITH TVSS PROTECTION, LED AND ALARM; 125V; 20A; 2 POLE; 3 WIRE; GND; SEE TELECOM PLANS FOR MOUNTING DETAILS. NEMA 5–20R; HUBBELL SERIES HBL5362SA
- COMBINATION POWER/TELECOM FLOOR BOX; FOUR DUPLEX RECEPTACLES; 125V; 20A; 3 POLE GND; NEMA 5–20R; HUBBELL SERIES HBL5352; REFER TO TELECOM AND A/V PLANS FOR FLOOR BOX PART NUMBERS, INSTALLATION DETAILS AND LOCATION.
- LETTERS +XX" ADJACENT TO SYMBOL INDICATES RECEPTACLE MOUNTING HEIGHT.
  +AC" = ABOVE COUNTER.
  +DF" = VERIFY HEIGHT FOR DRINKING FOUNTAIN WITH MECHANICAL CONTRACTOR
  +TV" = VERIFY HEIGHT OF TV WITH OWNER.
  +SB" = SMARTBOARD/INTERACTIVE FLAT PANEL TV RECEPTACLE, VERIFY MOUNTING REQUIREMENTS WITH TELECOM PLANS.
  +TS" = TEACHER STATION RECEPTACLE, VERIFY MOUNTING REQUIREMENTS WITH TELECOM PLANS.
  +DW" = DISHWASHER RECEPTACLE, VERIFY MOUNTING REQUIREMENTS WITH MECHANICAL CONTRACTOR.
- S — WALL SWITCH; 120/277V; 20A; 1 POLE; A.C. ONLY; MT 48" AFF TO C/L; HUBBELL SERIES HBL1221
- S_W — WALL SWITCH; 120/277V; 20A; VACANCY SENSOR DUAL TECHNOLOGY MULTI–WAY TYPE; MT 48" AFF TO C/L; REFER TO SPECS; WATTSTOPPER #DW–100–W.
- S_{LX} — LOW VOLTAGE WALL SWITCH; CONNECT TO LOCAL NON–NETWORKED POWER PACK OR ROOM CONTROLLER; MT 48" AFF TO C/L; REFER TO SPECS; SEE LIGHTING CONTROL DETAILS. LETTER "X" INDICATES BUTTON COUNT; REFER TO LOW VOLTAGE SWITCH MATRIX FOR SPECIFIC INFORMATION.
- P — PHOTOCELL; REFER TO LIGHTING CONTROL DIAGRAM
- TS — DIGITAL TIMESWITCH WITH RESERVE POWER; REFER TO LIGHTING CONTROL DIAGRAM FOR TYPE
- MS — MOTOR CONTROL SWITCH; 600V; 30A; 2 POLE; A.C. ONLY; NEAR OR ON EQUIPMENT BEING SERVED; HUBBELL–BRYANT 30102D.
- LCR — LIGHTING CONTROLS ROOM CONTROLLER; INSTALL CONCEALED ABOVE CEILING SPACE; REFER TO LIGHTING CONTROLS DETAILS
- LOW VOLTAGE OCCUPANCY SENSOR; 360° DUAL–TECHNOLOGY TYPE; CEILING MOUNTED; UNLESS OTHERWISE NOTED; REFER TO LIGHTING CONTROLS DETAILS
- LOW VOLTAGE VACANCY SENSOR; 360° DUAL–TECHNOLOGY TYPE; CEILING MOUNTED; UNLESS OTHERWISE NOTED; REFER TO LIGHTING CONTROLS DETAILS
- PANEL; 120/208V; MT 72" AFF TO TOP
- N — NON–FUSED DISCONNECT SWITCH; AMP SIZE AS NOTED
- F — FUSED DISCONNECT SWITCH; AMP SIZE AS NOTED; FUSE SIZE PER EQUIPMENT NAMEPLATE DATA
- RACEWAY INSTALLED CONCEALED IN WALLS AND/OR ABOVE CEILING
- RACEWAY INSTALLED CONCEALED IN FLOOR SLAB AND/OR BELOW GRADE
- RACEWAY INSTALLED EXPOSED
- EM — EMERGENCY RACEWAY INSTALLED CONCEALED
- LV — LOW VOLTAGE CONDUCTOR; COORDINATE WITH DEVICE CONNECTION REQUIREMENTS.
- FLEXIBLE CONDUIT CONNECTION
- CONDUIT STUB UP WITH FLEXIBLE CONDUIT CONNECTION TO EQUIPMENT
- DATA SYSTEM WALL OUTLET WITH ONE(1) RJ–45 JACK AND COVERPLATE; MT 18" AFF TO C/L UNLESS NOTED OTHERWISE – INSTALL 3/4"C WITH PULLRIBBON UP INTO CEILING SPACE.
- F — FIRE ALARM SYSTEM MANUAL PULL STATION; MT 48" AFF TO C/L
- 110 — FIRE ALARM SYSTEM STROBE; MT 80" AFF TO BOTTOM, '110' INDICATES CANDELA RATING, NO NUMBER INDICATES '75' CANDELA MINIMUM; STROBE CANDELA SHALL BE SELECTABLE ON BACK OF DEVICE.
- H — FIRE ALARM SYSTEM AUTOMATIC HEAT DETECTOR; 135 DEGREE/RATE OF RISE TYPE; CEILING MOUNTED
- S — FIRE ALARM SYSTEM AUTOMATIC SMOKE DETECTOR; CEILING MOUNTED
- 110 H — FIRE ALARM SYSTEM SIGNAL HORN/STROBE; MT 80" AFF TO BOTTOM, '110' INDICATES CANDELA RATING, NO NUMBER INDICATES '75' CANDELA MINIMUM; AUDIO SIGNAL AND STROBE CANDELA SHALL BE SELECTABLE ON BACK OF DEVICE.
- WP H — FIRE ALARM SYSTEM EXTERIOR, WEATHERPROOF SIGNAL HORN; MT 90" AFF TO BOTTOM; AUDIO SIGNAL SHALL BE SELECTABLE ON BACK OF DEVICE.

ELECTRICAL GENERAL NOTES

A. CONTRACTOR SHALL COORDINATE ALL WORK WITH OTHER TRADES PRIOR TO INSTALLATION. REFER TO MECHANICAL AND PLUMBING DRAWINGS FOR EXACT SIZE AND LOCATION OF EQUIPMENT WHICH IS FURNISHED BY OTHERS AND CONNECTED BY ELECTRICAL.

B. RECEPTACLES, SWITCHES AND COVERPLATES COLOR SHALL BE SELECTED BY THE ARCHITECT FROM STANDARD COLORS.

C. VERIFY ALL DOOR SWINGS WITH ARCHITECTURAL DRAWINGS PRIOR TO ROUGHING–IN WALL FOR SWITCHES.

D. LOCATION OF LIGHTING FIXTURES, DISCONNECT SWITCHES, ETC. FOR MECHANICAL EQUIPMENT/ROOM SHALL BE COORDINATED WITH FINAL MECHANICAL EQUIPMENT LOCATION TO PROVIDE NATIONAL ELECTRIC CODE REQUIRED ACCESS SPACE.

E. FINAL CONNECTION TO ALL MOTORS SHALL BE WITH FLEXIBLE CONDUIT CONNECTION.

F. ALL EXIT AND EMERGENCY FIXTURES SHALL BE CONNECTED TO LIGHT CIRCUIT AHEAD OF LOCAL SWITCH.

G. ALL PANELBOARDS, BACKBOARDS, TERMINAL CABINETS, ETC SHALL HAVE CUSTOM ENGRAVED MICARTA NAMEPLATE MECHANICALLY AFFIXED IDENTIFYING SYSTEM.

H. PROVIDE GREEN GROUND CONDUCTOR IN ALL CIRCUITS – SIZE PER N.E.C.

I. ALL EXPOSED CONDUITS, BOXES, STRAPS AND HANGERS IN THE CONTRACT AREA WHETHER NEW OR EXISTING THAT ARE PART OF THE ELECTRICAL SYSTEM SHALL BE PAINTED TO MATCH ADJACENT FINISH.

J. PROVIDE CONCRETE MARKER AT END OF ALL CONDUITS STUBBED OUT OF BUILDING FOR FUTURE USE. MARKER SHALL BE 6" DIA X 18" HIGH WITH 2" ABOVE FINISHED GRADE. INSCRIBE IN TOP OF MARKER "E" FOR ELECTRICAL,"T" FOR TELEPHONE,"V" FOR TV CABLE,"F" FOR FIRE ALARM, AND "IC" FOR INTERCOM.

K. GENERAL CONTRACTOR SHALL FIELD–VERIFY ALL EXISTING CONDITIONS PRIOR TO BEGINNING ANY WORK, AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT OF ANY DISCREPANCIES. FAILURE TO DO SO INDICATES THAT THE CONTRACTOR ACCEPTS THE CONDITIONS AS THEY EXIST, AND SHALL PERFORM THE WORK REQUIRED AS SHOWN AND SPECIFIED.

L. THE ELECTRICAL CONTRACTOR SHALL OBTAIN AND REVIEW THE MECHANICAL AND SPECIAL EQUIPMENT SUBMITTALS PRIOR TO SUBMITTING THE ELECTRICAL SUBMITTALS. ANY ELECTRICAL EQUIPMENT, CONDUIT, AND WIRE SIZE CHANGES RESULTING FROM THIS REVIEW SHALL ALSO BE SUBMITTED FOR APPROVAL.

M. FIRE ALARM LOW VOLTAGE SOURCE AND BATTERY STANDBY SHALL ENERGIZE ALL ITEMS IN FIRE ALARM SYSTEM THAT REQUIRE POWER.

N. VERIFY EXACT LOCATION OF ALL FLOOR OUTLETS WITH THE ARCHITECT PRIOR TO ROUGHING–IN.

O. THE ELECTRICAL CONTRACTOR SHALL PROVIDE FAULT CURRENT CALCULATIONS FOR THE SERVICE EQUIPMENT AND SHALL MARK THE EQUIPMENT WITH THE AVAILABLE FAULT CURRENT AND DATE OF THE CALCULATION PER NEC 110.24. REFER TO TYPICAL SERVICE EQUIPMENT FAULT CURRENT LABEL DETAIL.

P. THE ELECTRICAL CONTRACTOR SHALL PROVIDE ARC FAULT LABELS PER NFPA 70E ARTICLE 110.16 FOR NEW EQUIPMENT. THE OWNER SHALL PROVIDE AVAILABLE CALCULATION DATA FOR THE EXISTING EQUIPMENT IN THE ELECTRICAL SYSTEM. REFER TO TYPICAL ARC FLASH HAZARD LABEL DETAIL.

Q. PROVIDE NEUTRAL AT ALL LINE VOLTAGE SWITCH LOCATIONS PER N.E.C. 404.2(C).

R. PROVIDE 'LSI' TRIP UNITS FOR ALL BREAKERS GREATER THAN OR EQUAL TO 200A.

S. PROVIDE BUSHINGS ON ALL CONDUIT.

T. COMPLY WITH ALL LOCAL CODE, LAWS, AND ORDINANCES APPLICABLE TO ELECTRICAL WORK, THE STATE BUILDING CODE AND THE NATIONAL ELECTRIC CODE. OBTAIN ALL PERMITS REQUIRED BY LOCAL ORDINANCES.

U. OBTAIN ARCHITECTS APPROVAL OF ALL LIGHT FIXTURES, SWITCHES, RECEPTACLES, PANELBOARDS, ETC. PRIOR TO PURCHASING.

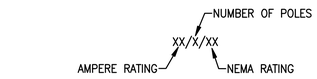
V. THE ELECTRICAL WORK SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. ALL NOT SO INSTALLED SHALL BE REMOVED AND REPLACED AT NO COST TO THE OWNER.

W. ALL WORK SHALL BE INSTALLED IN CONCEALED TYPE CONSTRUCTION. UNDERGROUND CONDUITS UP TO FIRST BOX IN CONCEALED CONSTRUCTION MAY BE SCH.40 PVC. EXTERIOR EXPOSED WORK SHALL BE I.M.C. BRANCH CIRCUIT CONDUIT RUN IN OPEN SPACES ABOVE CEILING OR IN WALLS MAY BE THINWALL (E.M.T.) CONDUIT 1/2" MIN. SIZE.

X. ALL CONDUCTORS LESS THAN 100A. SHALL BE COPPER #12 & #10 SOLID, #8 AND LARGER STRANDED, #6 AND SMALLER TO BE TYPE THWN, 600 VOLT INSULATION AND TYPE THWN OR THHN FOR #4 AND LARGER. ALUM. CONDUCTORS MAY BE USED FOR 100A. AND LARGER ONLY WHERE USED WITH COMPRESSION TERMINATIONS.

Y. PROVIDE GROUNDING PER NATIONAL ELECTRIC CODE.

Z. THE CONTRACTOR SHALL LEAVE THE ENTIRE ELECTRICAL SYSTEM INSTALLED IN PROPER WORKING ORDER, AND SHALL REPLACE WITHOUT ADDITIONAL COST, ALL WORK OR MATERIAL WHICH MAY DEVELOP DEFECTS, (ORDINARY WEAR AND TEAR OR DAMAGE RESULTING FROM IMPROPER HANDLING EXCEPTED) WITHIN A PERIOD OF ONE (1) YEAR FROM THE DATE OF FINAL ACCEPTANCE BY THE OWNER.



DISCONNECT SWITCH DESCRIPTION NOMENCLATURE

ABBREVIATIONS

AFF – ABOVE FINISHED FLOOR
C. – CONDUIT
C/L – CENTERLINE
EC – ELECTRICAL CONTRACTOR
EF – EXHAUST FAN
GND – GROUND CONDUCTOR
GFI – GROUND FAULT PROTECTION
LTG – LIGHTING
LTS – LIGHTS
REC – RECEPTACLE
UNO – UNLESS NOTED OTHERWISE
WH – WATER HEATER
WP – WEATHERPROOF
A/C – AIR CONDITIONER
COND – CONDENSING UNIT
IHP – INDOOR HEAT PUMP
OHP – OUTDOOR HEAT PUMP
NL – NIGHT LIGHT

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PRICING SET
01-01-2025

NOT FOR CONSTRUCTION

Morgan Sports Center
Restroom & Field House

4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541

REVISIONS:

No.	Description	Date

LEGEND AND NOTES

PROJECT NUMBER	24140
DATED	2025.01.01

E-001

HG ENGINEERS
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25002 Job No.

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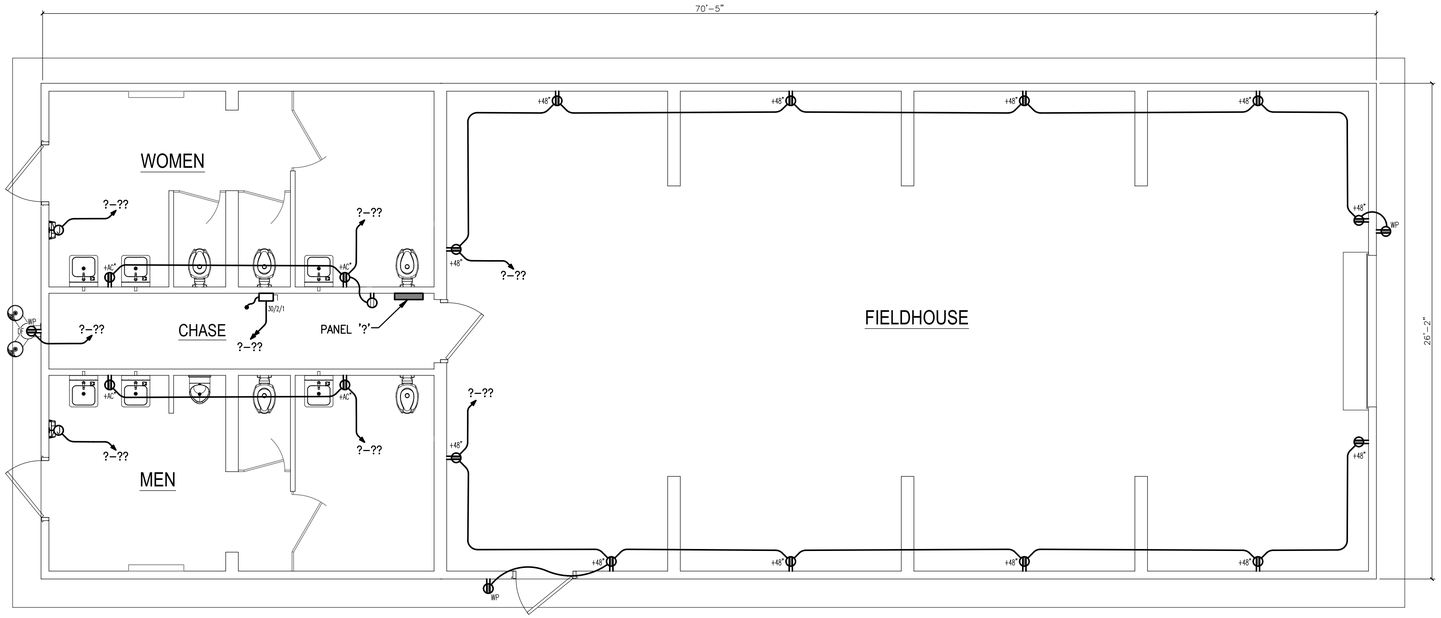
E-202 FIELDHOUSE - ELECTRICAL PLAN.DWG

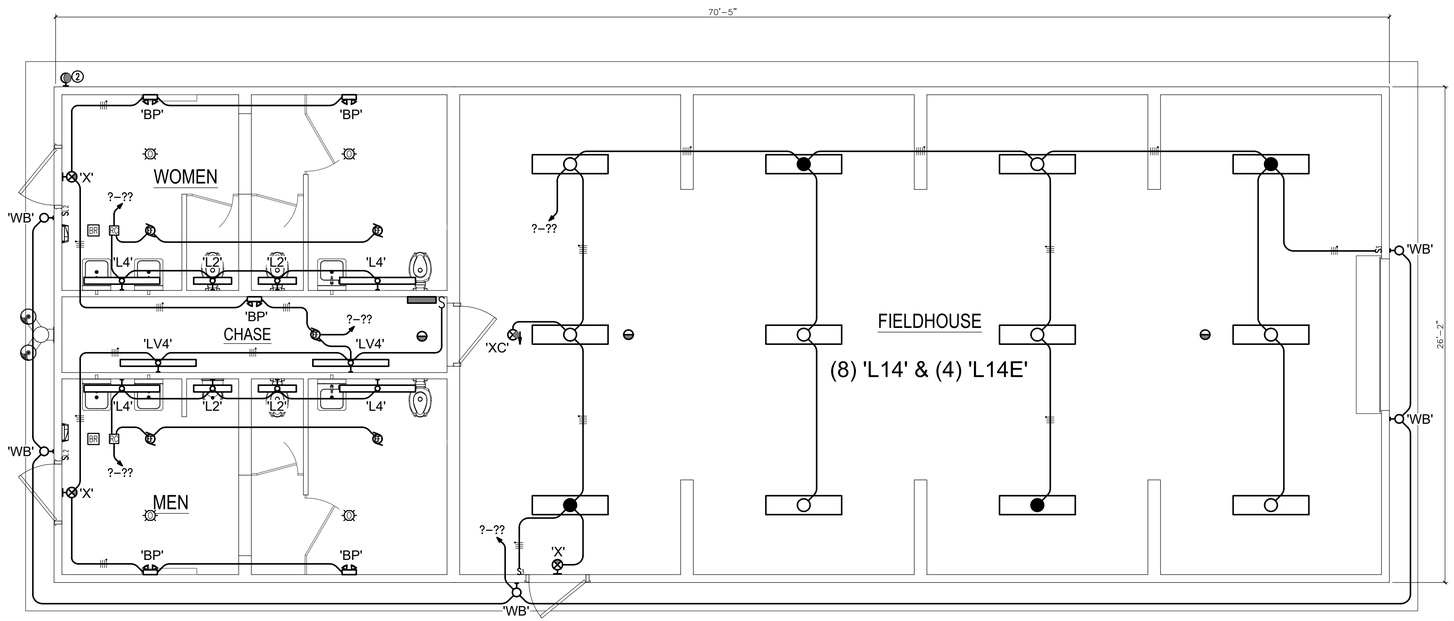


N

FIELDHOUSE - POWER PLAN

1"= 4'-0"

0 2' 4' 8'



N

FIELDHOUSE - LIGHTING PLAN

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0 2' 4' 8'

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FIELDHOUSE
ELECTRICAL PLAN

PROJECT NUMBER	24140
DATED	2025.01.01

E-201

HG Engineers
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E-001 LEGEND AND NOTES.DWG

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	CEILING FIXTURE
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	EXIT SIGN; CEILING MOUNTED; ARROWS AS NOTED; SHADED SECTION INDICATES LIGHTED FACE OF EXIT SIGN
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C. VERIFY ALL DOOR SWINGS WITH ARCHITECTURAL DRAWINGS PRIOR TO ROUGHING–IN WALL FOR SWITCHES.

D. LOCATION OF LIGHTING FIXTURES, DISCONNECT SWITCHES, ETC. FOR MECHANICAL EQUIPMENT/ROOM SHALL BE COORDINATED WITH FINAL MECHANICAL EQUIPMENT LOCATION TO PROVIDE NATIONAL ELECTRIC CODE REQUIRED ACCESS SPACE.

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J. PROVIDE CONCRETE MARKER AT END OF ALL CONDUITS STUBBED OUT OF BUILDING FOR FUTURE USE. MARKER SHALL BE 6" DIA X 18" HIGH WITH 2" ABOVE FINISHED GRADE. INSCRIBE IN TOP OF MARKER "E" FOR ELECTRICAL,"T" FOR TELEPHONE,"V" FOR TV CABLE,"F" FOR FIRE ALARM, AND "IC" FOR INTERCOM.

K. GENERAL CONTRACTOR SHALL FIELD–VERIFY ALL EXISTING CONDITIONS PRIOR TO BEGINNING ANY WORK, AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT OF ANY DISCREPANCIES. FAILURE TO DO SO INDICATES THAT THE CONTRACTOR ACCEPTS THE CONDITIONS AS THEY EXIST, AND SHALL PERFORM THE WORK REQUIRED AS SHOWN AND SPECIFIED.

L. THE ELECTRICAL CONTRACTOR SHALL OBTAIN AND REVIEW THE MECHANICAL AND SPECIAL EQUIPMENT SUBMITTALS PRIOR TO SUBMITTING THE ELECTRICAL SUBMITTALS. ANY ELECTRICAL EQUIPMENT, CONDUIT, AND WIRE SIZE CHANGES RESULTING FROM THIS REVIEW SHALL ALSO BE SUBMITTED FOR APPROVAL.

M. FIRE ALARM LOW VOLTAGE SOURCE AND BATTERY STANDBY SHALL ENERGIZE ALL ITEMS IN FIRE ALARM SYSTEM THAT REQUIRE POWER.

N. VERIFY EXACT LOCATION OF ALL FLOOR OUTLETS WITH THE ARCHITECT PRIOR TO ROUGHING–IN.

O. THE ELECTRICAL CONTRACTOR SHALL PROVIDE FAULT CURRENT CALCULATIONS FOR THE SERVICE EQUIPMENT AND SHALL MARK THE EQUIPMENT WITH THE AVAILABLE FAULT CURRENT AND DATE OF THE CALCULATION PER NEC 110.24. REFER TO TYPICAL SERVICE EQUIPMENT FAULT CURRENT LABEL DETAIL.

P. THE ELECTRICAL CONTRACTOR SHALL PROVIDE ARC FAULT LABELS PER NFPA 70E ARTICLE 110.16 FOR NEW EQUIPMENT. THE OWNER SHALL PROVIDE AVAILABLE CALCULATION DATA FOR THE EXISTING EQUIPMENT IN THE ELECTRICAL SYSTEM. REFER TO TYPICAL ARC FLASH HAZARD LABEL DETAIL.

Q. PROVIDE NEUTRAL AT ALL LINE VOLTAGE SWITCH LOCATIONS PER N.E.C. 404.2(C).

R. PROVIDE 'LSI' TRIP UNITS FOR ALL BREAKERS GREATER THAN OR EQUAL TO 200A.

S. PROVIDE BUSHINGS ON ALL CONDUIT.

T. COMPLY WITH ALL LOCAL CODE, LAWS, AND ORDINANCES APPLICABLE TO ELECTRICAL WORK, THE STATE BUILDING CODE AND THE NATIONAL ELECTRIC CODE. OBTAIN ALL PERMITS REQUIRED BY LOCAL ORDINANCES.

U. OBTAIN ARCHITECTS APPROVAL OF ALL LIGHT FIXTURES, SWITCHES, RECEPTACLES, PANELBOARDS, ETC. PRIOR TO PURCHASING.

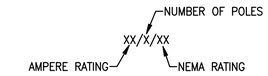
V. THE ELECTRICAL WORK SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. ALL NOT SO INSTALLED SHALL BE REMOVED AND REPLACED AT NO COST TO THE OWNER.

W. ALL WORK SHALL BE INSTALLED IN CONCEALED TYPE CONSTRUCTION. UNDERGROUND CONDUITS UP TO FIRST BOX IN CONCEALED CONSTRUCTION MAY BE SCH.40 PVC. EXTERIOR EXPOSED WORK SHALL BE I.M.C. BRANCH CIRCUIT CONDUIT RUN IN OPEN SPACES ABOVE CEILING OR IN WALLS MAY BE THINWALL (E.M.T.) CONDUIT 1/2" MIN. SIZE.

X. ALL CONDUCTORS LESS THAN 100A. SHALL BE COPPER #12 & #10 SOLID, #8 AND LARGER STRANDED, #6 AND SMALLER TO BE TYPE THWN, 600 VOLT INSULATION AND TYPE THWN OR THHN FOR #4 AND LARGER. ALUM. CONDUCTORS MAY BE USED FOR 100A. AND LARGER ONLY WHERE USED WITH COMPRESSION TERMINATIONS.

Y. PROVIDE GROUNDING PER NATIONAL ELECTRIC CODE.

Z. THE CONTRACTOR SHALL LEAVE THE ENTIRE ELECTRICAL SYSTEM INSTALLED IN PROPER WORKING ORDER, AND SHALL REPLACE WITHOUT ADDITIONAL COST, ALL WORK OR MATERIAL WHICH MAY DEVELOP DEFECTS, (ORDINARY WEAR AND TEAR OR DAMAGE RESULTING FROM IMPROPER HANDLING EXCEPTED) WITHIN A PERIOD OF ONE (1) YEAR FROM THE DATE OF FINAL ACCEPTANCE BY THE OWNER.



DISCONNECT SWITCH DESCRIPTION NOMENCLATURE

ABBREVIATIONS

AFF – ABOVE FINISHED FLOOR
C. – CONDUIT
C/L – CENTERLINE
EC – ELECTRICAL CONTRACTOR
EF – EXHAUST FAN
GND – GROUND CONDUCTOR
GFI – GROUND FAULT PROTECTION
LTG – LIGHTING
LTS – LIGHTS
REC – RECEPTACLE
UNO – UNLESS NOTED OTHERWISE
WH – WATER HEATER
WP – WEATHERPROOF
A/C – AIR CONDITIONER
COND – CONDENSING UNIT
IHP – INDOOR HEAT PUMP
OHP – OUTDOOR HEAT PUMP
NL – NIGHT LIGHT

DAG
ARCHITECTS
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1223 Airport Road Destin, FL 32541
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www.DAGarchitects.com

REVIEW SET
02-07-2025

NOT FOR CONSTRUCTION

Morgan Sports Center Maintenance Building

4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541

REVISIONS:

No.	Description	Date

LEGEND AND NOTES

PROJECT NUMBER	24139
DATED	2025.02.07

E-001

HG ENGINEERS
HG Engineers
142 Eglin Parkway SE
Fort Walton Beach, Florida, 32548
E-mail: office@hgengineers.com
Ph: 850.243.6723
Fl. Authorization No.00006680
Christopher A. Garick; FL. PE No.53924
Thomas A. Alexander; FL. PE No.73172
Daniel J. White; FL. PE No.73790
Caleb W. Leonard; FL. PE No.91782

25002 Job No.

E-201 MAINTENANCE - ELECTRICAL PLAN.DWG

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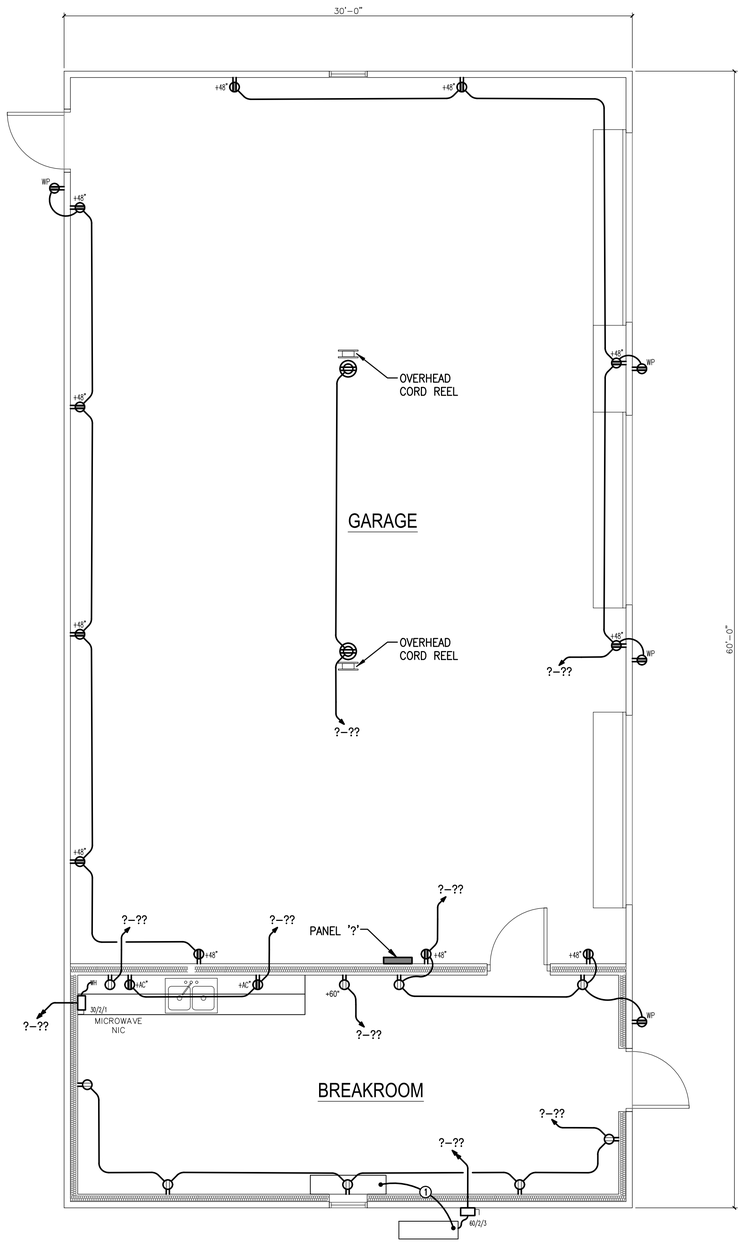
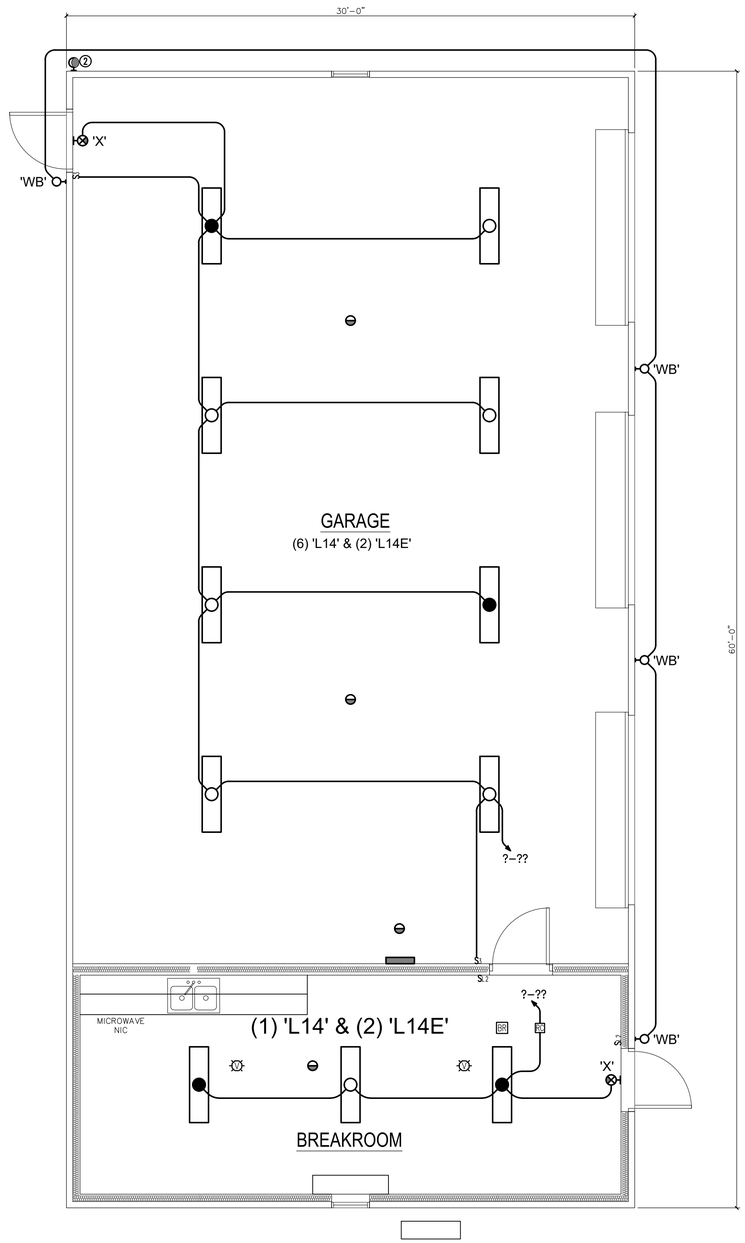


MAINTENANCE - POWER PLAN

1"= 4'-0"



MAINTENANCE - LIGHTING PLAN

1"= 4'-0"

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www.DAGarchitects.com

REVIEW SET
02-07-2025

NOT FOR CONSTRUCTION

Morgan Sports Center Maintenance Building

4200 INDIAN BAYOU TRAIL, DESTIN, FL 32541

REVISIONS:

No.	Description	Date

MAINTENANCE ELECTRICAL PLAN

PROJECT NUMBER	24139
DATED	2025.02.07

E-201

HG ENGINEERS
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Fort Walton Beach, Florida, 32548
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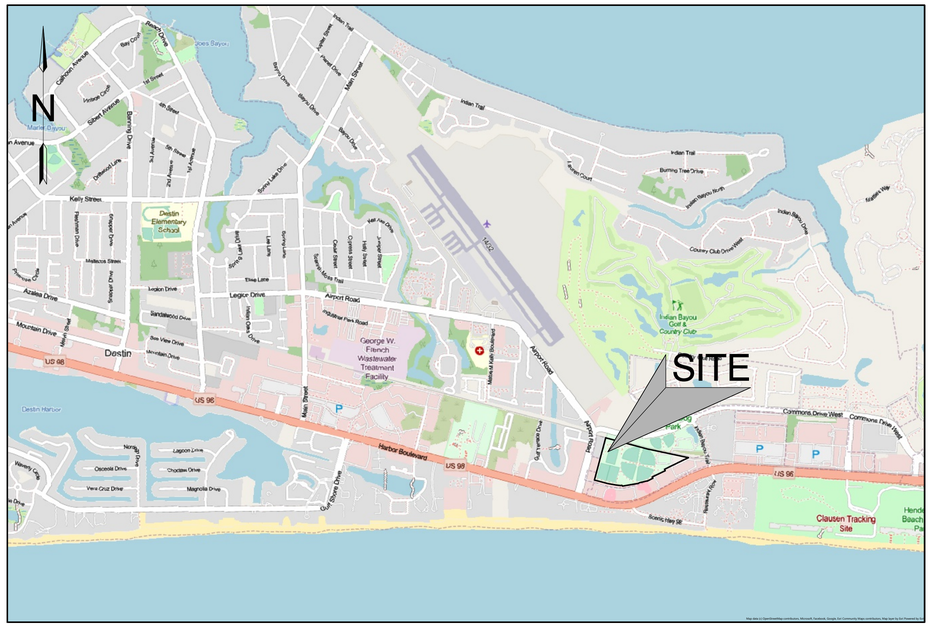
Daniel J. White; FL. PE No.73790
Caleb W. Leonard; FL. PE No.91782

25002 Job No.

FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA



VICINITY MAP
NOT TO SCALE

UTILITY PROVIDERS

(WATER/SEWER)
DESTIN WATER USERS
218 MAIN STREET
DESTIN, FL 32541
(850) 837-4930

(TELEPHONE)
CENTURYLINK
411 MARY ESTHER CUTOFF
FT. WALTON BEACH, FL 32548
(850) 244-1150

(ELECTRIC)
FLORIDA POWER & LIGHT
140 HOLLYWOOD BLVD SW
FT. WALTON BEACH, FL 32548
(800) 225-5797

(GAS)
OKALOOSA GAS DISTRICT
20 HUGHES STREET NE
FT. WALTON BEACH, FL 32548
(850) 729-4700

(FIRE DISTRICT)
DESTIN FIRE CONTROL DISTRICT
848 AIRPORT ROAD
DESTIN, FLORIDA 32541
(850) 837-8413

CLIENT INFORMATION

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NOTE

USE LATEST CITY OF DESTIN AND/OR
F.D.O.T. TECHNICAL SPECIFICATIONS AND
DETAILS UNLESS OTHERWISE NOTED.

DUTY TO INDEMNIFY

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE OWNER AND ENGINEER AND THEIR RESPECTIVE MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF FLORIDA AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

SHEET INDEX	
#	TITLE
01	COVER SHEET
02	EXISTING CONDITIONS
03	SITE PLAN
04	GRADING & DRAINAGE PLAN
05	UTILITY PLAN
06	MISCELLANEOUS DETAILS
07	SPECIFICATIONS I
08	SPECIFICATIONS II

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JEICIVIL.COM

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

Digitally signed by M. Scott Jenkins, P.E.
DN: C=US, E=mscott@jeicivil.com, O=Jenkins Engineering, Inc., CN=M. Scott Jenkins, P.E.
Reason: I attest to the accuracy and integrity of this document
Date: 2025.04.03 14:07:27-05'00'

REV	DATE	DESCRIPTION
1	04/03/2025	REVISIONS PER TRC COMMENTS

DAG ARCHITECTS
MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA
COVER SHEET
NOT VALID UNLESS BEARING ENGINEERS ORIGINAL SIGNATURE

JOB: 24-95
DATE: 02-2025
DESIGNED: MSJ
DRAWN: MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
01 OF 08

SHEET NUMBER
C01

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File: C:\Users\MSJ.JEI\24-95 COD Morgan Maint. Facility Addition - Documents\Drawings\24-95 Design.dwg - Last Saved: 4/3/2025 12:03 PM by MSJ

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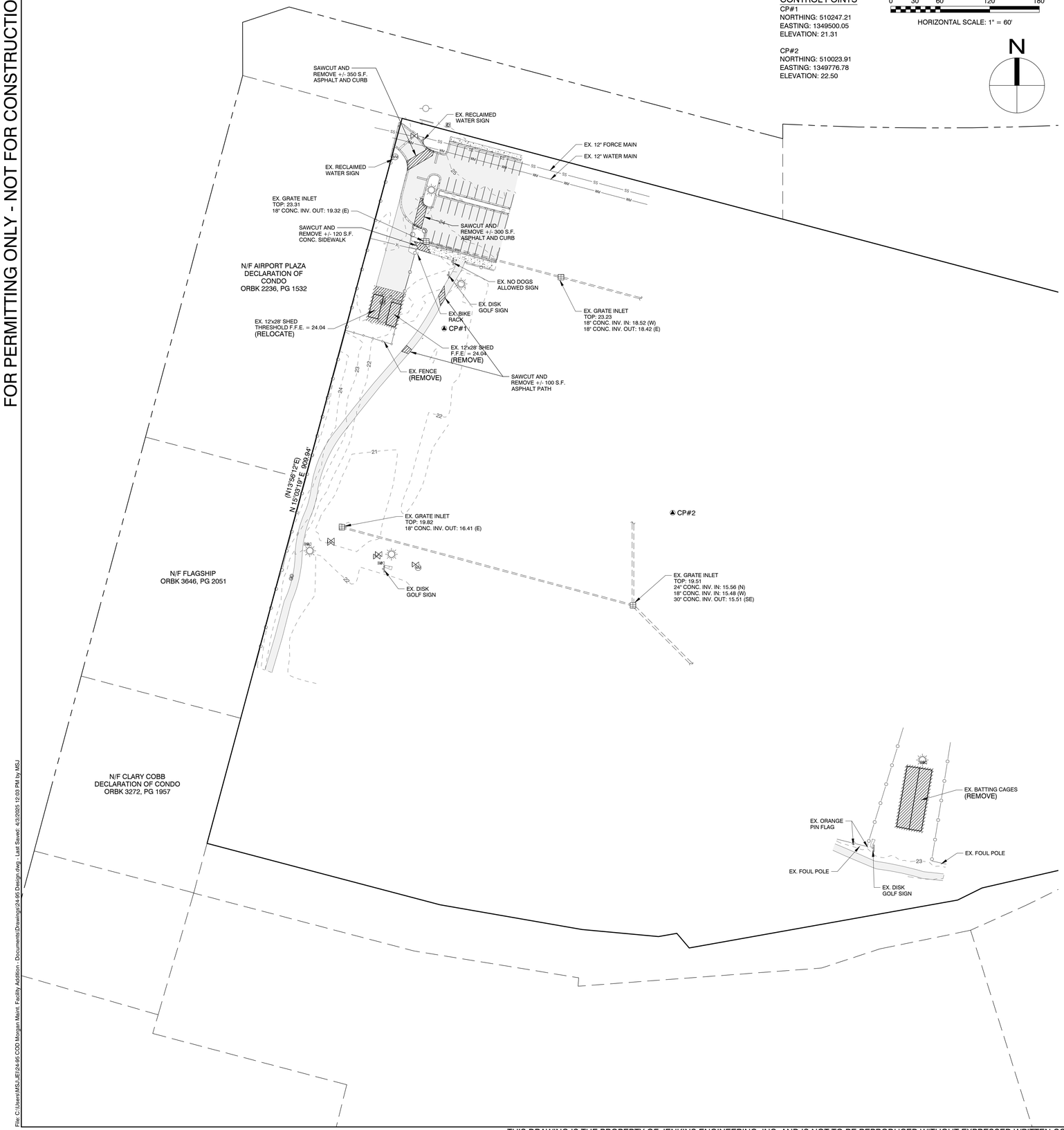

CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

0 30' 60' 120' 180'
HORIZONTAL SCALE: 1" = 60'

N

CITY OF DESTIN DUST & VIBRATION NOTES

CITY OF DESTIN DUST CONTROL REQUIREMENTS

1. GRADING OPERATIONS WILL NOT BE CONDUCTED WHEN WINDS EXCEED 30 MILES PER HOUR.
2. WATER WILL BE APPLIED WITH HOSE OR WATER TRUCK, AS NECESSARY, DURING EXCAVATION ACTIVITIES.
3. CONTRACTOR SHALL ENSURE THAT ANY OPEN-BODIED TRUCKS, TRAILERS OR OTHER VEHICLES TRANSPORTING PARTICULATE MATTER SHALL BE COVERED OR WETTED TO MINIMIZE DUST GENERATION DURING TRANSPORT.
4. STOCKPILED MATERIAL SHALL BE COVERED OR WETTED, AS REQUIRED, TO MINIMIZE DUST GENERATION DURING HIGH WIND CONDITIONS.
5. CONTRACTOR SHALL MINIMIZE THE HEIGHTS INVOLVED IN TRANSFER PROCESSES INVOLVING FREE FALL OF SOIL OR OTHER PARTICULATE MATTER TO MINIMIZE DUST EMISSIONS.
6. WATER WILL E APPLIED BY HOSE OR WATER TRUCK, AS NECESSARY, TO UNPAVED SURFACES, INCLUDING ADJACENT RIGHT-OF-WAYS, OR ANY OTHER SURFACE THAT COULD CREATE AIRBORNE DUST.
7. GROUND COVER WILL BE PLACED FOR ALL OPEN AREAS IMMEDIATELY AFTER CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
8. DESIGNATED ROUTES WITHIN THE JOB SITE THAT WILL BE USED BY VEHICLES TRANSPORTING SOIL OR OTHER MATERIALS TO AND FROM THE SITE SHALL BE CLEARLY INDICATED.
9. CONTRACTOR SHALL PROVIDE BRUSHES, BROOMS, WATER, OR PRESSURE WASHERS, AS REQUIRED, TO REMOVE SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER FROM VEHICLE TIRES AND UNDERCARRIAGES PRIOR TO LEAVING THE SITE IN ORDER TO PREVENT THE TRACKING OUT OF SAID SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER ONTO THE ADJACENT RIGHT-OF-WAYS.
10. MAXIMUM SPEED OF CONSTRUCTION EQUIPMENT OR MATERIAL DELIVERIES SHALL BE 20 MILES PER HOUR.
11. ANY SOIL, SAND AND OTHER MATERIAL DEPOSITED OR EMITTED ONTO ANY RIGHT-OF-WAYS NEAR THE SITE SHALL BE REMOVED WITHIN 48 HOURS.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ANY DUST CONTROL SYSTEMS AND/OR DEVICES, INCLUDING BUT NOT LIMITED TO WATER APPLICATION SYSTEMS, FILTER REPLACEMENT, OR DAILY REMOVAL OF EXCESS DUST FROM CONTAINMENT AREAS ARE IN PROPER WORKING CONDITIONS PER MANUFACTURER'S REQUIREMENTS OR STANDARD INDUSTRY PRACTICE.
13. MONITORING OF DUST EMISSIONS SHALL BE DONE TO ENSURE COMPLIANCE WITH RELEVANT REGULATORY REQUIREMENTS.
14. CONTRACTOR SHALL MAINTAIN A DAILY DUST CONTROL CHECKLIST AND SHALL PROVIDE TO THE CITY UPON REQUEST TO DOCUMENT COMPLIANCE WITH THESE REQUIREMENTS, AND MAINTAIN AT THE JOB SITE AT ALL TIMES.

CITY OF DESTIN VIBRATION IMPACT REQUIREMENTS

1. ANY ACTIVITY INCLUDING, BUT NOT LIMITED TO: PILE DRIVING, EARTHWORK COMPACTION, CONCRETE AND ASPHALT BREAKING WILL NOT TRANSMIT VIBRATIONS TO SENSITIVE RECEPTORS AT OR ABOVE THE FEDERAL TRANSIT ADMINISTRATION (FTA) APPROXIMATE VIBRATION DAMAGE THRESHOLD OF 95 VIBRATION DECIBELS (VDB)
2. FOR ANY ACTIVITY EXCEEDING 80 VDB THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE CITY OF DESTIN WITH A VIBRATION MINIMIZATION AND MITIGATION PLAN TO REDUCE IMPACTS TO THE SURROUNDING AREAS.

FIRE DISTRICT NOTES

1. ALL FIRE DISTRICT REVIEWS WILL BE IN ACCORDANCE WITH THE 8TH EDITION, FLORIDA FIRE PREVENTION CODE, APPROPRIATE FLORIDA STATUTES, FLORIDA ADMINISTRATIVE CODES, AND LOCAL ORDINANCES. SUBMITTALS SHALL COMPLY WITH FLA STATUTE 61G15-32. ALL SUBMITTALS SHALL REFERENCE THE APPROPRIATE CODE EDITIONS.
2. THE FIRE PROTECTION SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD. THE ENGINEER OF RECORD SHALL INCLUDE HYDRAULIC CALCULATIONS FOR THE FIRE SPRINKLER SYSTEM.
3. THE FIRE ALARM SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD.
4. A WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT AND ACCEPTABLE TO THE AUTHORITY HAVING JURISDICTION, SHALL BE MADE AVAILABLE PRIOR TO DELIVERY OF COMBUSTIBLE MATERIALS.
5. FIRE DEPARTMENT ACCESS TO AND ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
6. THE UNDERGROUND FIRE SERVICE LINE, FROM THE POINT OF SERVICE TO 12" ABOVE THE FINISHED FLOOR, SHALL BE INSTALLED BY A CONTRACTOR LICENSED TO INSTALL THE DEDICATED PORTION OF THE FIRE SERVICE LINE. THE DESIGNATED POINT OF SERVICE SHALL BE APPROVED BY DESTIN FIRE DISTRICT. ONE (1) SET OF DRAWINGS OF THE PLANNED UNDERGROUND AND MATERIAL DATA SHEETS MUST BE SUBMITTED TO THE DESTIN FIRE DISTRICT OFFICE FOR REVIEW AND APPROVAL PRIOR TO STARTING INSTALLATION.
7. FLUSHING OF AND THE 200 PSI PRESSURE TEST OF THE FIRE SERVICE LINES MUST BE WITNEESSED BY A REPRESENTATIVE OF DESTIN FIRE DISTRICT. THE UNDERGROUND CONTRACTOR SHALL PROVIDE A COMPLETED "CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING" AT THE TIME OF THE FINAL PRESSURE TEST.
8. A RAPID ENTRY BOX (KNOX BOX) IS REQUIRED. CONTACT DESTIN FIRE DISTRICT PRIOR TO ORDERING.
9. FIRE FIGHTER SAFETY SYMBOLS ARE REQUIRED.
10. THE FIRE DISTRICT REQUIRES A COMPLETE ELECTRONIC PACKAGE OF PDF FILES ON A CD OR USB FLASH DRIVE. SUBMITTAL MUST INCLUDE ENGINEERED DRAWINGS OF THE FIRE SPRINKLER AND FIRE ALARM SYSTEMS.
11. FIRE SAFETY PUBLIC SAFETY FACILITIES FEES (IMPACT FEES) AND PLAN REVIEW FEES WILL BE ASSESSED WHEN BUILDING PLANS ARE SUBMITTED. ALL FEES MUST BE PAID UPON COMPLETION OF REVIEW.

BUILDING DIVISION NOTES

1. PROPER PERMITTING MUST BE APPLIED FOR AND APPROVED PRIOR TO ANY WORK BEING PERFORMED ON THE SUBJECT PROPERTY.
2. TWO (2) FULL SETS OF SIGNED AND SEALED CONSTRUCTION PLANS AND ONE (1) CD, SPECIFICATIONS, AND RELATED DOCUMENTS (SITE PLAN) AS REQUIRED BY THE FLORIDA BUILDING CODE CHAPTER 1 MUST BE SUBMITTED TO AND BE REVIEWED BY THE BUILDING DIVISION PRIOR TO ISSUANCE OF A PERMIT.
3. PLANS SHALL BE BASED ON THE FOLLOWING CODES (AS APPLICABLE) AND NOTED ON THE CONSTRUCTION DRAWINGS INFORMATIONAL PAGE: 2020 FLORIDA BUILDING CODE, 2020 FLORIDA FIRE PREVENTION CODE, AND 2020 NATIONAL ELECTRICAL CODE. THE FOLLOWING MINIMUM INFORMATION WILL BE REQUIRED AS APPLICABLE: CONSTRUCTION TYPE, OCCUPANCY CLASSIFICATION, OCCUPANCY LOAD, MEAN ROOF HEIGHT AND PITCH, BUILDING AREA, AREA MODIFICATION, FIRE PROTECTION - SPRINKLED/NON-SPRINKLED, ULTIMATE WIND SPEED - RISK CATEGORY - WIND EXPOSURE, INTERNAL PRESSURE COEFFICIENT, DESIGN LOAD BEARING VALUE OF SOILS. (FOR A COMPLETE LIST OF MINIMUM PLAN REVIEW CRITERIA SEE 107.3.4 FBC.)
4. DESTIN FIRE CONTROL DISTRICT APPROVAL LETTER BASED ON FINAL CONSTRUCTION DOCUMENTS PRIOR TO ISSUANCE OR A PERMIT.

PAVEMENT STRIPING NOTE

ALL PAVEMENT STRIPING WITHIN PUBLIC RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING IN ACCORDANCE WITH THE MATERIALS, EQUIPMENT, APPLICATIONS, AND APPROVAL/CERTIFICATIONS LISTED IN SECTION 711 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, JULY 2020 OR LATEST AVAILABLE EDITION. ALL STRIPING WITHIN RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING.

CITY OF DESTIN CONSTRUCTION SCREENING CRITERIA

THE SCREEN MATERIAL SHALL BE MADE OF AN OPAQUE MATERIAL CAPABLE OF ALLOWING AIR TO PASS BUT SEMI-PERVIOUS TO DUST AND DIRT. THE SCREENING SHALL BE OF A FINENESS SUCH THAT NO MATERIAL OVER ONE-EIGHTH (1/8) INCH IN SIZE SHALL PASS THROUGH THE MESH. SUCH SCREENING SHALL BE SECURELY AFFIXED TO THE CONSTRUCTION FENCE. FENCE SCREENING SHALL HAVE A MINIMUM HEIGHT OF FIVE (5) FEET AND A MAXIMUM HEIGHT OF EIGHT (8) FEET. THE SCREENING MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION AND TAUT THROUGHOUT THE ALLOTTED PERMIT TIME. THE SCREENING MUST BE KEPT SECURE FROM ANY WIND ACTION. IN CASES WHERE THE FINISHED GRADE OF THE DEVELOPMENT SITE IS HIGHER BY MORE THAN ONE (1) FOOT OR MORE THAN THE GRADE OF THE ADJOINING PROPERTIES, SAID FENCE SCREENING SHALL BE PLACED AT THE FINISHED GRADE AND NOT THE EXISTING GRADE.

CITY OF DESTIN EMERGENCY CONTACT REQUIREMENTS

1. DEVELOPMENT SHALL PROVIDE A POSTED SIGN NOTIFYING THE PUBLIC OF THE NAME, AND 24 HOURS A DAY, 7 DAYS A WEEK EMERGENCY CONTACT PHONE NUMBER OF THE PARTY RESPONSIBLE FOR DEVELOPMENT SITE.
2. SIGN SHALL BE NO LARGER THAN 18"x24" AND NO SMALLER THAN 10"x16".
3. SIGN SHALL BE PROMINENTLY PLACED ON SITE, NO FURTHER THAN 5 FEET FROM ADJACENT RIGHT-OF-WAY, AND SHALL BE LEGIBLE WHEN VIEWED FROM RIGHT-OF-WAY.
4. SIGN SHALL BE PLACED AT EXPENSE OF OWNER, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. OWNER SHALL PROVIDE CITY WITH A PHOTO OF SIGN AND POSTING OF PROPERTY AFFIDAVIT WITHIN 7 DAYS OF SIGN BEING POSTED.
6. SIGN SHALL BE REMOVED WITHIN 5 DAYS AFTER ISSUANCE OF CERTIFICATE OF OCCUPANCY OR CERTIFICATE OF COMPLETION FOR THE PROJECT.

OFFICE OF PUBLIC SERVICES NOTES

1. PRIOR TO OBTAINING ANY CITY OF DESTIN PERMITS, DEVELOPER/CONTRACTOR SHALL OBTAIN AN FDEP NPDES PERMIT AND SUBMIT A COPY TO THE PUBLIC SERVICES DIRECTOR.
2. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 8 (TRANSPORTATION) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.
3. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 11.09.00 (ILLICIT DISCHARGE) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.

SURVEY NOTES

1. IMPROVEMENTS HAVE BEEN LOCATED AS SHOWN. UNDERGROUND UTILITIES HAVEN'T BEEN VERIFIED AND MAY DIFFER FROM THE INFORMATION SHOWN HEREON. BEFORE DIGGING CALL SUNSHINE 811 LINE LOCATORS.
2. THIS SURVEY, PLAT OR DRAWING WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH, AND WAS SOLELY BASED ON THE INFORMATION OBTAINED FROM PUBLIC RECORDS AND/OR PROVIDED TO THE SURVEYOR. DEED REFERENCE MADE TO OFFICIAL RECORD BOOK 1143, PAGE 1442.
3. BEARINGS SHOWN HEREON ARE BASED ON FLORIDA STATE PLANE COORDINATES (NORTH ZONE) AS DERIVED FROM A GEODETIC SOLUTION USING RTK GPS AND OPUS SOLUTIONS. ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY WHERE THE PROPERTY IS LOCATED.
5. LIABILITY TO THE SURVEYOR SHALL NOT EXCEED THE AMOUNT PAID FOR THIS SURVEY.
6. THIS SURVEY MAP OR REPORT OR THE COPIES OF THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR ELECTRONICALLY SIGNED PER 5J-17.062 OF THE FLORIDA ADMINISTRATIVE CODE.
7. THE USE OF THIS BOUNDARY SURVEY IN CONJUNCTION WITH AN "OWNERS AFFIDAVIT" OR ANY OTHER INSTRUMENT WHICH IS DESIGNED TO TRANSFER TITLE WITHOUT A CURRENT SURVEY IS NOT PERMITTED OR SUPPORTED BY THIS SURVEYOR, AND WILL INVALIDATE THIS SURVEY.
8. ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".
9. SUNSHINE 811 LINE LOCATE REQUEST SENT ON 12/24/24 WITH TICKET NUMBER(S) 359400867. ALL ON SITE MARKED UTILITIES OR MAP LOCATIONS HAVE BEEN LOCATED ON 12/24 - 12/30 AND SHOWN ON THIS SURVEY.
10. PRIOR TO DESIGN OR CONSTRUCTION SETBACKS NEED TO BE VERIFIED WITH THE LOCAL ZONING, PLANNING AND DEVELOPMENT AUTHORITY.
11. CONTRACTOR'S RESPONSIBILITY TO VERIFY DIMENSIONS SHOWN HEREON PRIOR TO FURTHER CONSTRUCTION.

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M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
1	04/03/2025	REVISIONS PER TRC COMMENTS	MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

EXISTING CONDITIONS
NOT VALID UNLESS BEARING ENGINEERS ORIGINAL SIGNATURE

JOB:	24-95
DATE:	02-2025
DESIGNED:	MSJ
DRAWN:	MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
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DRAWING NUMBER
02 OF 08

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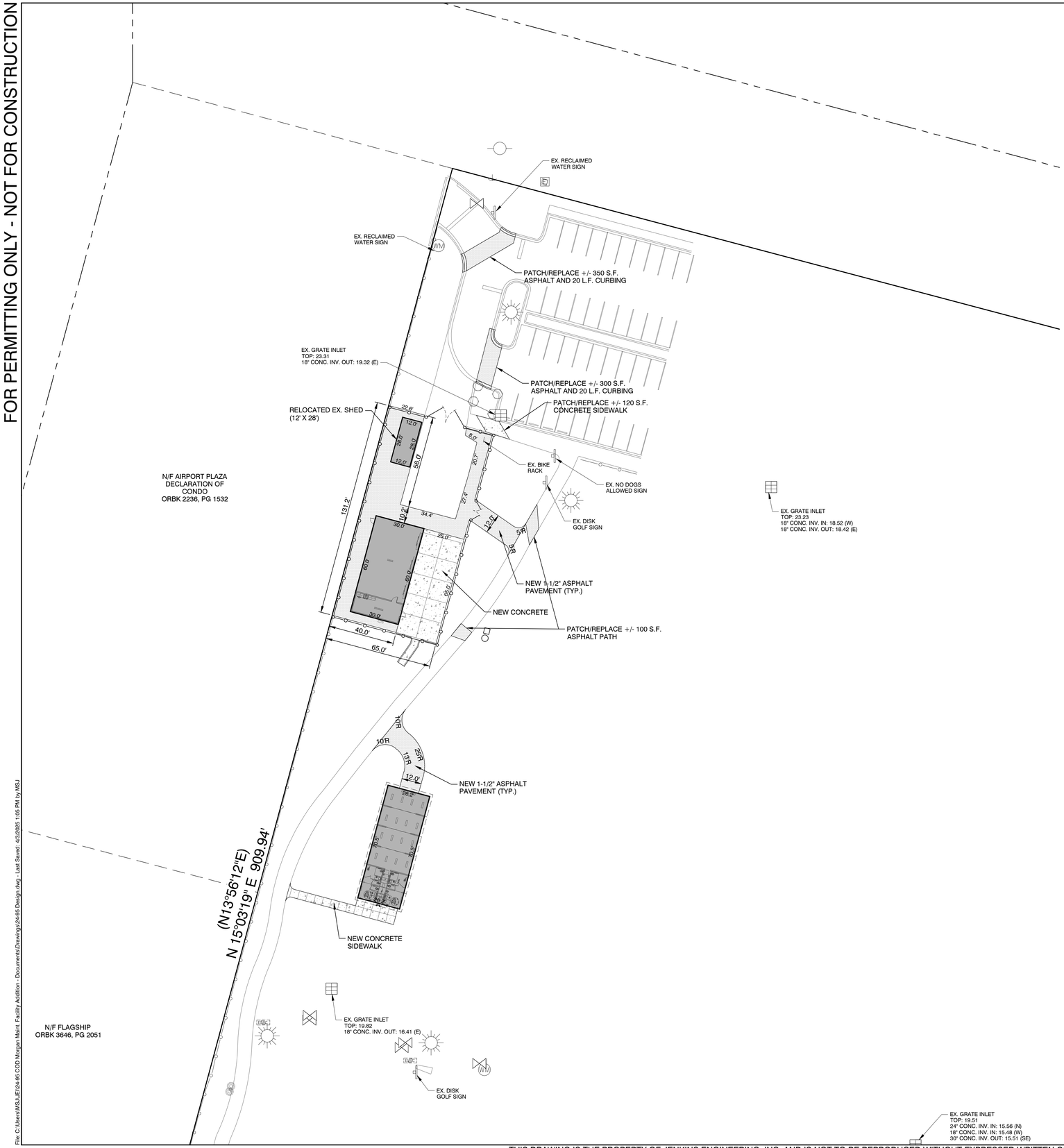

SITE DATA TABLE

PARCEL ID: 00-2S-22-2300-000F-0020

LAND USE: MORGAN SPORTS COMPLEX (CURRENT)
RECREATION (FUTURE)

FLOOD ZONE: X *

BUILDING SETBACKS:
REQUIRED: FRONT = NONE
SIDE = NONE
REAR = NONE
PROVIDED: FRONT = 153.0 FEET
SIDE = 10.3 FEET MIN.
REAR = 469.1 FEET MIN.

BUILDING INFORMATION:
BUILDING HEIGHT: 12'-0" (ONE STORY)
GROSS FLOOR AREA: 1,800 SQ.FT. MAINTENANCE BUILDING
1,846 SQ.FT. FIELD HOUSE WITH RESTROOMS
1,960 SQ.FT. BATTING CAGE FACILITY
1,500 SQ.FT. EXISTING CONCESSION WITH RESTROOMS

TOTAL SITE AREA: 1,118,487.1 SQ.FT. OR 25.68 AC.

OPEN SPACE PROVIDED: 882,959.3 SQ.FT. OR 20.27 AC.

* ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

CITY OF DESTIN WHITE SAND DESIGNATION

CONSTRUCTION IS LOCATED WITHIN THE CITY OF DESTIN'S DESIGNATION OF WHITE SANDS ZONE 2. ALL MATERIALS USED FOR CONSTRUCTION IN THIS ZONE MUST COMPLY WITH SECTION 11.07.02.A OF THE DESTIN LAND DEVELOPMENT CODE. MATERIALS SHALL BE COMPLIANT WITH ALLOWABLE / APPROVED MATERIALS PER THIS SECTION.

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SITE PLAN

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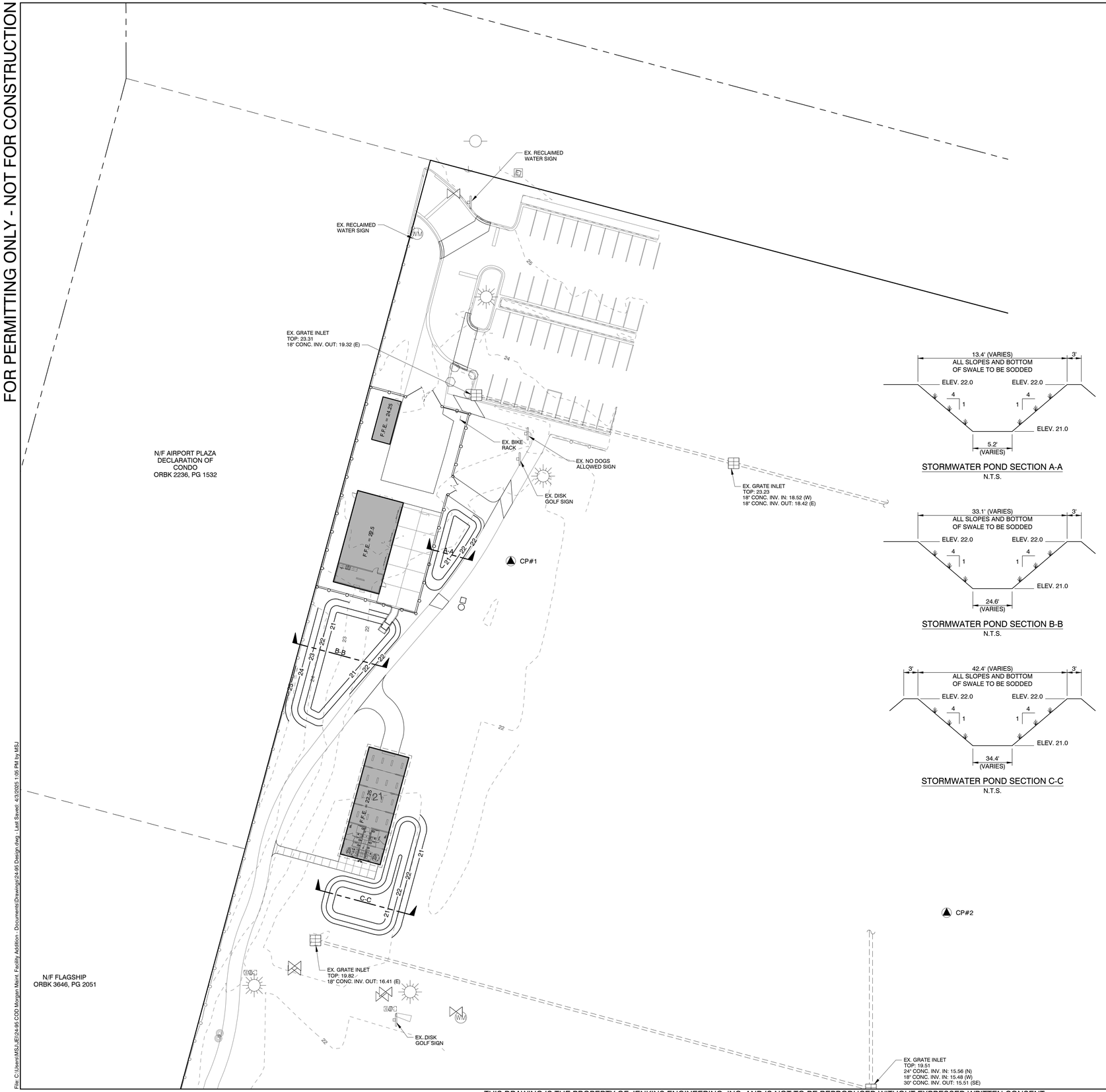
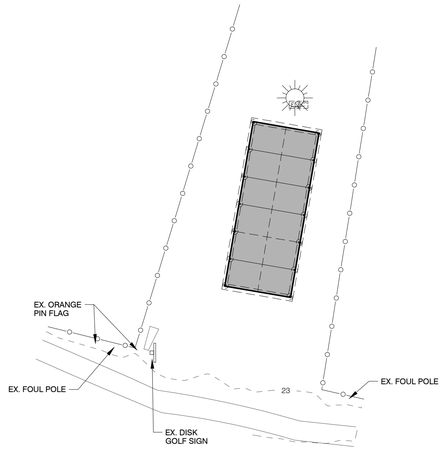


STORMWATER POND SECTION A-A
N.T.S.

STORMWATER POND SECTION B-B
N.T.S.

STORMWATER POND SECTION C-C
N.T.S.



EROSION NOTES

1. EROSION PROTECTION: SOIL EROSION SEDIMENTATION MUST BE CONTROLLED AND RETAINED ON SITE DURING CONSTRUCTION. THEREFORE, EROSION PROTECTION, SUCH AS STAKED BALED HAY AND SILT FENCE BARRIERS, MUST BE INSTALLED PRIOR TO START OF CONSTRUCTION.
2. SILT FENCE BARRIER SHALL BE INSTALLED AS SHOWN ON PLANS, AND IN ALL AREAS SUBJECT TO SOIL EROSION SEDIMENTATION.
3. STORMWATER MANAGEMENT AREAS SHALL BE SODDED.
4. GRADES AT CURBS ARE AT FLOWLINE.
5. CITY OR THEIR DESIGNATED CONTRACTOR SHALL OBTAIN NPDES NOTICE OF INTENT (NOI) PERMIT AND CREATE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCEMENT OF CONSTRUCTION SHOULD THIS PROJECT MEET THE THRESHOLD REQUIREMENTS FOR NPDES PERMITTING.

STORMWATER MAINTENANCE NOTE

OPERATION AND MAINTENANCE OF ALL ON-SITE STORMWATER TREATMENT FACILITIES SHALL BE PROVIDED BY THE CITY OF DESTIN.

STORMWATER LANDSCAPING NOTE

1. DRAINAGE FACILITIES SHALL BE COMPLETELY LANDSCAPED WITH PLANTINGS AND GROUND SURFACE MATERIALS SUCH AS SOD/GRASS.
2. A THREE FOOT WIDTH ADJACENT TO NEW CONCRETE SIDEWALK AND BUILDING AREAS SHALL BE STABILIZED WITH SOD.

CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

GRADING & DRAINAGE PLAN

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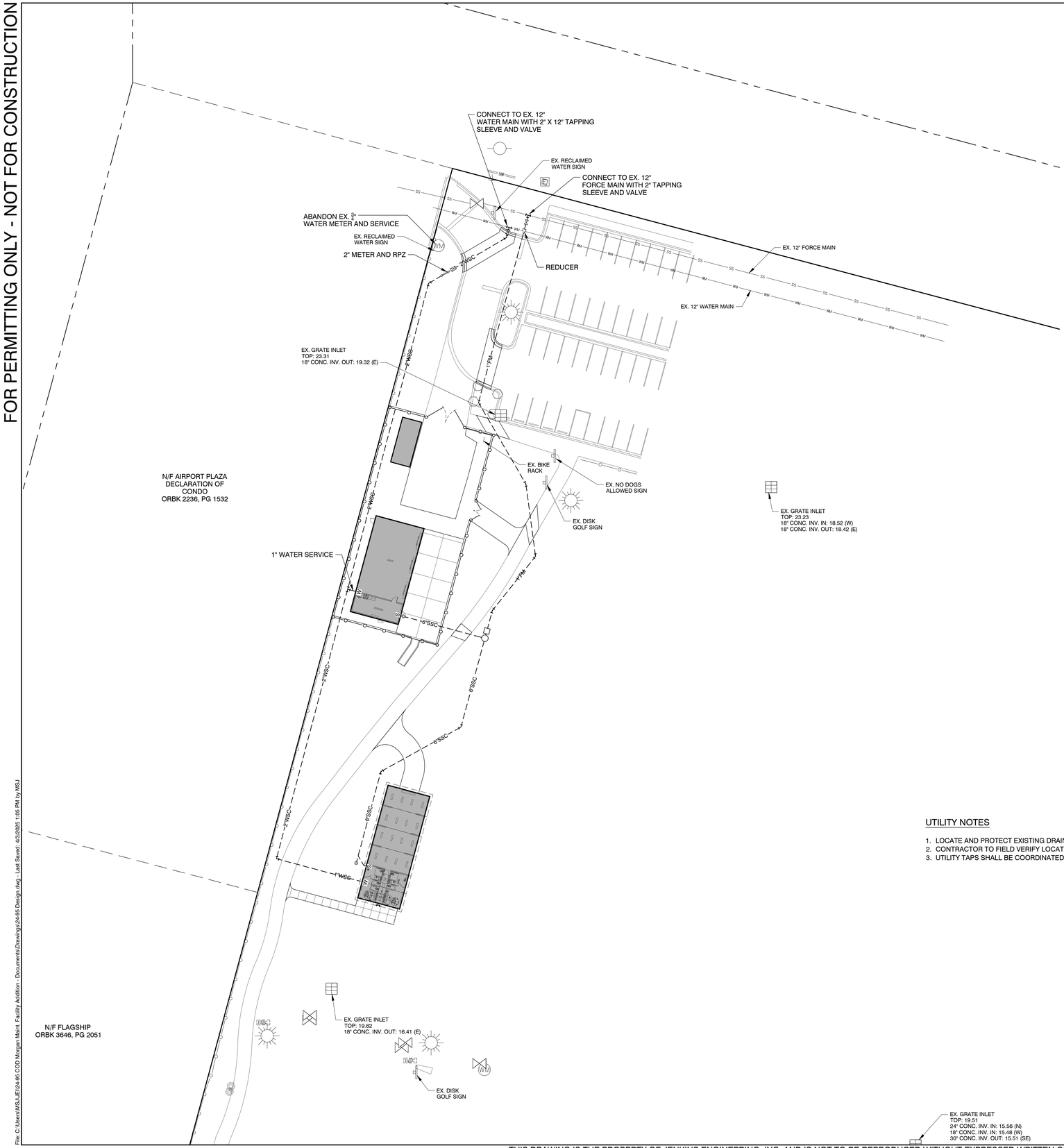

UTILITY NOTES

1. LOCATE AND PROTECT EXISTING DRAINFIELD UNDERGROUND LINES. COORDINATE EXCAVATION ACTIVITIES WITH DESTIN WATER USERS.
2. CONTRACTOR TO FIELD VERIFY LOCATIONS AND DEPTHS OF ALL UNDERGROUND UTILITIES.
3. UTILITY TAPS SHALL BE COORDINATED WITH DESTIN WATER USERS PRIOR TO CONNECTION.

N

0 15' 30' 60' 90'

HORIZONTAL SCALE: 1" = 30'

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FL. REGISTRATION NO. 58073

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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

UTILITY PLAN

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Digitally signed by M. Scott Jenkins, P.E.
DN: C=US, E=scott@jeicivil.com, O="Jenkins Engineering, Inc.", CN=M. Scott Jenkins, P.E.
Reason: I attest to the accuracy and integrity of this document
Date: 2025.04.03 14:08:21-05'00'

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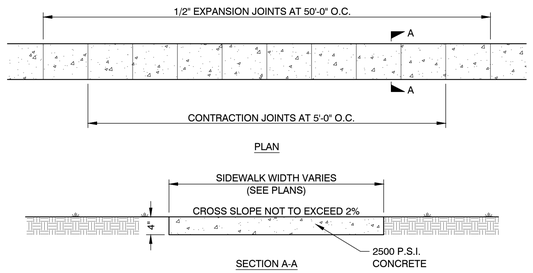
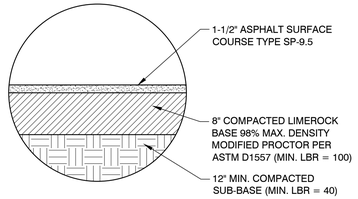
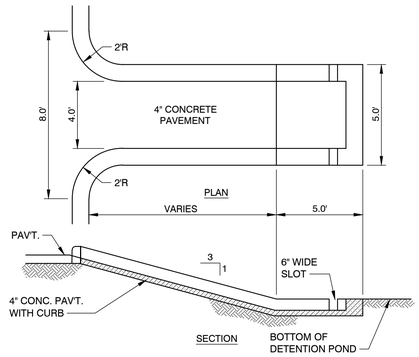


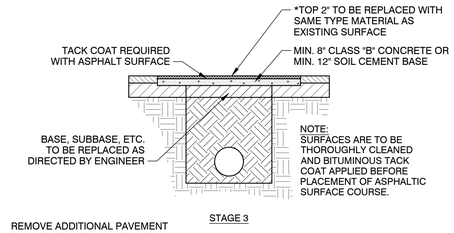
CONCRETE SIDEWALK DETAIL
N.T.S.



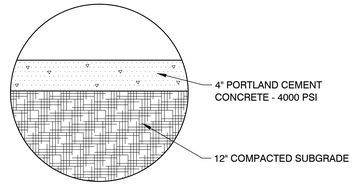
1-1/2" ASPHALT PAVEMENT DETAIL
N.T.S.



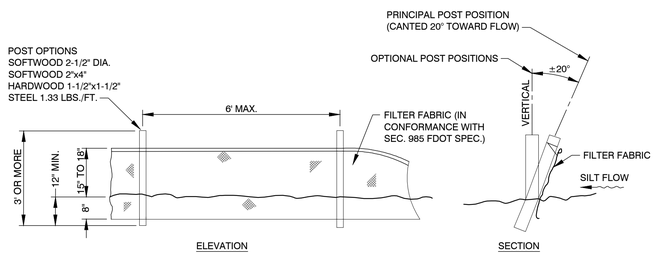
CONCRETE FLUME DETAIL
N.T.S.



PAVEMENT PATCHING DETAIL
(UTILITY INSTALLATIONS BY OPEN CURB ACROSS EXISTING PAVEMENT)
N.T.S.



4" CONCRETE PAVEMENT DETAIL
N.T.S.



TYPE III SILT FENCE DETAIL
N.T.S.

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
FORT WALTON BEACH, FLORIDA 32548
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DAG ARCHITECTS

MORGAN SPORTS COMPLEX
IMPROVEMENTS
DESTIN, FLORIDA

MISCELLANEOUS DETAILS

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DATE: 02-2025
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1 SPECIFICATION: CLEARING AND GRUBBING

All site Clearing and Grubbing shall be in accordance with section 110 of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. This work shall be performed in the following areas:

- All street rights-of-way.
- All areas where excavation or embankment are to take place.
- Detention areas.

In addition, certain other areas where underground utilities are to be installed are to be cleared and grubbed to the extent necessary to properly install the utilities. Such work shall be incidental to the contract unit price for the utility to be installed.

1.1 SCOPE:

Site clearing work includes, but is not limited to:

- Removal of trees and other vegetation.
- Topsoil stripping.
- Clearing and grubbing.
- Removing above grade improvements.
- Removing below grade improvements.

1.2 JOB CONDITIONS:

Traffic: Conduct site clearing operations to ensure minimum interference with roads, streets, walks, and other adjacent occupied or used facilities. Do not close or obstruct streets, walks, or other occupied or used facilities without permission from the Owners and/or Local approving authority.

Clearing and Protection in Construction Areas: Preserve trees 6 inches or larger measured breast height (6"dbh) where possible within construction area.

Protection of Existing Improvements: Provide protection necessary to prevent damage to existing improvements indicated to remain in place.

Protect improvements on adjoining properties and on project site.

Restore damaged improvements to original condition as acceptable to the Owner.

1.3 LIMITATIONS:

Clearing will be limited to the extent necessary to allow for construction of the proposed improvements as a result of:

- Need for access to the project site for construction equipment.
- Essential grade changes.
- Surface water drainage and utility installation.
- Location of driveways, buildings, and required parking.

1.4 CLEARING AND GRUBBING:

Remove trees, shrubs, grass, other vegetation, improvements, or obstructions interfering with the installation of new construction. Removal includes digging out stumps and roots. Do not remove items elsewhere on site or premises unless specifically indicated. Disposal of trees, limbs, stumps, and debris shall be the responsibility of the Contractor.

Strip topsoil to whatever depths encountered to prevent intermingling with underlying subsoil or other objectionable material. Cut heavy growths of grass from areas before stripping.

Stockpile topsoil in storage piles in areas shown or where directed by the Owner. Construct storage piles to freely drain surface water. Cover storage piles if required to prevent windblown dust.

Dispose of unsuitable or excess topsoil same as specified for waste material.

1.5 FILLING:

Fill depressions caused by clearing and grubbing operations with satisfactory soil material, unless further excavation or earthwork is indicated.

Place fill material in horizontal layers not exceeding 6" loose depth, and thoroughly compact to density equal to adjacent ground, unless otherwise shown on the plans.

1.6 REMOVAL OF IMPROVEMENTS:

Remove existing above and below grade improvements and abandoned underground piping or conduit necessary to permit construction and other work.

1.7 DISPOSAL OF WASTE MATERIALS:

No burning of any material, debris, or trash will be allowed.

Remove waste materials from project site on a daily basis, and dispose of off-site in an approved area.

2 SPECIFICATION: EXCAVATION, EMBANKMENT AND SUBGRADE

2.1 EXCAVATION, EMBANKMENT AND SUBGRADE:

Section 120 of the Florida D.O.T. Specification. All subgrade fill material, and the top 12 inches in cut area, shall be compacted to 100 percent of maximum density as determined to AASHTO T-99. The Subgrade Compaction (Stabilization) shall conform to Section 160 of the Florida D.O.T. Specifications. In most cases this will consist of compacting existing cleaned soil. However, it is the Contractor's responsibility to assure that the finished roadbed section meets bearing value requirements, regardless of the quantity of stabilizing materials to be added. One field density test shall be taken for each 5000 square feet or fraction thereof.

Where required subgrade density cannot be obtained, unsuitable material shall be removed so that the road base will be constructed on a minimum of 3 feet of suitable, properly compacted material. This work shall be included in the contract lump sum price for earth excavation.

2.2 SOIL CEMENT BASE:

The detailed specifications of the soil cement base course are to be determined by an independent testing laboratory after testing of the material the Contractor proposes to use. Moisture and cement content will be specified by the laboratory. However, as a guide for bid purposes, estimate 12% cement by weight and include a price reduction schedule if tests show less cement is required. The soil cement mix will be at optimum moisture content, i.e., neither mushy nor dry, but containing sufficient moisture to make a firm case when squeezed in the hand. Water should not appear on the hand when so squeezed. This requires 5 to 6 gallons per square yard but actual quantity of water to be added will depend on latent moisture in the base material. From a practical standpoint, the highest moisture content should be maintained that permits packing and finishing without surface checking, shoving or rutting during compaction and finishing operations.

The freshly compacted and finished soil-cement mix must be adequately cured. An application of bituminous material such as RC-2, MC-3, RT-5 or asphaltic emulsion at a rate of 0.15 to 0.20 gal per square yard is preferred as the curing medium. Waterproof paper or moist hay is acceptable if properly maintained.

2.3 SAND-CLAY BASE COURSE:

The following tests shall be performed prior to placing the material on the roadbed:

Composition and gradation	Percent of material passing the 10-mesh sieve
• Clay (material smaller than 0.005mm)	8 to 21
• Silt (material from 0.005 to 0.005mm)	0 to 10
• Combined clay and silt	8 to 25
• Limerock Bearing Ration Value (LBR)	Of at least 75
• Liquid Limit	Not greater than 25
• Plasticity Index	Not greater than 6

The results of these tests shall be submitted to the engineer for approval. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. One density test shall be taken for each 5000 square feet or faction thereof.

CONTINUED ON NEXT COLUMN

Note: Sand Clay base material shall not be used in areas where the seasonal high groundwater table is within two (2) feet of the bottom of the base material.

2.4 LIMEROCK BASE COURSE:

Shall be constructed in accordance with Section 200 of the Florida D.O.T. Specifications for Road and Bridge Construction. The material shall meet the requirements of Section 911 of the Specifications. Tests necessary to determine compliance with Section 911 shall be performed prior to placing the material on the subgrade. These tests include:

Test	Requirement
• Liquid Limit	Less than 35
• Plastic Index	Non-Plastic
• Gradation	97% passing 3.5 inch sieve
• Limerock Bearing Ratio	Not less than 100

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the limerock base course shall be placed in accordance with Section 200. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. A minimum of three density tests shall be made on each days compaction operations. More frequent tests shall be made as deemed necessary by the Engineer. The base shall be installed to a compacted thickness as shown on the plans, plus or minus one half inch. Deviations from this specification shall be corrected as indicated in the State Specifications.

2.5 GRADED AGGREGATE BASE COURSE:

Shall comply with the requirements of Section 204 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 204 shall be performed prior to placing the material. These tests include:

- Soundness Loss, Sodium, Sulfate: AASHTO T-104.
- Percent Wear: AASHTO T-96 (Grading A).
- Sieve Analysis.
- Limerock Bearing Ratio Value.

The results of these tests shall be submitted to the engineer for approval. After the approval of the material, the graded aggregate base course shall be placed in accordance with Section 204. The base course shall be compacted to a density of not less than 100 percent of the maximum density as determined by AASHTO T-180. At least three density tests shall be made on each day's final compaction operation of each course, and the density determinations shall be made at more frequent intervals if deemed necessary by the Engineer.

2.6 ASPHALT BASE COURSE:

Shall comply with the requirements of Sections 280, 330, 331 and 916 of the Florida D.O.T. Specifications. The design mix for Asphaltic Base Course Type 3 shall conform to the requirements in Tables 331-1 and 331-2. The minimum Marshall stability shall be 1000 lbs./sq. in. as indicated in Table 331-2. Percent bitumen by weight of total mix: 5.0 (minimum). Two copies each of the actual design mix shall be submitted to the Engineer. Written approval of the Asphalt base course design mix must be obtained from the engineer prior to commencing base course construction. Once the design mix has been approved by the engineer, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance. After the approval of the mix design, the Asphalt base course shall be placed in accordance with Section 280 and compacted in accordance with Section 330-10.

NOTE: STORMWATER DRAINAGE SHALL BE CONTROLLED DURING ALL PHASES OF CONSTRUCTION.

3 SPECIFICATION: ASPHALT CONCRETE PAVING

3.1 SCOPE:

This section includes materials and work required for installation of flexible asphaltic concrete pavement for parking and drive areas shown on the plans.

3.2 APPLICABLE PUBLICATIONS:

The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All asphalt construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

Florida Department of Transportation Specifications:

• Section 901	Course Aggregate
• Section 902	Fine Aggregate
• Section 916	Bituminous Materials
• Section 917	Mineral Filler
• Section 300	Bituminous Treatments, Surface Courses and Concrete Pavement
• Section 331	Type S Asphalt Concrete

American Society for Testing and Materials (ASTM) Publications:

• D 1557	Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10 lb (4.54 kg) Rammer and 18-in. (457mm) Drop.
• D 1557	Marshall Stability Mix Design

3.3 SUBMITTALS:

Asphalt Design Mix: Before any asphalt surface is constructed, submit two copies of each of the actual design mix to the Engineer and Owner.

Written approval of the asphaltic concrete design mix must be obtained from the Engineer and Owner prior to commencing asphalt pavement construction.

Material Certificates: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds specified requirements.

Asphalt extraction tests.

Aggregate gradation tests.

Marshall stability tests.

3.4 JOB CONDITIONS:

Weather limitations: Apply prime and tack coats when ambient temperature is above 40 degrees, and when temperature has not been below 35 degrees for 12 hours prior to application. Do not apply when base is wet or contains excess moisture.

3.5 MATERIALS:

Mineral Filler: Rock dust, hydraulic cement, or other inert material complying with Section 917 of the Florida D.O.T. Specification.

Asphalt Cement: The bituminous material shall be AC-20, viscosity grade and comply with Section 916 of the Florida D.O.T. Specification.

Course Aggregate: Comply with Section 901 of the Florida D.O.T. Specification.

Fine Aggregate: Comply with Section 902 of the Florida D.O.T. Specification.

Prime Coat and Tack Coat: The bituminous material for the Prime Coat shall be MC-70. The bituminous material for the Tack Coat shall be AC-20, or Emulsified asphalt, grade RS-2 and comply with the requirements in Section 300 and 916 of the Florida D.O.T. Specifications.

Asphaltic Concrete Design Mixes: Asphalt shall conform to the requirements for Type S Asphalt as indicated in Section 331 of the Florida D.O.T. Specifications.

Mix shall be within sieve analysis and bitumen range given in Section 331 of the Florida D.O.T. Specifications.

Minimum Marshall stability shall be in 1500 lbs./sq. in. as indicated in Table 331-2 of the Florida D.O.T. Specifications.

Percent bitumen by weight of total weight mix: 5.0 - 8.5.

CONTINUED ON NEXT COLUMN

Once design mix has been accepted by Engineer and Owner, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance.

Provide asphalt-aggregate mixture as recommended by local or state paving authorities to suit project conditions. Use locally available materials and graduations which meet Florida D.O.T. Specifications and exhibit satisfactory record on previous installations.

3.6 BASE COURSE PREPARATION:

Prior to construction of the base course, the top 12 inches of subgrade shall be compacted to a minimum soil density of 98% of the Modified Proctor Test Density (ASTM 1557). The subgrade shall be sterilized by a borate or chlorate sterilant containing not less than 25% sodium chlorate and shall be mixed thoroughly with water at the rate of 1-1/2 lbs. of sterilant per gallon of water. The sterilant shall be applied evenly at the rate of 0.2 gallons per square yard to subgrades that are less than 12" below original grades. If prepared base course will not be immediately covered with asphalt on the same day and wind-blown seeds will contaminate the base course surface, the sterilants shall be applied to the base course contaminate the base course.

Remove loose material from compacted base material surface immediately before applying prime coat.

Proof roll prepared base material surface to ensure unstable areas have been corrected and are ready to receive paving.

Prime Coat:

- Apply bituminous prime coat to base material surfaces where asphaltic concrete paving will be constructed.
- Apply bituminous prime coat in accordance with Section 300 of Florida D.O.T. Specifications.
- Apply at minimum rate of not less than 0.15 gal./sq. yd. over compacted base material. Apply material to penetrate and seal, but not flood, surface.
- Cure and dry as long as necessay to attain penetration and evaporation of volatile.

Tack Coat:

- Tack coat shall be applied in accordance with Section 300 of Florida D.O.T. Specifications. Apply to contact surfaces of previously constructed asphalt or portland cement and concrete and surfaces abutting or projecting into asphalt concrete pavement.
- Apply tack coat to full depth asphalt base course and sand asphalt base course. Apply emulsified asphalt tack coat between each lift or later of full depth asphalt and sand asphalt bases and on surface of such bases where asphaltic concrete paving will be constructed.
- Distribute at rate of 0.08 ga./sq. yd. of surface.
- Allow to dry until at proper condition to receive paving.

3.7 PLACING ASPHALT MIX:

Place asphalt concrete mixture on prepared surface, spread, and strike off. Spread mixture at the following minimum temperatures:

- When ambient temperature is between 40 degrees F and 50 degrees F: 285 degrees F.
- When ambient temperature is between 50 degrees F and 60 degrees F: 280 degrees F.
- When ambient temperature is higher than 60 degrees F: 275 degrees F.

Place inaccessible and small areas by hand. Place each course to required grade, cross-section, and compacted thickness.

Paver Placing:

- Place in strips not less than 10'-0" wide, unless otherwise acceptable to the Contracting Officer.
- After first strip has been placed and rolled, place succeeding strips and extend rolling to overlap previous strips.

Joints:

- Construct joints between old and new pavements as detailed in the plans.
- Joints between successive days work shall be constructed to ensure continuous bond between adjoining work.
- Construct joints to have same texture, density, and smoothness as other sections of asphalt concrete course.
- Clean contact surfaces and apply tack coat.

3.8 COMPACTION:

Each lift of asphalt shall be compacted to a minimum of 98% of the Marshall test ASTM D1559. Begin rolling when mixture will bear roller weight without excessive displacement. Compact mixture with hot hand tampers or vibrating plate compactors in areas inaccessible to rollers.

Breakdown Rolling:

- Accomplish breakdown or initial rolling immediately following rolling of joints and outside edge.
- Check surface after breakdown rolling, and repair displaced areas by loosening and filling, if required, with hot material.
- Second Rolling:
- Follow breakdown rolling as soon as possible, while mixture is hot.
- Continue second rolling until mixture has been thoroughly compacted.

Finish Rolling:

- Perform finish rolling while mixture is still warm enough for removal of roller marks.
- Continue rolling until roller marks are eliminated and course has attained maximum density.

Patching:

- Remove and replace paving areas mixed with foreign materials and defective areas.
- Cut out such areas and fill with fresh, hot asphalt concrete.
- Compact by rolling to maximum surface density and smoothness.

Protection:

- After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.
- Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.

3.9 FIELD QUALITY CONTROL:

An independent Testing Laboratory, selected and paid by the contractor shall be retained to perform construction testing of in-place asphalt courses for Asphalt Extraction, Aggregate gradation, Marshall Stability, thickness and surface smoothness.

Thickness: In-place compacted thickness shall not be less than thickness specified on the drawings.

Surface Smoothness: Testing shall be performed on the finished surface of each asphalt concrete course for smoothness, using 10'-0" straightedge applied parallel with, and at right angles to centerline of paved area. The variation of the surface from the edge of the straight edge between any two contact points shall not exceed 1/4". Check surface areas at intervals necessary to eliminate ponding areas. Repair or remove and replace unacceptable paving as directed by the Contracting Officer.

Asphalt content, Aggregate gradation, and Marshall Stability shall be as specified in Section 331 of the Florida D.O.T. Specifications.

4 SPECIFICATION: PORTLAND CEMENT CONCRETE PAVING

4.1 SCOPE:

This section includes sidewalks, curbs, and miscellaneous concrete pavement.

4.2 APPLICABLE PUBLICATIONS:

The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All concrete construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

CONTINUED ON NEXT COLUMN

Florida Department of Transportation Specifications:

• Section 345	Portland Cement Concrete
• Section 350	Cement Concrete Pavement
• Section 520	Concrete Gutter, Curb Elements and Traffic Separator
• Section 931	Metal Accessory Materials for Concrete Pavement and Concrete Structures

American Society for Testing and Materials (ASTM) Publications:

• A 615	Deformed and Plain Billet Steel Bars for Concrete Reinforcement
• D 1557	Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-lb. (4.54 kg) Rammer and 18-in. (457mm) Drop.
• D 1751	Preformed Expansion Joint Filler for Concrete Paving and Structural Construction. (Nonextruding and Resilient Bituminous Types)

4.3 SUBMITTALS:

Material Certifications: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

4.4 MATERIALS:

Forms:

- Steel, wood, or other suitable material of size and strength to retain horizontal and vertical alignment until removed. Use straight forms, free of distortion and defects.
- Use flexible spring steel forms or laminated boards to form radius bends as required.

Form Release Agent:

- Coat forms with nonstaining type coating that will not discolor or deface surface of concrete.

Welded Wire Mesh:

- Welded plain cold-drawn steel wire fabric. Furnish in flat sheets, not rolls, unless otherwise acceptable to Contracting Officer. Welded wire mesh shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Wire fabric shall comply with Sections 931 of the Florida D.O.T. Specifications.

Reinforcing Bars:

- Deformed steel bars, ASTM A 615, Grade 40. Reinforcing bars shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Deformed steel bars shall comply with Section 931 of the Florida D.O.T. Specifications.

Concrete Materials:

- Comply with requirements of Sections 345 and 350 of the Florida D.O.T. Specifications for concrete materials, admixture, bonding materials, curing materials, and others as required.

Joint Fillers:

- Resilient premolded bituminous impregnated fiberboard units complying with ASTM D 1751. Joint fillers shall comply with Section 932 of the Florida D.O.T. Specifications.

4.5 MIXING:

Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water-reducing or high-range water reducing admixture (super-plasticizer), air-entraining admixture and water to produce following properties:

- Compressive Strength: Minimum 3,000 psi for curb and walkways and 4,000 psi for pavement, at 28 days. In addition, concrete for pavement shall have a minimum modulus of rupture of 600 psi.
- Slump Range: 3" - 5".
- Air Content: 3% to 6%.

4.6 PREPARATION:

Surface Preparation:

- Remove loose material from compacted base material surface immediately before placing concrete.
- Compact the top 12 inches of subgrade to a minimum soil density of 98% for the Modified Proctor Test (ASTM D 1557) to result in a minimum modulus of subgrade reaction (k) of 150 psi/in. Proof-roll prepared base material surface to check for unstable areas. The paving work shall begin after the unsuitable areas have been corrected and are ready to receive paving. Compaction testing for the base material shall be completed prior to the placement of the paving.

4.7 CONCRETE INSTALLATION:

Form Construction:

- Set forms to required grades and lines, rigidly braces and secured. Install sufficient quantity of forms to allow continuous progress of work and so that forms can remain in place at least 24 hours after concrete placement.
- Check completed formwork for grade and alignment to following tolerances:
- Top of forms not more than 1/8" in 10'-0".
- Vertical face on longitudinal axis, not more than 1/4" in 10'-0".
- Clean forms after each use, and coat with form release agent as often as required to ensure separation from concrete without damage.

Reinforcement:

- Locate, place, and support reinforcement to ensure compliance with plans.

Concrete Placement:

- Comply with requirements of Sections 345, 350, and 520 of Florida D.O.T. Specifications for mixing and placing concrete.

Do not place concrete until base material and forms have been checked for line and grade. Moisten base material if required to provide uniform dampened condition at time concrete is placed. Concrete shall not be placed around manholes or other structures until they are at the required finish elevation and alignment.

Place concrete using methods, which prevent segregation of mix. Consolidate concrete along face of forms and adjacent to transverse joints with internal vibrator. Keep vibrator away from joint assemblies, reinforcement, or side forms. Consolidate with care to prevent dislocation of reinforcing, dowels, and joint devices.

Deposit and spread concrete in continuous operation between transverse joints, as far as possible. If interrupted for more than 1/2 hour place construction joint.

Curbs and Gutters:

Automatic machine may be used for curb and gutter placement at Contractor's option. Machine placement must produce curbs and gutters to required cross section, lines, grades, and jointing as specified for formed concrete. If results are not acceptable, remove and replace with formed concrete as specified.

4.8 JOINT CONSTRUCTION:

Construct expansion, weakened-plane (Contraction), and construction joints true-to-line with face perpendicular to surface of concrete. Construct transverse joints at right angles to centerline, unless otherwise indicated.

Weakened-Plane (Contraction) Joints:

- Provide weakened-plane (contraction) joints, sectioning concrete into areas at 15'-0" o.c. maximum each way.
- Sidewalks shall have contraction joints at 5'-0" o.c.
- Construct weakened-plane joints for depth equal to at least 1/4 concrete thickness.

Tooled Joints:

Form weakened-plane joints in fresh concrete by grooving top portion with recommended cutting tool and finishing edges with jointer.

CONTINUED ON NEXT SHEET

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M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
1	04/03/2025	REVISIONS PER TRC COMMENTS	MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SPECIFICATIONS I
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Construction Joints:

Plan concrete placement such that construction joints fall at expansion joints as detailed in the plans.

Expansion Joints:

Provide premolded joint filler for expansion joints abutting concrete curbs, catch basins, manholes, inlets, structures, walks, and other fixed objects.

Locate expansion joints at 40'-0" o.c. maximum for each pavement lane or for curb.

Located expansion joints at 50'-0" o.c. maximum for walkways.

Joint Fillers:

Extend joint fillers full-width and depth of joint, and not less than 1/2" or more than 1" below finished surface where joint sealer is indicated.

Furnish joint filler in one-piece lengths for full width being placed, wherever possible. Where more than one length is required, lace or clip joint filler sections together.

Joint Sealants:

Exterior pavement joint sealants shall be composed of a non-priming, pourable, self-leveling type polyurethane sealant, such as grey shep-calk, or approved eqaual suitable for use in pavements and sidewalks.

4.9 CONCRETE FINISHING:

After striking-off and consolidating concrete, smooth surface by screeding and floating. Adjust floating to compact surface and produce uniform texture.

After floating, test surface for trueness with 10'-0" straightedge (maximum deviation of 1/4 inch). Distribute concrete as required to remove surface irregularities, and refloat repaired areas to provide continuous smooth finish.

Work edges of slabs, gutters, back top edge of curb, and formed joints with an edging tool, and round to 1/2" radius. Eliminate tool marks on concrete surface.

After completion of floating and troweling when excess moisture or surface sheen has disappeared, complete surface finish as follows:

Curbs, Gutters, and Walks:

Broom finish by drawing fine-hair broom across concrete surface perpendicular to line of traffic. Repeat operation if required to provide fine line texture.

Inclined Slab Surfaces:

Provide coarse, nonslip finish by scoring surface with stiff-bristled broom perpendicular to line of traffic.

Paving:

Burlap finish by dragging seamless strip of damp burlap across concrete perpendicular to line of traffic. Repeat operation to provide gritty texture.

Do not remove forms for 24 hours after concrete has been placed. After form removal, clean ends of joints and point up any minor honeycombed areas. Remove and replace areas or section with major defects, as directed.

Protect and cure finished concrete paving in accordance with "Florida Department of Transportation Specifications for Road and Bridge Construction" Section 350-13.

4.10 CLEANING AND ADJUSTING:

Repair or replace broken or defective concrete as directed.

Protect concrete from damage until acceptance of work. Exclude traffic from pavement for at least 14 days after placement. When construction traffic is permitted, maintain pavement as clean as possible by removing surface stains and spillage of materials.

Sweep concrete pavement and wash free of stains, discolorations, dirt, and other foreign material just prior to final inspection.

5 SPECIFICATION: FENCING

The Contractor shall install fencing as shown on the plans and in accordance with the manufacturer's brochure. The following are minimum requirements and shall govern except that all local, state and/or federal codes and ordinances shall govern when their requirements are in excess hereof.

5.1 MATERIAL CERTIFICATES:

Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

5.2 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Height shall be as required as shown on the construction plans.

Fabric shall be #9 gauge, chain link open hearth steel wire, hot-dipped galvanized after weaving with minimum coating of 2.0 ounce of zinc per square foot or aluminum coating with .40 ounces per square foot, woven in 2" diamond mesh.

Line post, top, intermediate and bottom rails, shall be 1-5/8" O.D. steel pipe, weight 2.27 lbs. per foot, hot-dipped galvanized. Set 36" deep in concrete.

Terminal, corner, gate and pull posts shall be 3" O.D. pipe, 5.79 lbs. Set 36" deep in concrete.

Concrete for setting posts shall be Portland Cement complying with ASTM C-150, aggregates complying with ASTM C-33, and clean water. Mix materials to obtain concrete with a minimum 28-day compressive strength of 2,500 psi.

Stretcher bar bands, tie wires, hog rings, couplings, nuts, stretcher bars, bolts, and miscellaneous fastening devices shall be manufacturer's standard for heavy construction fence.

Swing gates shall consist of the following components.

2" O.D. steel pipe 2.72 lbs. per foot, hot-dipped galvanized. Each frame to be equipped with 3/8" diameter adjustable truss rods.

Hinges shall be hot-dipped galvanized pressed steel or malleable iron to suit gate size, non-lift-off type. Hinges shall be offset to permit 180 degrees opening. Provide one (1) pair of hinges per lead.

Latch shall be forked type to permit operation from either side with provisions to lock both sides with padlock.

5.3 ACCEPTABLE MANUFACTURERS:

Cyclone Fence, Page Fence, and Hackney Corporation.

6 SPECIFICATION: TRAFFIC STRIPING AND PAINTING

The Contractor shall paint traffic striping as shown on the plans. The following are minimum requirements and shall govern except that all local, state and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All traffic striping and painting shall be in accordance with Sections 710 and 971 of the "Florida Department of Transportation Roadway and Traffic Design Standards".

6.1 MATERIAL CERTIFICATES:

CONTINUED ON NEXT COLUMN

Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

6.2 TRAFFIC STRIPING AND PAINTING:

Traffic control markings shall be marked on pavement as indicated on drawings.

Paint shall be in sealed containers that plainly show the designated name, formula or specification number, batch number, color, date of manufacture, manufacturer's name, formulation number, and directions, all of which shall be plainly legible at the time of use. The paint shall be homogeneous, easily stirred to smooth consistency, and shall show no hard settlement or other objectionable characteristics during a storage period of six months.

All machines, tools, and equipment used in performance of the work shall be approved and maintained in satisfactory operating condition. Hand-operated push-type machines of a type commonly used for application of paint to pavement surfaces shall be acceptable for marking small street and parking areas. Applicator machines shall be equipped with necessary paint tanks and spraying nozzles, and shall be capable of applying paint uniformly at the coverage specified. Sandblasting equipment shall be provided as required for cleaning surfaces to be painted. Hand-operated spay guns shall be provided for use in areas where push-type machines cannot be used.

New pavement surfaces shall be allowed to cure for a period of not less than thirty days before application of marking materials. All surfaces to be marked shall be thoroughly cleaned before application of the paint. Dust, dirt, and other granular surface deposits shall be removed by sweeping, blowing with methods as required. Rubber deposits, surface laitance, existing paint markings and other coatings adhering to the pavement shall be completely removed with scrapers, wire brushes, sandblasting, approved chemicals, or mechanical abrasion as directed.

Paint shall be applied evenly to the pavement surface to be coated at a rate of 105 plus or minus 5 square feet per gallon. Paint shall be applied as shown on the drawings.

Paint shall be applied to clean, dry surfaces, and unless otherwise approved, only when air and pavement temperatures are above 40 degrees F and less than 95 degrees F. Paint temperature shall be maintained within these same limits. Paint shall be applied pneumatically with approved equipment at rate of coverage specified herein. The Contractor shall provide guidelines and templates as necessary to control paint application. Special precautions shall be taken in marking numbers, letters, and symbols. All edges of marking shall be sharply outlined. The maximum drying time requirements of the paint specifications will be strictly enforced, to prevent undue softening bitumen, and pickup, displacement, or discoloration by tires of traffic. If there is a deficiency in drying of the markings, painting operations shall be discontinued until cause of the slow drying is determined and corrected.

Suitable warning signs shall be placed near the beginning of the work site and well ahead of the work site for alerting approaching traffic from both directions. Small markers shall be placed along newly painted lines to control traffic and prevent damage to newly painted surfaces. Painting equipment shall be marked with large warning signs indication that slow moving painting equipment is in operation.

Markings which must be visible at night shall be reflectorized unless ambient illumination assures adequate visibility.

7 SPECIFICATION: WATER DISTRIBUTION SYSTEM

The Contractor shall provide and install all materials for a potable water distribution system as shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified on these drawings.

7.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Piping less than 4 inches in diameter:
- Polyvinyl Chloride (PVC) 160 psi, SDR 26 — ASTM D-2241
- Polyethylene pipe 160 psi, SDR 9 — ASTM D-3350 & ASTM D-2239
- Polyethylene tubing 200 psi, SDR 9 — ASTM D-3350 & ASTM D-2737

Piping greater than 4 inches in diameter:
- Polyvinyl Chloride (PVC) 150 psi — AWWA C-900 (DR 18)
- Ductile Iron (Class 50) — ANSI A21.51

Joints for PVC pipes:
- Joints shall comply with ASTM D-3139
- No solvent cements or toxic lubricant will be allowed.
- Expansion capability will be provided.

Joints for Ductile Iron pipes:
- Joints shall comply with AWWA C-153 or AWWA C-110

Gate Valves:
- Valves shall comply with AWWA C-509
- 200 psi iron body, bronze mounted, non-rising stems with square operating nuts and a suitable valve box.

7.2 INSTALLATION:

Shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions with the design Engineer (including Field Stake-Out) prior to commencing work. The Contractor shall notify the Engineer at 24 hours prior to installing any portion of the water main distribution system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Connections to the existing system shall be coordinated with the Utility Company. Minimal service interruption shall occur and traffic safeguards shall be taken.

The Contractor shall conduct hydrostatic pressure and leakage tests as follows: Apply 150 psi or 150% of the working pressure whichever is greater to the test line. Duration of the pressure test shall be at least two (2) hours. After 1/2 hour, check pressure, if pressure has dropped, inspect for leaks and correct as required. Repeat tests until there are no leaks or pressure loss. Pressure must hold for two hours.

Note: The Contractor shall notify the Utility Company and the Engineer at least 48 hours prior to conducting pressure and leakage tests. A 3/4 inch hose bib connection will be required for gauge connection.

The Contractor shall sterilize the lines by chlorinating at 40 to 50 ppm, injecting at a corporation stop and operating all valves and accessories. Flush system. Subsequent tests on replacement water shall show a chemical and bacterial count equal to the supply main. Samples shall be taken and tested at the expense of the Contractor, and results shall be acceptable to local, state and federal agencies of interest.

7.3 NOTES:

All water piping and fittings used shall be National Sanitation Foundation (N.S.F.) approved for potable water.

A minimum separation of 10 ft. horizontal, outside to outside and 18 inches vertical is required between all water lines and the sanitary sewer system.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-555, the Engineer of record will be responsible for observation of construction of the Potable Water System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications, said Engineer will report to DEP upon completion of construction and cleaning and disinfecting described above before the system can be placed in service.

All PVC potable water lines and services will be marked with No. 14 copper insulated tracer wire to enable location with a Ferrous Metal Detector. The tracer wire will be placed 12 inches above and throughout the length of all such pipe.

7.4 FIRE HYDRANTS:

All fire hydrants shall be 6 inch, three way hydrants with two 2-1/2 inch hose nozzles and one 4-1/2 inch pumper nozzle, designed for 150 lbs working pressure or 300 lbs hydrostatic pressure and shall conform to the latest specifications of the AWWA All working parts shal be bronze. All hose threads shall be National Standard Threads. Hydrants shall have a mechanical joint end inlet. Hydrants shall be Traffic Breakaway Model. The hydrant main valve shall be a compression type that closes with the water pressure. Hydrants shall have not less than a 5-1/4 inch valve opening. All hydrants shall be equipped with automatic self-oiling reservoirs that lubricate the stem threads and all bearing surfaces each time the hydrant is operated. Hydrants shall be painted one coat of red iron oxide, zinc oxide primer conforming to Steel Structures Painting Council SSPC-paint 25 and two finish coats of silicone alkyd paint conforming to Steel Structures Painting Council

CONTINUED ON NEXT COLUMN

SSPC-paint 21. Fire hydrants shall be painted in accordance with NFPA 291, Recommended Practice For Fire Flow Testing and Marking of Hydrants.

8 SPECIFICATION: SANITARY SEWER SYSTEM

The Contractor shall provide and install all gravity sewer material shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified on these drawings.

8.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Piping:
- PVC Gravity Sewer — ASTM D-3034, SDR-35
- Ductile Iron Pipe (D.I.P.) — ANSI A21.51
- PVC Force Mains (160 psi) — ASTM D-1784 and D-2241

Joints:
- PVC, Rubber Ring — ASTM D-1869
- D.I.P. Joints, Rubber Gasket — ANSI A21.11

NOTE: ALL JOINTS TO BE BELL AND SPIGOT TYPE.

Concrete:
- Poured or Pre-cast — 4000 psi at 28 days

8.2 INSTALLATION:

Shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. Trenches shall be properly prepared; pipe shall be supported over its full length and bell holes hand dug as required. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions and report all discrepancies (including field stake-out) prior to commencing work. The contractor shall notify the Engineer at least 24 hours prior to installing any portion of the sanitary sewer system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Manholes, cleanouts and the like shall be located, built and sized as shown on these drawings. Connections with existing sewer systems shall be coordinated by the Contractor with the utility company.

A minimum separation of 10 ft. horizontal measured outside to outside and 18 inches vertical is required between sanitary sewer lines and all water lines.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-604, the Engineer of record will be responsible for observation of construction of the Sanitary Sewer System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications said Engineer will report to DEP upon completion of construction before the system can be placed in service.

The Contractor shall coordinate all tests with the utility company and the Engineer. All lines, fittings and manholes shall be clean and dry before conducting tests. Tests and subsequent corrections shall be at the expense of the Contractor.

8.3 GRAVITY SEWERS:

Leakage tests by exfiltration and/or infiltration will be made on all pipe. The Engineer shall have the option determining which test shall be employed. Generally, if the groundwater table is below the bottom of the pipe, an exfiltration test shall be used. Duration of test shall be not less than two (2) hours. Visible leaks encountered shall be corrected regardless of leakage test results. Leakage as measured by either the infiltration or exfiltration test shall not exceed 0.157 gallons per inch diameter per 100 feet of pipe per hour. When leakage exceeds the maximum amount specified, satisfactory correction shall be made and retesting accomplished.

Deflection testing shall be done on all flexible pipe at the direction of the Engineer. Testing shall be done using a mandrel having a diameter equal to 95 percent of the inside diameter of the pipe. When a deflection device is used in lieu of the mandrel, such device shall be approved by the Engineer prior to use. No pipe deflection shall exceed 5 percent.

8.4 FORCE MAINS:

The Contractor shall conduct hydrostatic pressure and leakage tests as follows:

Apply 100 psi or 150% of the working pressure, whichever is greater, to the test line. Duration of the pressure test shall be at least two (2) hours. After 1/2 hour, check pressure, if pressure has dropped, inspect for leaks and correct as required. Repeat tests until there are no leaks or pressure loss. Pressure must hold for two hours.

Note: The Contractor shall notify the Utility Company and the Engineer at least 24 hours prior to conducting pressure and leakage tests.

Force mains shall have thrust blocks designed for 100 psi test pressure. Force mains shall be colored other than white to distinguish from water lines. Force mains in the right-of-way shall have 30 inches (minimum) cover over the crown.

All sanitary sewer force mains will be marked with No. 14 copper insulated tracer wire to enable location with a Ferrous Metal Detector. The tracer wire will be placed 12 inches above and throughout the length of all such pipes.

8.5 MANHOLES:

Shape: All manholes will be eccentric or as specified on the drawings.

Setting Manhole Castings: The frame of the casting shall be set in a full mortar bed composed of one part Portland Cement to two parts of fine aggregate.

Concrete: The minimum compressive strength required at twenty-eight days is 4000 lbs. per sq. inch. The minimum amount of water shall be used to produce a workable mix and shall not exceed six (6) U.S. Gallons per sack of cement. Concrete shall conform to ASTM C-94.

Pre-cast Reinforced Concrete Manhole Sections: Pre-cast reinforced concrete manhole sections shall conform to ASTM C-478. All joints for pre-cast sections shall be approved by the Engineer.

Castings: Cast iron frames and covers shall conform to the drawings in all essentials of design. All castings shall be made of clean, even grain, tough gray cast iron. The quality of iron in the castings shall conform to the current ASTM Specification A-48 for Class 20 Gray Iron Castings. The weight of castings shall be as shown in the plans. Castings shall be smooth, true to pattern, and free from projections, sand holes, or defects. A raised work "SEWER" shall be cast on the upper non-skid surface of all manhole covers. The portio of the frame and cover which forms the cover seat shall be machined so that no rocking of the cover is possible. The castings shall be coated with coal tar pitch varnish. On roadways the frame and cover shall be set flush with and in the plane of the surface. In other locations they shall be set to grades determined by the Engineer. A shop drawing of the manhole frame and cover must be approved by the Engineer for all covers and frames furnished on the project.

Water-Proofing: Both concrete and pre-cast sections below grade shall be painted on the outside with either two coats of bitumastic paint or a heavy layer of emulsified asphalt to water-proof completely. Manholes shall be inspected for water tightness prior to being placed in service. All incoming and outcoming sewer lines shall be plugged and the manhole filled with water to a level to create a minimum positive head of two feet or above the highest section joint. If the water level drop exceeds 1/8" per vertical foot of manhole depth in 5 minutes, the manhole shall have failed the test.

8.6 GENERAL:

Grout all riser joints and entry pipes.
Provide neat cement seals for pre-cast units.
Minimum radius allowed is 20 inches.
Invert grouting shall be uniform and smooth-sloped to center line of pipe.

Note: Roof drains, foundation drains and all other clean water connections to the sanitary sewer system are prohibited.

9 SPECIFICATION: STORM SEWER SYSTEM

The Contractor shall provide and install all storm sewer material shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified.

CONTINUED ON NEXT COLUMN

9.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Corrugated Polyethylene Pipe: Shall comply with section 948 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Pipes 12 inches to 24 inches in diameter shall comply with ASTM F-405 and ASTM F-667. Joints shall be by means of dimpled band. If used outside of dry wells, joints shall be wrapped in filtercloth 2 feet in width and with 2 feet of overlap on the diameter. This pipe, in the perforated form, shall be used inside dry wells. It may be used outside dry wells only when used with a filter sock. Perforations shall be 1/4 inch diameter and spaced 10 inches on center in the valley of the corrugations.

Polyvinyl-Chloride Pipe: Shall comply with section 948 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Polyvinyl-Chloride Pipe shall meet the requirements of ASTM D 3034, SDR-35, or ASTM F 949, profile wall without perforations. Polyvinyl-Chloride Pipe for use as underdrain shall conform to the requirements of ASTM F 758 or ASTM F 949. Also, PVC underdrain manufactured from PVC pipe meeting ASTM D 3033 or ASTM D 3034, perforated in accordance with the perforation requirements given in AASHTO M 36, or AASHTO M 196 will be permitted.

Reinforced Concrete Pipe: Shall comply with requirements of ASTM C-76, Class III, unless otherwise indicated on the Drawings, and shall be installed with rubber gasketed joints complying with ASTM C-443. Install rubber gaskets in strict accordance with pipe manufacturer's recommendations.

Manholes: Precast reinforced concrete manhole sections shall conform to ASTM Specification C-478. Construct manholes of precast concrete sections as required by Drawings to size, shape, and depth indicated, but never less than 4'-0" inside diameter. All joints for precast sections shall be approved by the engineer.

Inlets and Catch Basins: Precast reinforced concrete Inlets and Catch Basin sections shall conform to ASTM C-478. Construct Inlets and Catch Basins of precast concrete construction as required by drawings to size, shape and depth indicated.

Main and Lateral Pipes: Neatly cut off main and lateral pipes flush with inside of manhole or inlet where they enter structure walls. Dress all irregularities and rough edges with non-shrinking group (inside and outside).

Where pipes enter or exit manholes, a "Kor-N-Seal" molded neoprene boot with stainless steel internal and external bands as manufactured by the National Pollution Control Systems. Inc., Nashua, New Hampshire, or a polyurethane joint with a short transition joint as manufactured by Moorform Corporation, Centralia, Illinois, or an approved equal (or superior) connection shall be provided.

Cast Iron Frames, Covers, and Grates: After completion of manhole inlet, set cast iron frame in full mortar bed after adjusting to required elevation. Cast iron frames and covers shall conform to the drawings in all essentials of design. All castings shall be made of clean, even grain, tough gray cast iron The quality of iron in the castings shall conform to the current ASTM Specification A-48 for Class 20 Gray Iron Castings. The weight of castings shall be as shown in the plans. Castings shall be smooth, true to pattern, and free from projections, sand holes, or defects. A raised word "STORM SEWER" shall be cast on the upper non-skid surface of all manhole covers. The portion of the frame and cover which forms the cover seat shall be machined so that no rocking of the cover is possible. The castings shall be coated with coal tar pitch varnish. On roadways the frame and cover shall be set flush with and in the plane of the surface. In other locations they shall be set to grades determined by the Engineer. The frame and cover shall be heavy duty traffic bearing.

Plastic Filter Fabric: Plastic Filter Fabric shall be the non-woven type and shall comply with sections 514 and 985 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

Concrete: Concrete shall comply with Section 345 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Minimum compressive strength at 28 days shall be 4,000 psi.

9.2 DETENTION AREAS AND GRASSED SWALES:

Swales must be landscaped with seeding, sodding, or sprigging, which does not inhibit the infiltration rate of the soil. Engineer requires 48 hours notice prior to landscaping of infiltration areas to make appropriate inspections.

The system will require periodic maintenance for continued proper operation. This will include, as a minimum: A) removal of silt debris from surface infiltration areas and catch basins, and B) maintenance of vegetative cover in surface infiltration areas.

9.3 STORMWATER DRYWELLS:

Drywells shall be constructed to the dimensions as detailed in the plans. The washed granular material shall have of a void ratio of not less than 0.4 and the gradation shall conform to section 901 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction". The dry well shall be completely wrapped in woven (as opposed to spun) filter cloth with a minimum 2 feet of overlap at field joints. The dry well shall contain perforated pipes as detailed in the plans.

9.4 INSTALLATION:

The Contractor shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. Trenches shall be properly prepared; pipe shall be supported over its full length and bell holes hand dug as required. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions and report all discrepancies (including field stake-out) prior to commencing work. The contractor shall notify the Engineer at least 24 hours prior to installing any portion of the storm sewer system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Manholes, cleanouts and the like shall be located, built and sized as shown on these drawings. Connections with existing storm sewer systems shall be coordinated by the Contractor with the Utility Authority. Adequate traffic control shall be provided.

A minimum separation of 10 ft. horizontal measured outside to outside and 18 inches vertical is required between storm sewer lines and all water lines.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-25, the Engineer of record will be responsible for observation of construction of the Storm Sewer System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications, said Engineer will report to DEP upon completion of construction before the system can be placed in service.

9.5 TESTS:

The Contractor shall coordinate all Tests and Inspections with the Utility Authority and the Engineer. All lines, fittings and manholes shall be clean and dry before the Inspector is summoned. Tests and subsequent corrections shall be at the expense of the Contractor.

Non-Perforated Storm Sewers: Leakage tests by exfiltration and/or infiltration will be made on all pipe as deemed by the Engineer. The Engineer shall have the option determining which test shall be employed. Generally, if the groundwater table is below the bottom of the pipe, an exfiltration test shall be used. Duration of test shall be not less than two (2) hours. Visible leaks encountered shall be corrected regardless of leakage test results. Leakage as measured by either the infiltration or exfiltration test shall not exceed 0.2 gallons per inch diameter per 100 feet of pipe per hour. When leakage exceeds the maximum amount specified, satisfactory correction shall be made and retesting accomplished.

Deflection testing shall be done on all flexible pipe at the direction of the Engineer. Testing shall be done using a mandrel having a diameter equal to 95 percent of the inside diameter of the pipe. When a deflection device is used in lieu of the mandrel, such device shall be approved by the Engineer prior to use. No pipe deflection shall exceed 5 percent.

9.6 EROSION PROTECTION:

New and existing drainage structures shall be protected from soil erosion sedimentation by placing baled hay around structures.

Staked baled hay and silt fence barriers shall be installed downhill from any earthwork activity, and in all areas subject to soil erosion, prior to start of construction.

Soil erosion sedimentation shall be controlled during all phases of construction.

ALL SOIL EROSION SEDIMENTATION SHALL BE RETAINED ON SITE.

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
FORT WALTON BEACH, FLORIDA 32548
PHONE 850.837.2448
FAX 850.837.2450
JEICIVIL.COM

COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED & SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPY.

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION
1	04/09/2025	REVISIONS PER TRC COMMENTS

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SPECIFICATIONS II
NOT VALID UNLESS BEARING ENGINEER'S ORIGINAL SIGNATURE

JOB: 24-95
DATE: 02-2025
DESIGNED: MSJ
DRAWN: MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
08 OF 08

SHEET NUMBER
C08

File: C:\Users\MSJ\JE\24-95 COD Morgan Maint. Facility Addition - Documents\Drawings\24-95 Design.dwg - Last Saved: 4/3/2025 1:05 PM by MSJ

THIS DRAWING IS THE PROPERTY OF JENKINS ENGINEERING, INC. AND IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT

The City of Destin

4200 Two Trees Road, Destin, Florida 32541 (850) 837-4242 FAX (850) 837-3267

September 29, 1999 **ORDER #99-38**

Final Development Order:

CITY OF DESTIN - DESTIN SPORTS COMPLEX:
A MAJOR DEVELOPMENT

Based upon the City's approval of this Development Order on May 26, 1998, and the amended approval on September 8, 1998, and May 3, 1999, this document will serve as your Final Development Order to include all of the provisions of the attached Technical Review Committee Report and with the following conditions as specified by the Destin City Council:

BACKGROUND / ISSUE:

Applicant:	Dave Hemphill, Baskerville-Donovan, Inc. & City of Destin, City Manager
Owner:	Destin Water Users, Inc., Richard Griswold, General Mgr. & City of Destin.
Property Location:	That portion of City Hall property and that abutting leased property directly south of City Hall, both fronting on Two Trees Road, north of Emerald Coast Hwy., and south of Indian Bayou Trail.
Request:	Approval of a Major Development consisting of 4 softball fields, 3 soccer fields, 2 little league fields, exercise trail, playground, a concession stand with restrooms, and 2 separate parking lots, one off of Airport Road and one off of Two Trees Road.
Parcel Size:	12+/- acres, City Hall property. 27+/- acres, DWUI property.
Land Use Designation:	PL (Public Land) City Hall property. C (Commercial) DWUI property.
Zoning District:	RUA (Residential Urban Apartment) City Hall property. BT (Business Tourism) DWUI property.
Density:	N/A
Intensity:	N/A
Application Date:	March 2, 1998
TRC Date:	March 19, 1998
Site Plan Date:	April 29, 1998 (*March 5, 1998; April 2, 1998; April 14, 1998; April 22, 1998*)
Planning Commission Date:	May 07, 1998 (recommendation for approval failed by a vote of 2-3)
City Council:	May 26, 1998 (Approved); September 8, 1998 (amended approval); May 3, 1999, (amended approval and lease agreement)

DETERMINATIONS:

1. A hearing was held by the Destin City Council on May 26, 1998, and September 8, 1998;
2. The Planning Commission considered the proposal on May 07, 1998;
3. All the findings of the City Council Report are incorporated herein; and
4. All the findings of the Technical Review Committee report dated March 19, 1998, Amended April 14, 1998 & April 29, 1998, are incorporated herein.

CONDITIONS OF APPROVAL FOR DESTIN SPORTS COMPLEX, A MAJOR DEVELOPMENT:

Pursuant to the City of Destin Land Development Regulations and the City of Destin Code of Ordinances:

1. Development and/or construction must commence within twelve months of approval of the Development Order of May 3, 1999, (no later than May 3, 2000) and must be completed as shown on plans approved by the City Council.

2. The concurrency status of Destin Sports Complex is identified in the attached TRC Report and is protected (for five years) through September 8, 2004, IF Destin Sports Complex commences development within the twelve month period stipulated above. Construction permits must be attained in accordance to Section 2.09.00 of the Land Development Code to maintain concurrency.

3. City of Destin permits are required for the following activities on and off site:

   a. disturbance to the city's rights of way
   b. pavement cuts
   c. construction of any kind
   d. clearing and grubbing
   e. construction trailers
   f. signage

4. Prior to the issuance of a building permit, a DEP Stormwater Permit is required and must be submitted.

5. Prior to the issuance of a building permit, an easement agreement for the 50' by 200' easement from Airport Road to the site, must be completed, approved by the City Attorney, and recorded.

6. Prior to the issuance of a building permit, sheets E-1 & E-2 of the site plan, being the lighting plan and lighting distribution plan, must be amended and approved.

7. Prior to the issuance of a building permit, the City Engineer must approve the amended stormwater plan and details for the site and the retention ponds.

8. Requirements identified by the Technical Review Committee:

TECHNICAL REVIEW COMMITTEE REPORT
COMMUNITY DEVELOPMENT DEPARTMENT
DESTIN SPORTS COMPLEX
A MAJOR DEVELOPMENT
MARCH 19, 1998
Amended April 14, 1998 & April 29, 1998

ISSUE

Applicant:	Dave Hemphill, Baskerville-Donovan, Inc. & City Manager
Owner:	Destin Water Users, Inc., Richard Grizwold, General Mgr. City of Destin, Jill Scroggs, Deputy City Mgr.
Property Location:	That portion of City Hall property and that abutting leased property directly south of City Hall, both fronting on Two Trees Road, north of Emerald Coast Hwy., and south of Indian Bayou Trail.
Request:	Approval of a Major Development consisting of 4 softball fields, 3 soccer fields, 2 little league fields, exercise trail, playground, a concession stand with restrooms, and 2 separate parking lots - one off of Airport Road and one off of Two Trees Road.
Parcel Size:	12+/- acres, City Hall property. 26+/- acres, DWUI property.
Land Use Designation:	PL (Public Land) City Hall property. C (Commercial) DWUI property.
Zoning District:	RUA (Residential Urban Apartment) City Hall property. BT (Business Tourism) DWUI property.
Density:	N/A
Intensity:	N/A
Application Date:	March 2, 1998
TRC Date:	March 19, 1998
Plans resubmitted:	*March 5, 1998; April 02, 1998; April 14, 1998, April 22, 1998*; April 29, 1998
Planning Commission Date:	*April 16, 1998;* May 7, 1998

DISCUSSION:

The City of Destin and Dave Hemphill, of Baskerville-Donovan, Inc.; Richard Grizwold, General Manager, DWUI, requests approval of "The Destin Sports Complex", a Major Development. The project consists of 4 softball fields, 3 soccer fields, 2 little league fields, exercise trail, playground, a concession stand with restrooms, and 2 separate parking lots-one off of Airport Road and one off of Two Trees Road. The uses surrounding this project are the following: North: Baptist Church, vacant; South: Landry's Seafood, Joe's Crab Shack, Shark Tooth, Hotel, Race Track, Block Busters Video plaza; East: vacant and vacant under construction within the County for Apartments ; West: Destin Log office, two story office building, vacant.

The Technical Review Committee reviewed the project on March 19, 1998, and approved the project with specific conditions and changes. These conditions and changes **have** been addressed by the applicant.

ZONING/COMPREHENSIVE PLAN

The property is zoned BT (Business Tourism) and RUA (Residential Urban Apartment) with a Land Use Category of C (Commercial) and PL (Public Land). The proposed project complies with the City's Land Use Requirements.

COMPATIBILITY

North:	Zoning: County-Residential/vacant; Future Land Use: County; Existing Use: Church & vacant; R-O-W: Indian Bayou Trail
South:	Zoning: BT & County BT; Future Land Use: Commercial & County Commercial; Existing Use: Landry's Seafood, Joe's Crab Shack, Shark Tooth, Hotel, Race Track, & Block Busters Video plaza; R-O-W: Emerald Coast Hwy.
East:	Zoning: BT & County, Future Land Use: Commercial & County Mixed Use; Existing Use: Vacant and vacant under construction within the County for Apartments; R-O-W: Two Trees Road
West:	Zoning: BT & County BT, Future Land Use: Commercial & County Commercial; Existing Use: Destin Log office, 2story office building, vacant; R-O-W: Airport Rd.

The project, as required by Ordinance 152.23, has undergone a compatibility review and meets the minimum code requirements. The General Compatibility Checklist and the following items were included in the compatibility review.

The subject property, north of Emerald Coast Hwy, south of Indian Bayou Trail, East of Airport Road, and fronting on Two Trees Road, is part of the City Hall property and the property leased by the City from DWUI, which abuts the City Hall property to the south. The uses located within three hundred feet of the subject property have been identified above. The property is located in an area which is developed with multi-family (under construction), restaurants, amusement park, office, & retail complexes. The buildings located within the abutting developments are primarily one and two-stories in height.

A) Permitted uses, structures and activities allowed within the land use category;

The proposed use and activity of a sports complex is a permitted use in the RUA/BT Zoning District and the PL/C Land Use Category. The project contains 4 softball fields, 3 soccer fields, 2 little league fields, exercise trail, playground, a concession stand with restrooms, and 2 separate parking lots-one off of Airport Road and one off of Two Trees Road. The buildings and uses are compatible with the existing development pattern, the current zoning, and the existing future land use designation.

B) Building location, dimensions, height, and floor area ratio;

The only building proposed is the concession stand/restroom which will be located in the center of the 4 softball fields and approximately center of the entire project area.. The building which is approximately 39' x 39' containing approximately 1,495.11 square feet meets all setback requirements. The building location, height and floor area ratio are within the requirements of the

Land Development Code, and less intensive to other developments in the area. The project is considered to be compatible.

C) Location and extent of parking, access drives and service areas;

The subject site accesses off of Two Trees Road and Airport Road via a 24' two-way access way. The connection from Two Trees Road is off of the existing drive, while the access from Airport Road is by a 50ft. wide by 200ft. easement. All parking spaces, number of spaces, number and location of landscape islands, location of parking areas, and pedestrian access ways have been approved and located in order to preserve and to protect the natural landscape and vegetation existing on the site. There will be a total of 351parking spaces, including 14 handicap spaces.

D) Traffic generation, hours of operation, noise levels and outdoor lighting;

A traffic analysis dated April 30, 1998 was conducted for this project by Gay Smith, of Hamilton, Smith & Associates. This report indicates that 16.2 Peak Hour trips which impact three roadways and both Segment B&C of Highway 98 (attached). The tables within the report specifies PM peak hour/ peak directional was conducted and that the report meets the standards required by City Code. Therefore, the report concludes that the project will generate 3 peak hour directional trips for both Segments B & C of Highway 98; 2.7 peak hour directional trips for Airport Road; 3.9 peak hour directional trips for Two Trees Road; and less than 1 peak hour directional trip for Indian Bayou Trail. The trips generated by this project do not exceed the adopted LOS for any of the roadways identified, and Ms. Smith stated verbally that the adopted LOS for Segment B or C of Highway 98 will not be degraded by the 3 trips created. This has been identified in the submitted traffic analysis attached.

Note: As of this date, the remaining trips available for Segment B of Hwy 98 is 224 Peak Hour Directional and the remaining trips available for Segment C of Hwy 98 is -10 Peak Hour Directional.

The report also takes into account vested trips generated by the Sheriff's substation and EMS facility, both of which will be vacating in the near future. These vested trips will off-set the Peak Hour trips generated by the Complex. The report further states that "the analysis therefore demonstrates that the project trips from the proposed Destin Sports Complex can be accommodated by the existing roadway network within the traffic influence area without degrading the adopted level of service."

A review of the traffic generated, the hours of operation, the anticipated noise levels and the proposed lighting plan indicates that these items are compatible with the surrounding development.

E) Alteration of light and air;

The subject site is proposing 26 lighting poles. The final height of these poles will not exceed 60 feet. There is no alteration to air, the projects is proposing to protect the bulk of the portion of wild cat mountain within the developed area. The FAA has approved the heights of the lighting features. (The lighting plan - sheet E-1 & E-2 will be amended for City Council review)

F) Setbacks and buffers.

The site plan meets the open space and landscape requirements. The landscape requirements includes a 5ft. common boundary, a 10ft. frontage boundary along both Comp Plan Road and Two Trees Road, and all structures exceed the required setbacks. The location of the building and the required buffers minimize the impact of the structures on the surrounding parcels.

HEIGHT

The proposed project contains one single story building which has an approximate height of 34.5'+/- as measured to the mean of the roof. This is an allowable height in the BT Zoning District. There is no maximum allowable height in the BT Zoning District. Furthermore, there will be 26 lighting poles, not to exceed 60ft in height for the subject site. The FAA has approved the heights of the structures and lighting features. (See attached letter of approval.)

FLOOR AREA RATIO

The floor area ratio for the concession stand/ restroom is below the 1.07 maximum allowed.

RIGHT OF WAY DEDICATION

No right-of-way dedication is required, however, the subject site does indicate a future public road way on the north property line, and identified as "Comp Plan Road".

CONCURRENCY MANAGEMENT

Concurrency requirements met:

Potable Water	X	Roadways	X	Solid Waste	X
Recreation	X	Sewer	X	Drainage	X

TRAFFIC ANALYSIS

A traffic analysis dated April 30, 1998 was conducted for this project by Gay Smith, of Hamilton, Smith & Associates. This report indicates that 16.2 Peak Hour trips which impact three roadways and both Segment B&C of Highway 98 (attached). The tables within the report specifies PM peak hour/ peak directional was conducted and that the report meets the standards required by City Code. Therefore, the report concludes that the project will generate 3 peak hour directional trips for both Segments B & C of Highway 98; 2.7 peak hour directional trips for Airport Road; 3.9 peak hour directional trips for Two Trees Road; and less than 1 peak hour directional trip for Indian Bayou Trail. The trips generated by this project do not exceed the adopted LOS for any of the roadways identified, and Ms. Smith stated verbally that the adopted LOS for Segment B or C of Highway 98 will not be degraded by the 3 trips created. This has been identified in the submitted traffic analysis attached.

Note: As of this date, the remaining trips available for Segment B of Hwy 98 is 224 Peak Hour Directional and the remaining trips available for Segment C of Hwy 98 is -10 Peak Hour Directional.

The report also takes into account vested trips generated by the Sheriff's substation and EMS facility, both of which will be vacating in the near future. These vested trips will off-set the Peak Hour trips generated by the Complex. The report further states that "the analysis therefore demonstrates that the project trips from the proposed Destin Sports Complex can be accommodated by the existing roadway network within the traffic influence area without degrading the adopted level of service."

A review of the traffic generated, the hours of operation, the anticipated noise levels and the proposed lighting plan indicates that these items are compatible with the surrounding development.

SUBDIVISION OR PUD – PLAT

Not Applicable.

STORMWATER

The City Engineer has approved the site plan and the stormwater plan.

AIRPORT PROTECTION

The subject site is located within the airport protection area. The FAA has approved the site for the sports complex, see attached letter. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from FAA for temporary encroachment into this restrictive area and a copy of completed FAA Form 7460, must be place on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

SETBACKS

	Required	Provided	Buffers
Front (Two Trees Road)	10'	150+'	10' FPLA
Front: (Comp Plan Road)	10'	150+'	10' FPLA
Rear:	N/A	700+'	5'common boundary
Sides:	10'	250+'	10' vegetative buffer & 5'common boundary
Between Bldgs.:	N/A	N/A	N/A

NOTE: The landscape buffers, 5'common boundary, and perimeter boundary area must meet Code.

WHITE SANDS ZONE

A portion of the project **is located** within the White Sand **Zone II.** All fill material must meet the White Sand Zone Ordinance and City Codes.

SIGNS

No signs are requested for this project. All future signage must comply with the City of Destin Sign Ordinance #245.

WATER/SEWER

DWU approved the project verbally on March 19, 1998.

FIRE DEPARTMENT REVIEW

The Fire Department approved the project, with 2 conditions, in a letter dated March 19, 1998.

UTILITIES

Underground utilities are required.

INGRESS/EGRESS

Access to the property is provided by two, 24' wide, two-way drives. One drive connects to Airport Road from the west and via a 50' wide easement, while the other connects to Two Trees Road from the existing drive for City Hall. Both drives provide direct access to the parking area located on either side of the complex. NOTE: the 50' by 200' easement from Airport Road has not been finalized, this easement must be completed and recorded prior to building permits being issued.

SIDEWALKS

A 5' wide sidewalk is required along Two Trees Road and will be required along Comp Plan Road once completed. If any existing sidewalks are destroyed or damaged during construction, they must be repaired or replaced by the developer.

REFUSE COLLECTION

Trash collection is provided by dumpster service. Dumpsters are shown on the site plan.

LANDSCAPE

This project meets the landscape requirements as follows:

OPEN SPACE: 1,693,351.4 sq.ft. of property x 18% = **304,803.25 sq.ft. REQUIRED**
1,444,868.4 sq.ft.
PROVIDED

= **85% open space provided**

TREES REQUIRED:
Reforestation: 389 - 6 **Perimeter: 66** **Parking Lot: 40**
Buffers: -0- **Replacement of protected trees: 0**

Protected Trees on Site (12" to 23" diameter):	2
Preserved Trees on Site (24" or more diameter):	0
Protected Trees being removed:	0
Preserved Trees being removed:	0
Protected Trees located in footprint:	0
Preserved Trees located in footprint:	0
Reforestation Credit for saved trees:	6
TOTAL TREES REQUIRED:	**489**
TOTAL TREES PROVIDED:	**520**

Size of trees being saved which may be applied to Reforestation requirement:

2-6 inches	=	n/a	credit = 0
7-12 inches	=	2	credit = 6
13 -19 inches	=	0	credit = 0
20-24 inches	=	0	credit = 0
TOTAL CREDIT =			6

PARKING

Parking for the project is based on the following calculations:

Per code:
Public-related use: neighborhood park: minimum 1 handicap parking space per park.
Other considerations, if all ball fields are occupied at the same time and one car per player:

soccer = (18 per team x 2) x 3	=108
little league = (15 per team x 2) x 2	=60
softball = (16 per team x 2) x 4	=128
umpires = (2 per field) x 9	=18
coaches = (1 per field) x 9	=9
Total	**=323**

TOTAL REQUIRED = 1 spaces including 1 handicapped
TOTAL PROVIDED = 351 spaces including 14 handicapped

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT

1. . A DEP Stormwater Permit is required and must be submitted prior to the issuance of a building permit.

COMMENTS

There have been no comments of support or opposition filed with Staff regarding this project.

30SEP99 — 9/30/99

Larry Rubenstein, City Manager — Date — Richard Griswold, General Mgr
City of Destin — Destin Water Users, Inc.

cc: Building Division
City Engineer

LEGEND OF ABBREVIATIONS

R/W	–	RIGHT OF WAY
N/F	–	NOW OR FORMERLY
PL	–	PROPERTY LINE
ORBK	–	OFFICIAL RECORD BOOK
PG	–	PAGE
X 0.00	–	EXISTING SPOT ELEVATION
F.F.E.	–	FINISHED FLOOR
CONC.	–	CONCRETE
N	–	NORTH
S	–	SOUTH
E	–	EAST
W	–	WEST
FND	–	FOUND
INV.	–	INVERT
EL.	–	ELEVATION

CONTROL POINT

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

LEGEND

○	FOUND IRON PIN TYPE AND SIZE AS SHOWN
◎	BOLLARD
▲	SET CONTROL POINT
ELEC	ELECTRIC VAULT
E	ELECTRIC BOX
EM	ELECTRIC METER
▦	GRATE INLET
☼	LIGHT POLE
◉	SET PK NAIL STAMPED PLS LB#8096
⬡	POST, TPOST
P	POWER METER
☼	POWER POLE AND GUY (TYPICAL)
⫞	SIGN
WM	WATER METER
⋈	WATER VALVE

'	FEET / MINUTES
"	INCHES / SECONDS
N 16°39'36" E	AS MEASURED THIS SURVEY
(N00°00'00"E)	RECORD INFORMATION, DEED OR OTHER
	CONCRETE
	ASPHALT PAVING
	RIGHT OF WAY LINE
PL	CENTERLINE
	APPROXIMATE ADJOINING PROPERTY LINES
o	CHAIN LINK FENCE
OHP	OVERHEAD POWER LINE
UGP	UNDERGROUND POWER
300	MAJOR CONTOUR
301	MINOR CONTOUR
	PROPERTY LINE (THIS SURVEY)

NOTES:

1. IMPROVEMENTS HAVE BEEN LOCATED AS SHOWN, UNDERGROUND UTILITIES HAVEN'T BEEN VERIFIED AND MAY DIFFER FROM THE INFORMATION SHOWN HEREON. BEFORE DIGGING CALL SUNSHINE 811 LINE LOCATORS.
2. THIS SURVEY, PLAT OR DRAWING WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH, AND WAS SOLELY BASED ON THE INFORMATION OBTAINED FROM PUBLIC RECORDS AND/OR PROVIDED TO THE SURVEYOR. DEED REFERENCE MADE TO OFFICIAL RECORD BOOK 1143, PAGE 1442.
3. BEARINGS SHOWN HEREON ARE BASED ON FLORIDA STATE PLANE COORDINATES (NORTH ZONE) AS DERIVED FROM A GEODETIC SOLUTION USING RTK GPS AND OPUS SOLUTIONS. ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY WHERE THE PROPERTY IS LOCATED.
5. LIABILITY TO THE SURVEYOR SHALL NOT EXCEED THE AMOUNT PAID FOR THIS SURVEY.
6. THIS SURVEY MAP OR REPORT OR THE COPIES OF THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR ELECTRONICALLY SIGNED PER 5J–17.062 OF THE FLORIDA ADMINISTRATIVE CODE.
7. THE USE OF THIS BOUNDARY SURVEY IN CONJUNCTION WITH AN "OWNERS AFFIDAVIT" OR ANY OTHER INSTRUMENT WHICH IS DESIGNED TO TRANSFER TITLE WITHOUT A CURRENT SURVEY IS NOT PERMITTED OR SUPPORTED BY THIS SURVEYOR, AND WILL INVALIDATE THIS SURVEY.
8. THIS DRAWING IS INTENDED TO BE PRINTED ON 11X17. IF PRINTED IN A DIFFERENT SIZE THE SCALE WILL BE INACCURATE.
9. ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".
10. SUNSHINE 811 LINE LOCATE REQUEST SENT ON 12/24/24 WITH TICKET NUMBER(S) 359400867. ALL ON SITE MARKED UTILITIES OR MAP LOCATIONS HAVE BEEN LOCATED ON 12/24 – 12/30 AND SHOWN ON THIS SURVEY.
11. PRIOR TO DESIGN OR CONSTRUCTION SETBACKS NEED TO BE VERIFIED WITH THE LOCAL ZONING, PLANNING AND DEVELOPMENT AUTHORITY.
12. CONTRACTOR'S RESPONSIBILITY TO VERIFY DIMENSIONS SHOWN HEREON PRIOR TO FURTHER CONSTRUCTION.

STATE OF: FLORIDA
COUNTY OF: OKALOOSA

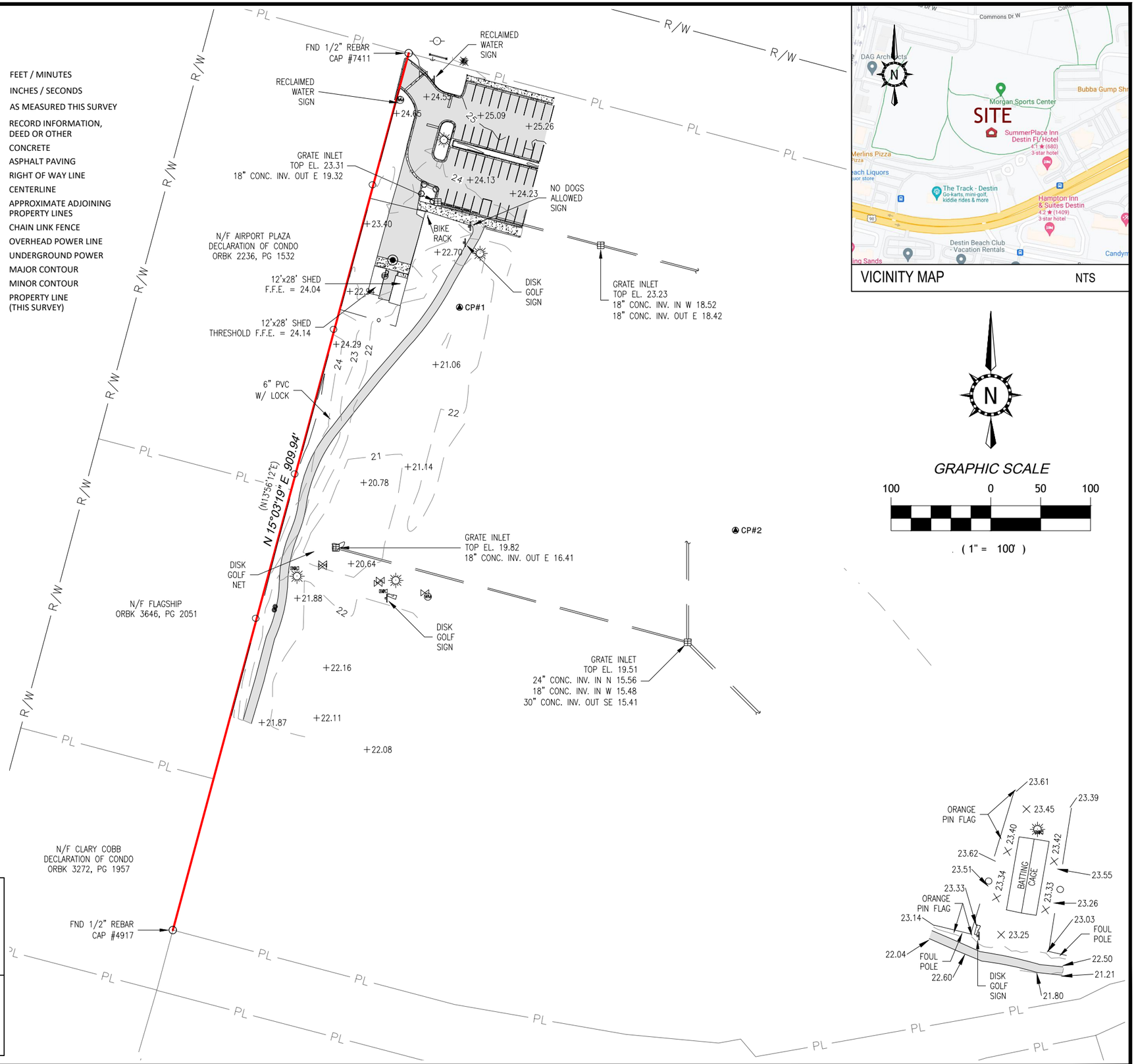
THE SURVEY SHOWN HEREON WAS PREPARED FOR JENKINS ENGINEERING, INC. IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS SET DEFINED IN CHAPTER 5J–17.051 OF THE FLORIDA ADMINISTRATIVE CODE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.008 AND SECTION 472.027 OF THE FLORIDA STATUES AND TO BE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ACCORDING TO MY SURVEY THIS THE 14TH DAY OF JANUARY, 2025

Cory E Rushing
Digitally signed by Cory E Rushing
Date: 2025.01.16 12:12:39 -06'00'

CORY E. RUSHING, FLORIDA LS 6532

CORY E. RUSHING
LICENSE NUMBER
No.LS 6532
STATE OF
FLORIDA
PROFESSIONAL LAND SURVEYOR AND MAPPER



VICINITY MAP NTS

PLS GROUP, INC.
SURVEYING, MAPPING AND SOLUTIONS
LB#8096 LSF#1260 CA–1067–LS

4417 COUNTY ROAD 2214
TROY, AL 36079
OFFICE: 334–403–4204
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PANAMA CITY BEACH, FL 32413
OFFICE: 334–403–4204

34565 U.S. HIGHWAY 31, SUITE C
STAPLETON, AL 36578
OFFICE: 251–937–1434

SHEET TITLE:	TOPOGRAPHICAL SURVEY		NO.	REVISIONS / DATE
SHEET NUMBER: 01 (01 OF 01)	SURVEY END DATE: 01/09/25	PROJECT NO: 24-0924		
	DRAWING SCALE: 1" = 100'	DRAWN BY: LMW		
	DRAWING END DATE: 01/14/25	CHECKED BY: CER		

3950 COMMONS DRIVE WEST
JENKINS ENGINEERING, INC.
DESTIN
OKALOOSA COUNTY, FLORIDA

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STORM WATER MANAGEMENT PLAN

for

MORGAN SPORTS COMPLEX IMPROVEMENTS

CITY OF DESTIN, FLORIDA

PREPARED BY:

Jenkins Engineering, Inc.

Engineer of Record: M. Scott Jenkins, P.E.
Florida Registration #: 58073
73 Eglin Parkway N.E., Suite 203
Fort Walton Beach, FL 32548
(850) 837 – 2448

March 3, 2025

1.1 GENERAL

The following is a storm water evaluation of the proposed improvements for the City of Destin's recreational complex, Morgan Sports Complex, located at 4100 Indian Bayou Trail. The single parcel consists of approximately 25.68 acres and is currently in-use with on-site parking areas, varies open fields for soccer and baseball, concession and restroom facilities, batting cages, two maintenance sheds, and pedestrian access throughout. The proposed improvements associated with this analysis include the replacement of the existing batting cage, removal of one maintenance shed, relocation of one maintenance shed, and the addition of a field house with restrooms. The property is located on the southeast of Airport Road and Commons Drive West in the City of Destin, Okaloosa County, Florida as seen in Figure 1.1.1 below.

FIGURE 1.1.1: PROJECT SITE (NTS)

This storm water evaluation will be performed using the Soil Conservation Service Method. In accordance with the City of Destin requirements, the one-inch volume associated with the runoff from the developed basin areas will be retained on-site and must recover within 72 hours. The stormwater retention system will retain the 25-year critical storm and will not discharge offsite.

The system recovery of the required treatment volume, retention of the critical storm event, and pre- and post-development discharge rates have been determined utilizing the storm water modeling software Interconnected Channel and Pond Routing (ICPR), Version 4.07.08.

1.2 PRE-DEVELOPED CONDITIONS

As noted above, the parcel area consists of approximately 25.68 ± acres. Improvements to the site include the replacement of the existing batting cages with no new impacts noted within this area, therefore, no stormwater analysis was required for this segment of improvements. The remaining impacts for the site include the removal of one maintenance shed, relocation of one maintenance shed, and the addition of a field house with restrooms. The limits of construction area has been limited to a portion of the site and will be evaluated as two distinct basins, Basin A 0.34 acres and Basin B 0.25 acres. Based on the topographical information provided by PLS Group, Inc., the site slopes from the north parking area and the eastern property boundary towards a shallow retention area where discharge occurs through a stormwater existing inlet. Contours in this region range between elevations 25.0 and 21.0.

According to the United States Department of Agriculture Soil Conservation Service, Soil Survey for Okaloosa County, the project soil is comprised solely of Newhan-Corolla complex (2-30% slopes), a Type A Hydrologic Soil Classification. A copy of the Soil Map and applicable sections of the Soil Survey Report have been attached. Figure 1.2.1 shows the pre-existing conditions of the project area. Table 1.2.1 summarizes the area information of the pre-developed condition for the critical storm event for Basin A.

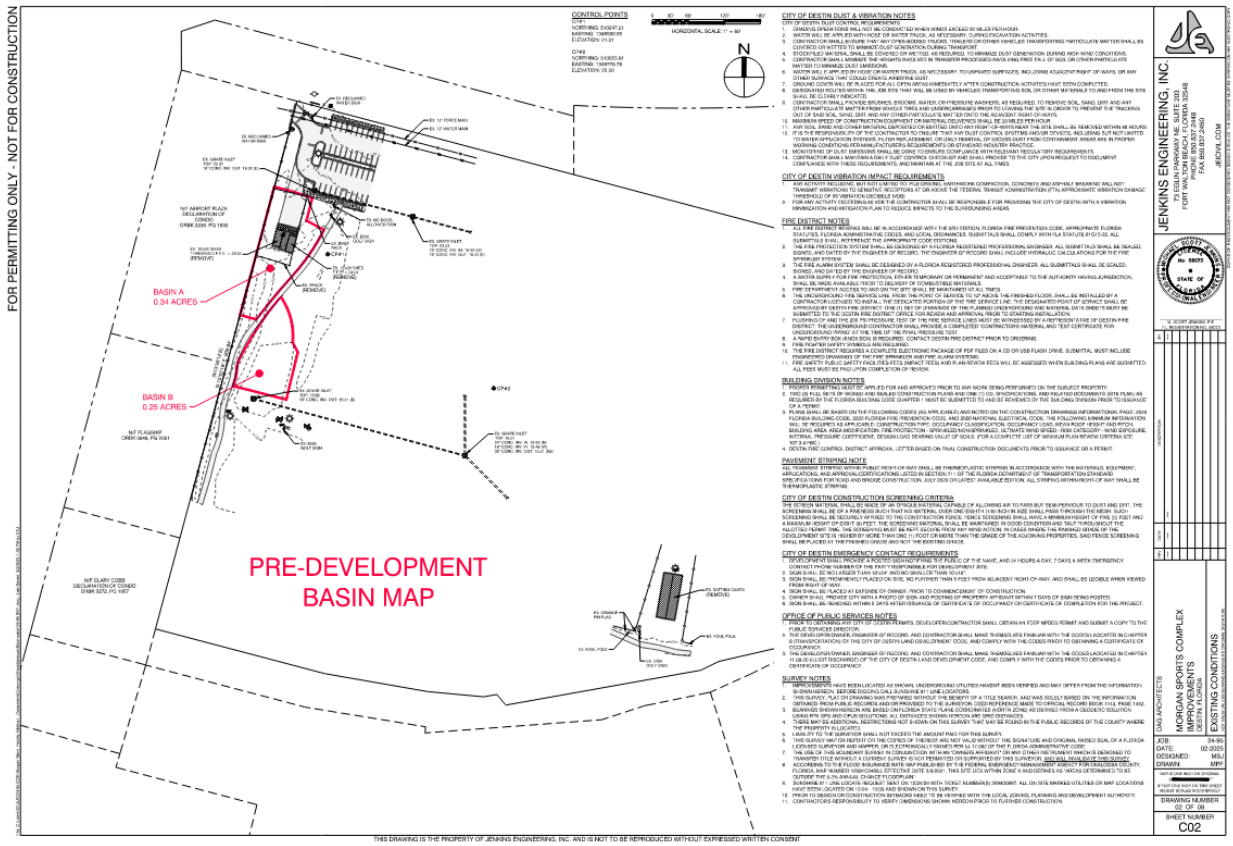


FIGURE 1.2.1: PRE-DEVELOPMENT BASIN MAP

TABLE 1.2.1: PRE-DEVELOPMENT CONDITIONS

BASIN	*ACREAGE*	*RAINFALL DISTRIBUTION*	*CRITICAL DURATION*	*RAINFALL (IN)*	*SHAPE FACTOR*	*CN*	*FLOWRATE (CFS)*
A	0.34	FDOT	25YR-8HR	7.52	323	52	0.44
B	0.25	FDOT	25YR-8HR	7.52	323	39	0.14

1.3 POST-DEVELOPED CONDITIONS

The post development conditions will consist of the same two drainage basin areas, Basin A 0.34 acres and Basin B 0.25 acres. All runoff from each basin will be directed to the nearest dry retention pond via overland sheet flow. The dry ponds have been designed to have a bottom elevation of 21.0 and top elevation of 22.0, with a side slope of 4(H):1(V). The proposed dry retention systems are designed to retain the 25-year critical storm without discharging.

Table 1.3.1 summarizes the post-developed conditions for the 25-year critical storm event. Table 1.3.2 provides the total dimensions of the proposed storm water treatment system. All improvements will be graded to ensure runoff is directed to the closest stormwater pond. Figure 1.3.2 below shows the post-development map of the project area.

TABLE 1.3.1: POST-DEVELOPMENT CONDITIONS

BASIN	*ACREAGE*	*RAINFALL DISTRIBUTION*	*CRITICAL DURATION*	*RAINFALL (IN)*	*SHAPE FACTOR*	*CN*	*FLOWRATE (CFS)*
A	0.34	FDOT	25YR-8HR	7.52	323	68	0.74 [1]
B	0.25	FDOT	25YR-8HR	7.52	323	54	0.36 [1]

[1]Note: This is the stormwater runoff created on-site in the post-development condition. This number does not represent the amount to be discharged from the site.

TABLE 1.3.2: BASIN STORMWATER TREATMENT FACILITIES

BASIN	*STAGE*	*ELEVATION*	*AREA (SF)*	*VOLUME PROVIDED (CF)*
A	0.0	21.0	1,616	0
	1.0	22.0	2,768	2,192
B	0.0	21.0	664	0
	1.0	22.0	1,494	1,079

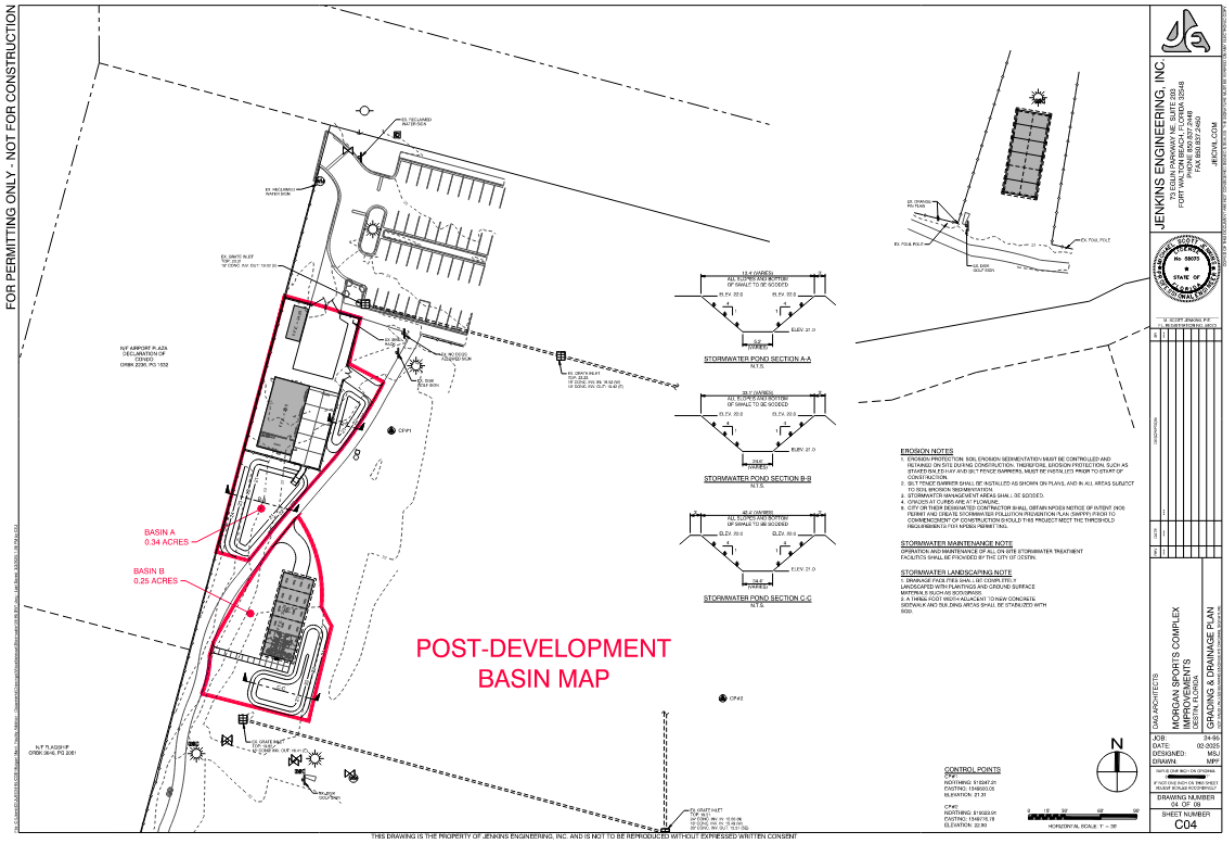


FIGURE 1.3.2: POST-DEVELOPMENT BASIN A

1.4 SOILS REPORT

As previously mentioned, a soils report was generated using the United States Department of Agriculture Soil Conservation Services, soil survey for Okaloosa County. The report details the project soil is comprised of Newhan-Corolla complex (2-30% slopes), a Type A Hydrology Soil Classification. The saturation rate of Newhan-Corolla is described as very high (19.98 – 50.02 in/hr). A conservative estimate of 20 in/hr (40 ft/day) was used for this evaluation. The soil report states the depth of the water table to be more than 80 in (6.67 ft) below existing grade. The existing grade at the proposed pond locations in Basin A are approximately 22.0, a conservative approximation of 5 ft below existing grade was used for recovery evaluation. The existing grade at the proposed pond location in Basin B is approximately 21.0, a conservative approximation of 5 ft below existing grade was used for recovery evaluation. Table 1.4.1 below illustrates the variables and calculations used for design.

TABLE 1.4.1: BASIN SOIL REPORT SUMMARY

BASIN	*GRADE ELEVATION AT SITE (FT)*	*EST. SHWT DEPTH (FT)*	*EST. SHWT ELEVATION (FT)*	*VERTICAL INFILTRATION RATE (FT/DAY)*	*FACTOR OF SAFETY*	*DESIGN VERTICAL INFILTRATION RATE (FT/DAY)*
A	± 22.0	± 5.0	± 17.0	40	2	20
B	± 21.0	± 5.0	± 16.0	40	2	20

1.5 1" TREATMENT VOLUME REQUIREMENT

In accordance with the City of Destin requirements, the retention system must be sized to retain the first 1-inch of runoff from the affected area with a C-factor applied based on the proposed land cover type. Basin A, approximately 14,743 square feet, requires a minimum retention volume of 755 cubic feet with a C-factor of 0.61 applied. Basin A has the capacity to retain 2,192 cubic feet before overtopping and does not discharge offsite. The 1-inch retention requirement is met at an elevation of 21.5. Basin B, approximately 10,997 square feet, requires a minimum retention volume of 430 cubic feet with a C-factor of 0.47 applied. Basin B has the capacity to retain 1,079 cubic feet before overtopping and does not discharge offsite. The 1-inch retention requirement is met at an elevation of 21.6. Thus, the treatment requirements are met, the stormwater management system has been adequately sized to retain the first 1-inch of runoff as required by the City of Destin as demonstrated above and shown in Table 1.5.1 below.

TABLE 1.5.1: TREATMENT SUMMARY

BASIN	*AREA (SF)*	*C-FACTOR*	*TREATMENT VOLUME REQUIRED (AREA * 1") (CF)*	*TREATMENT VOLUME PROVIDED (CF)*
A	14,743	0.61	755	2,192
B	10,997	0.47	430	1,079

1.6 CRITICAL STORM ATTENUATION VOLUME REQUIREMENTS

In accordance with the City of Destin requirements, the post-developed runoff associated with the 25-year critical storm event must be attenuated on-site. Since there is no discharge, the entire proposed basin will be retained, rather than attenuated for the FDOT 25-year critical storm event. The 25-year critical storm event is the 8-hour storm for Basin A. The maximum stages for all storm events are shown on Table 1.6.1 below.

TABLE 1.6.1 BASIN RETENTION

BASIN	*STORM EVENT*	*1-HOUR (FT)*	*2-HOUR (FT)*	*4-HOUR (FT)*	*8-HOUR (FT)*	*24-HOUR (FT)*
A	25-YEAR	21.19	21.22	21.23	**21.35**	21.01
B	25-YEAR	21.06	21.10	21.24	**21.35**	21.01

1.7 PRE AND POST DEVELOPMENT DISCHARGE RATES

The storm water treatment system associated with this development has been designed to attenuate the storms denoted above. The developed site's off-site discharge rate may not exceed the discharge rate associated with the same pre-development area of the same size. Basin A and Basin B are designed not to discharge offsite, therefore the post-development discharge rate is zero. Table 1.7.1 below indicates the post-developed rates are less than the pre-developed rates using an FDOT rainfall distribution, thus attenuation requirements are met.

TABLE 1.7.1: ATTENUATION SUMMARY

BASIN	*CRITICAL DURATION*	*PRE-DEVELOPED FLOW RATE (CFS)*	*POST-DEVELOPED FLOW RATE (CFS)*	*POST DISCHARGE RATE (CFS)*	*POST DISCHARGE >= PRE FLOW?*
A	25YR-8HR	0.44	0.74 [1]	0.00	YES
B	25YR-8HR	0.14	0.36 [1]	0.00	YES

[1] Note: This is the stormwater runoff created on-site in the post-development condition. This number does not represent the amount to be discharged from the site.

1.8 RECOVERY

In accordance with the City of Destin requirements the retention system must also recover the 1-inch treatment volume within 72 hours. Recovery is achieved through percolation and was modeled in ICPR. Basin A and Basin B will recover in approximately 2 hours. A recovery hydrograph for each basin is included in the data information for your review.

HYDROLOGY DATA

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Project Information

	Basin	A
	Site	
Drainage Area (On-site) =	14,743.00 SF	0.338 AC
Drainage Area (Off-site) =	0.00 SF	0.000 AC
Total Drainage Area =	14,743.00 SF	0.338 AC
Impervious Area (On-site) =	7,127.00 SF	0.164 AC
Impervious Area (Off-site) =	0.00 SF	0.000 AC
Total Impervious Area =	7,127.00 SF	0.164 AC
Pervious Area	7,616.00 SF	0.175 AC

	Pre-Development	Post-Development
Area (ac)	0.34	0.34
CN	52	68
T_c (min.)	10.00	10.00

Project	Morgan Sports Complex Improvements			
Project Number	24-95	By	CEJ	Date 03/03/25
Location	Destin, FL	Checked	MSJ	Date 03/03/25

Curve Number

Basin A

Check One: ☑ Pre-Developed ☐ Post-Developed

1. Runoff curve number

Soil name and hydrologic group	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN* Table 2-2	CN* Figure 2-3	CN* Figure 2-4	Area ☐ Acres ☑ SF ☐ %	Product of CN x area
Type A	Open Space - Good	39.0			11,439	446,121
	Impervious	98.0			3,304	323,792
						0
						0
						0
						0
						0
						0
						0
						0
*Use only one CN per line				Totals=	14,743	769,913

CN(weighted)= $\frac{\text{total product}}{\text{total area}} = \frac{769{,}913}{14{,}743} =$ 52.2

Use CN = 52

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency……	yr	25-year	25-year	25-year
Rainfall, P (24-hour)……	in	3.7	4.8	6.0
Runoff, Q……	in	0.31	0.72	1.29
(use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)		S= 9.23	9.2	9.2

eqn 2-4: $S = \frac{1000}{CN} - 10 =$ 9

eqn 2-3: $Q = \frac{(P-0.2S)^2}{(P+0.8S)}$

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Curve Number

Basin A

Check One: ☐ Pre-Developed ☑ Post-Developed

1. Runoff curve number

Soil name and hydrologic group	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN* Table 2-2	CN* Figure 2-3	CN* Figure 2-4	Area ☐ Acres ☑ SF ☐ %	Product of CN x area
Type A	Open Space - Good	39.0			7,616	297,024
	Impervious	98.0			7,127	698,446
						0
						0
						0
						0
						0
						0
						0
						0
*Use only one CN per line				Totals=	14,743	995,470

CN(weighted)= $\frac{\text{total product}}{\text{total area}} = \frac{995{,}470}{14{,}743} =$ 67.5

Use CN = 68

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency……	yr	25-year	25-year	25-year
Rainfall, P (24-hour)……	in	3.7	4.8	6.0
Runoff, Q……	in	1.02	1.74	2.62
(use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)		S= 4.71	4.7	4.7

eqn 2-4: $S = \frac{1000}{CN} - 10 =$ 5

eqn 2-3: $Q = \frac{(P-0.2S)^2}{(P+0.8S)}$

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Pond Information

Basin A

Top of Pond	22.0	FT	Infiltration Area	2,768	SF
Bottom of Pond	21.0	FT			
Pond increment	1.0	FT			

Elevation	Area
FT	*SF*
21.0	1,616
22.0	2,768

ICPR Input

Elevation	Area
FT	*AC*
21.0	0.037
22.0	0.064

Elevation	Area	Storage	
FT	*SF*	*CF*	
21.00	1,616	0	
21.10	1,731	167	
21.20	1,846	346	
21.30	1,962	537	
21.40	2,077	739	
21.50	2,192	952	1" Vol = 755 cf
21.60	2,307	1,177	
21.70	2,422	1,413	
21.80	2,538	1,661	
21.90	2,653	1,921	
22.00	2,768	2,192	

ICPR Input

Elevation	Conn Disch
FT	*CFS*
21.0	0.00
21.1	0.00
21.2	0.00
21.3	0.00
21.4	0.00
21.5	0.00
21.6	0.00
21.7	0.00
21.8	0.00
21.9	0.00
22.0	0.00

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

C-Factor Calculation

C-FACTORS	
PERVIOUS/GRASS	0.30
IMPERVIOUS	0.95
RE/DET. POND	1.00

POST-DEVELOPMENT	
	7,616 SF
	7,127 SF
	0 SF

CALCULATION

$$C = \frac{[\text{PERV. AREA}*C_{PERV.})+(\text{IMPERV. AREA}*C_{IMPERV.})+(\text{RETENTION AREA}*C_{POND})]}{\text{TOTAL PROJECT AREA}}$$

C = 0.61

ONLINE TREATMENT FROM 1 INCH OF RUNOFF

TREATMENT VOL.=(C) (1 INCH)(PROJECT CONTRIBUTING AREA)

1" VOL.= 755 CF

RUNOFF COEFFICIENT FOR PERVIOUS/GRASS BASED ON RECOMMENDED VALUES FROM TABLE 3-1 IN THE REFERENCES & DESIGN AIDS FOR ENVIRONMENTAL RESOURCE PERMIT APPLICANT'S HANDBOOK VOLUME II

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Project Information

	Basin	B		
	Site			
Drainage Area (On-site) =	10,997.00	SF	0.252	AC
Drainage Area (Off-site) =	0.00	SF	0.000	AC
Total Drainage Area =	10,997.00	SF	0.252	AC
Impervious Area (On-site) =	2,869.00	SF	0.066	AC
Impervious Area (Off-site) =	0.00	SF	0.000	AC
Total Impervious Area =	2,869.00	SF	0.066	AC
Pervious Area	8,128.00	SF	0.187	AC

	Pre-Development	Post-Development
Area (ac)	0.25	0.25
CN	39	54
T_c (min.)	10.00	10.00

Project	Morgan Sports Complex Improvements			
Project Number	24-95	By	CEJ	Date 03/03/25
Location	Destin, FL	Checked	MSJ	Date 03/03/25

Curve Number

Basin B

Check One: ☑ Pre-Developed ☐ Post-Developed

1. Runoff curve number

Soil name and hydrologic group	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN* Table 2-2	CN* Figure 2-3	CN* Figure 2-4	Area ☐ Acres ☐ SF ☑ %	Product of CN x area
Type A	Open Space - Good	39.0			100	3,900
						0
						0
						0
						0
						0
						0
						0
						0
						0
*Use only one CN per line				Totals=	100	3,900

CN(weighted)= $\frac{\text{total product}}{\text{total area}} = \frac{3{,}900}{100} = 39.0$

Use CN = 39

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency……	yr	25-year	25-year	25-year
Rainfall, P (24-hour)……	in	3.7	4.8	6.0
Runoff, Q……	in	0.02	0.16	0.45
(use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)		S= 15.6	15.6	15.6

eqn 2-4: $S = \frac{1000}{CN} - 10 = 16$

eqn 2-3: $Q = \frac{(P-0.2S)^2}{(P+0.8S)}$

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Curve Number

Basin B

Check One: ☐ Pre-Developed ☑ Post-Developed

1. Runoff curve number

Soil name and hydrologic group	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	CN* Table 2-2	CN* Figure 2-3	CN* Figure 2-4	Area ☐ Acres ☑ SF ☐ %	Product of CN x area
Type A	Open Space - Good	39.0			8,128	316,992
	Impervious	98.0			2,869	281,162
						0
						0
						0
						0
						0
						0
						0
						0
*Use only one CN per line				Totals=	10,997	598,154

CN(weighted)= $\frac{\text{total product} = 598{,}154}{\text{total area} \quad 10{,}997} = 54.4$

Use CN = 54

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency……	yr	25-year	25-year	25-year
Rainfall, P (24-hour)……	in	3.7	4.8	6.0
Runoff, Q……	in	0.38	0.83	1.44
(use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)		S= 8.52	8.5	8.5

eqn 2-4: $S = \frac{1000}{CN} - 10 = 9$

eqn 2-3: $Q = \frac{(P-0.2S)^2}{(P+0.8S)}$

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

Pond Information

Basin B

Top of Pond	22.0	FT	Infiltration Area	1,494	SF
Bottom of Pond	21.0	FT			
Pond increment	1.0	FT			

Elevation	Area
FT	*SF*
21.0	664
22.0	1,494

ICPR Input

Elevation	Area
FT	*AC*
21.0	0.015
22.0	0.034

Elevation	Area	Storage	
FT	*SF*	*CF*	
21.00	664	0	
21.10	747	71	
21.20	830	149	
21.30	913	237	
21.40	996	332	
21.50	1,079	436	
21.60	1,162	548	1" Vol = 430 cf
21.70	1,245	668	
21.80	1,328	797	
21.90	1,411	934	
22.00	1,494	1,079	

ICPR Input

Elevation	Conn Disch
FT	*CFS*
21.0	0.00
21.1	0.00
21.2	0.00
21.3	0.00
21.4	0.00
21.5	0.00
21.6	0.00
21.7	0.00
21.8	0.00
21.9	0.00
22.0	0.00

Project	Morgan Sports Complex Improvements				
Project Number	24-95	By	CEJ	Date	03/03/25
Location	Destin, FL	Checked	MSJ	Date	03/03/25

C-Factor Calculation

C-FACTORS	
PERVIOUS/GRASS	0.30
IMPERVIOUS	0.95
RE/DET. POND	1.00

POST-DEVELOPMENT	
8,128	SF
2,869	SF
0	SF

CALCULATION

$$C = \frac{[\text{PERV. AREA}*C\_\text{PERV.})+(\text{IMPERV. AREA}*C\_\text{IMPERV.})+(\text{RETENTION AREA}*C\_\text{POND})]}{\text{TOTAL PROJECT AREA}}$$

C = 0.47

ONLINE TREATMENT FROM 1 INCH OF RUNOFF

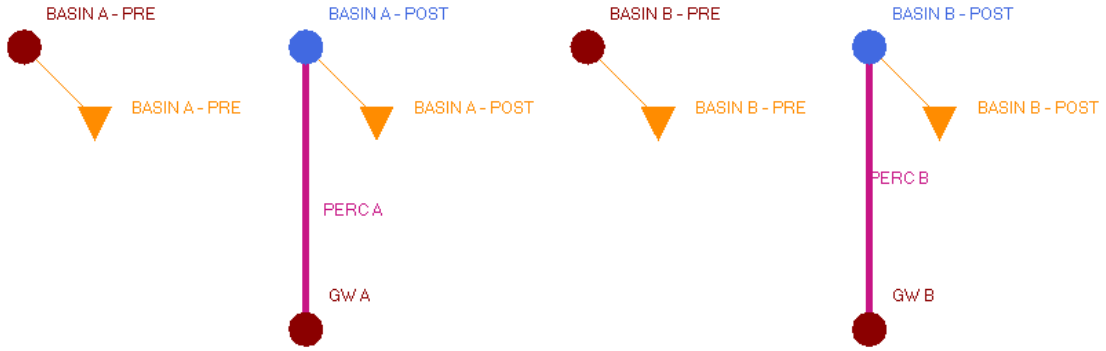
TREATMENT VOL.=(C) (1 INCH)(PROJECT CONTRIBUTING AREA)

1" VOL.= 430 CF

RUNOFF COEFFICIENT FOR PERVIOUS/GRASS BASED ON RECOMMENDED VALUES FROM TABLE 3-1 IN THE REFERENCES & DESIGN AIDS FOR ENVIRONMENTAL RESOURCE PERMIT APPLICANT'S HANDBOOK VOLUME II

ICPR INPUT

Background Image: NODAL



Node Max Conditions [Morgan]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
BASIN A - POST	025Y001H	22.00	21.19	0.0010	0.73	0.43	1838
BASIN A - POST	025Y002H	22.00	21.22	0.0010	0.75	0.43	1866
BASIN A - POST	025Y004H	22.00	21.23	-0.0010	0.57	0.43	1879
BASIN A - POST	025Y008H	22.00	21.35	-0.0010	0.74	0.47	2023
BASIN A - POST	025Y024H	22.00	21.01	-0.0001	0.28	0.28	1618

Node Max Conditions [Morgan]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
BASIN B - POST	025Y001H	22.00	21.06	-0.0010	0.22	0.16	707
BASIN B - POST	025Y002H	22.00	21.10	-0.0007	0.24	0.17	740
BASIN B - POST	025Y004H	22.00	21.24	0.0010	0.26	0.20	853
BASIN B - POST	025Y008H	22.00	21.35	0.0010	0.36	0.22	940
BASIN B - POST	025Y024H	22.00	21.01	-0.0001	0.15	0.15	659

Simple Basin Runoff Summary [Morgan]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
BASIN A - PRE	025Y008H	0.44	4.0333	7.52	2.17	0.3400	52.0	0.00	0.00

Simple Basin Runoff Summary [Morgan]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
BASIN B - PRE	025Y008H	0.14	4.0500	7.52	0.97	0.2520	39.0	0.00	0.00

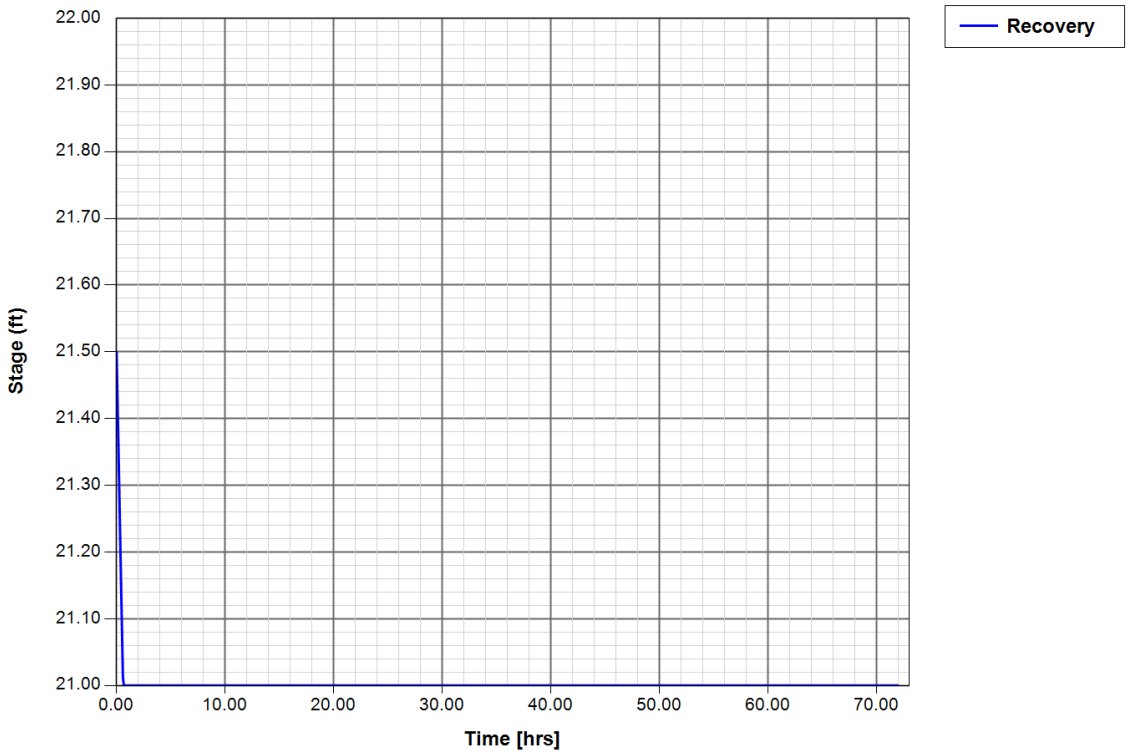
Simple Basin Runoff Summary [Morgan]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
BASIN A - POST	025Y008H	0.74	4.0167	7.52	3.84	0.3400	68.0	0.00	0.00

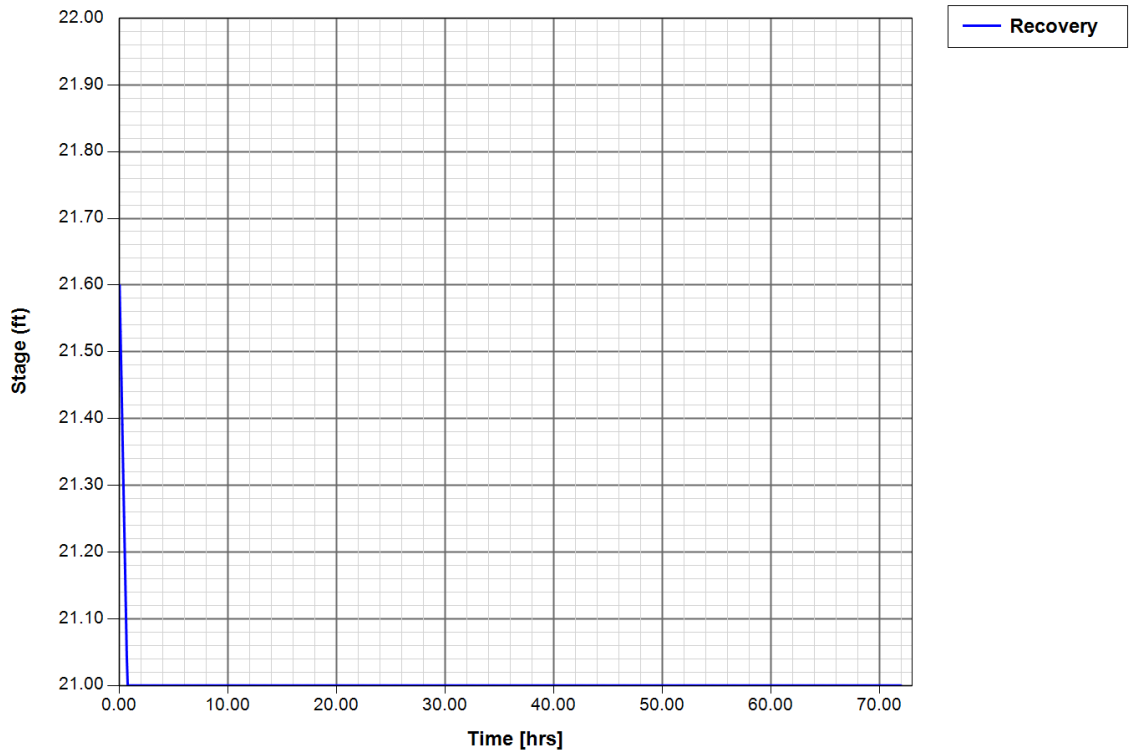
Simple Basin Runoff Summary [Morgan]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
BASIN B - POST	025Y008H	0.36	4.0333	7.52	2.37	0.2520	54.0	0.00	0.00

Stage [Node: BASIN A - POST]



Stage [Node: BASIN B - POST]



Node: BASIN A - POST

Scenario: Morgan
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 21.00 ft
Warning Stage: 22.00 ft

Stage [ft]	Area [ac]	Area [ft2]
21.00	0.0370	1612
22.00	0.0640	2788

Comment:

Node: BASIN A - PRE

Scenario: Morgan
Type: Time/Stage
Base Flow: 0.00 cfs

Initial Stage: 25.00 ft
Warning Stage: 25.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	25.00
0	0	0	999.0000	25.00

Comment:

Node: BASIN B - POST

Scenario: Morgan
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 21.00 ft
Warning Stage: 22.00 ft

Stage [ft]	Area [ac]	Area [ft2]
21.00	0.0150	653
22.00	0.0340	1481

Comment:

Node: BASIN B - PRE

Scenario: Morgan
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 23.00 ft
Warning Stage: 23.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	23.00
0	0	0	999.0000	23.00

Comment:

Node: GW A

Scenario: Morgan
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 17.00 ft

Warning Stage: 17.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	17.00
0	0	0	999.0000	17.00

Comment:

Node: GW B

Scenario: Morgan
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 16.00 ft
Warning Stage: 16.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	16.00
0	0	0	999.0000	16.00

Comment:

Node: BASIN A - POST

Scenario: Recovery
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 21.50 ft
Warning Stage: 22.00 ft

Stage [ft]	Area [ac]	Area [ft2]
21.00	0.0370	1612
22.00	0.0640	2788

Comment:

Node: BASIN B - POST

Scenario: Recovery
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 21.60 ft
Warning Stage: 22.00 ft

Stage [ft]	Area [ac]	Area [ft2]
21.00	0.0150	653
22.00	0.0340	1481

Comment:

Simple Basin: BASIN A - POST

Scenario:	Morgan
Node:	BASIN A - POST
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	0.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.3400 ac
Curve Number:	68.0
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Simple Basin: BASIN A - PRE

Scenario:	Morgan
Node:	BASIN A - PRE
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	0.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.3400 ac
Curve Number:	52.0
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Simple Basin: BASIN B - POST

Scenario:	Morgan
Node:	BASIN B - POST
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	0.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.2520 ac
Curve Number:	54.0
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Simple Basin: BASIN B - PRE

Scenario:	Morgan
Node:	BASIN B - PRE
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	0.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.2520 ac
Curve Number:	39.0
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Percolation Link: PERC A

Scenario:	Morgan	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	BASIN A - POST		
To Node:	GW A	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	311.00 ft
Flow Direction:	Both	Perimeter 2:	688.00 ft
Aquifer Base Elevation:	7.00 ft	Perimeter 3:	1998.00 ft

Water Table Elevation:	17.00 ft		
Annual Recharge Rate:	0 ipy	Distance P1 to P2:	50.00 ft
Horizontal Conductivity:	30.000 fpd	Distance P2 to P3:	200.00 ft
Vertical Conductivity:	20.000 fpd	# of Cells P1 to P2:	5
Fillable Porosity:	0.250	# of Cells P2 to P3:	20
Layer Thickness:	4.00 ft		

Comment:

Percolation Link: PERC B

Scenario:	Morgan	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	BASIN B - POST		
To Node:	GW B	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	204.00 ft
Flow Direction:	Both	Perimeter 2:	512.00 ft
Aquifer Base Elevation:	6.00 ft	Perimeter 3:	1766.00 ft
Water Table Elevation:	16.00 ft	Distance P1 to P2:	50.00 ft
Annual Recharge Rate:	0 ipy	Distance P2 to P3:	200.00 ft
Horizontal Conductivity:	30.000 fpd	# of Cells P1 to P2:	5
Vertical Conductivity:	20.000 fpd	# of Cells P2 to P3:	25
Fillable Porosity:	0.250		
Layer Thickness:	5.00 ft		

Comment:

Simulation: 025Y001H

Scenario:	Morgan
Run Date/Time:	3/3/2025 4:53:15 PM
Program Version:	ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	2.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:
Vertical Layers Set:
Impervious Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~FDOT-1
Rainfall Amount: 3.70 in
Storm Duration: 1.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 025Y002H

Scenario: Morgan
Run Date/Time: 3/3/2025 4:53:16 PM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	4.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:
Vertical Layers Set:
Impervious Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~FDOT-2
Rainfall Amount: 4.80 in

Edge Length Option: Automatic

Storm Duration: 2.0000 hr

Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 025Y004H

Scenario: Morgan
Run Date/Time: 3/3/2025 4:53:17 PM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	6.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:

Unit Hydrograph Folder:		Curve Number Set:	
		Green-Ampt Set:	
		Vertical Layers Set:	
		Impervious Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6		
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FDOT-4
		Rainfall Amount:	6.00 in
Edge Length Option:	Automatic	Storm Duration:	4.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 025Y008H

Scenario:	Morgan
Run Date/Time:	3/3/2025 4:53:20 PM
Program Version:	ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	12.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:
Vertical Layers Set:
Impervious Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~FDOT-8
Rainfall Amount: 7.52 in
Storm Duration: 8.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 025Y024H

Scenario: Morgan
Run Date/Time: 3/3/2025 4:53:21 PM

Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	30.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:
Vertical Layers Set:
Impervious Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~FDOT-24

		Rainfall Amount:	10.80 in
Edge Length Option:	Automatic	Storm Duration:	24.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: Recovery

Scenario: Recovery
Run Date/Time: 3/3/2025 4:53:27 PM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	72.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	30.0000	0.0500
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	5.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Lookup Tables

Boundary Stage Set:

		Extern Hydrograph Set:	
Unit Hydrograph Folder:		Curve Number Set:	
		Green-Ampt Set:	
		Vertical Layers Set:	
		Impervious Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6		
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	No Rainfall
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft		
Edge Length Option:	Automatic		
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

USDA SOIL REPORT

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Okaloosa County, Florida

March 3, 2025

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

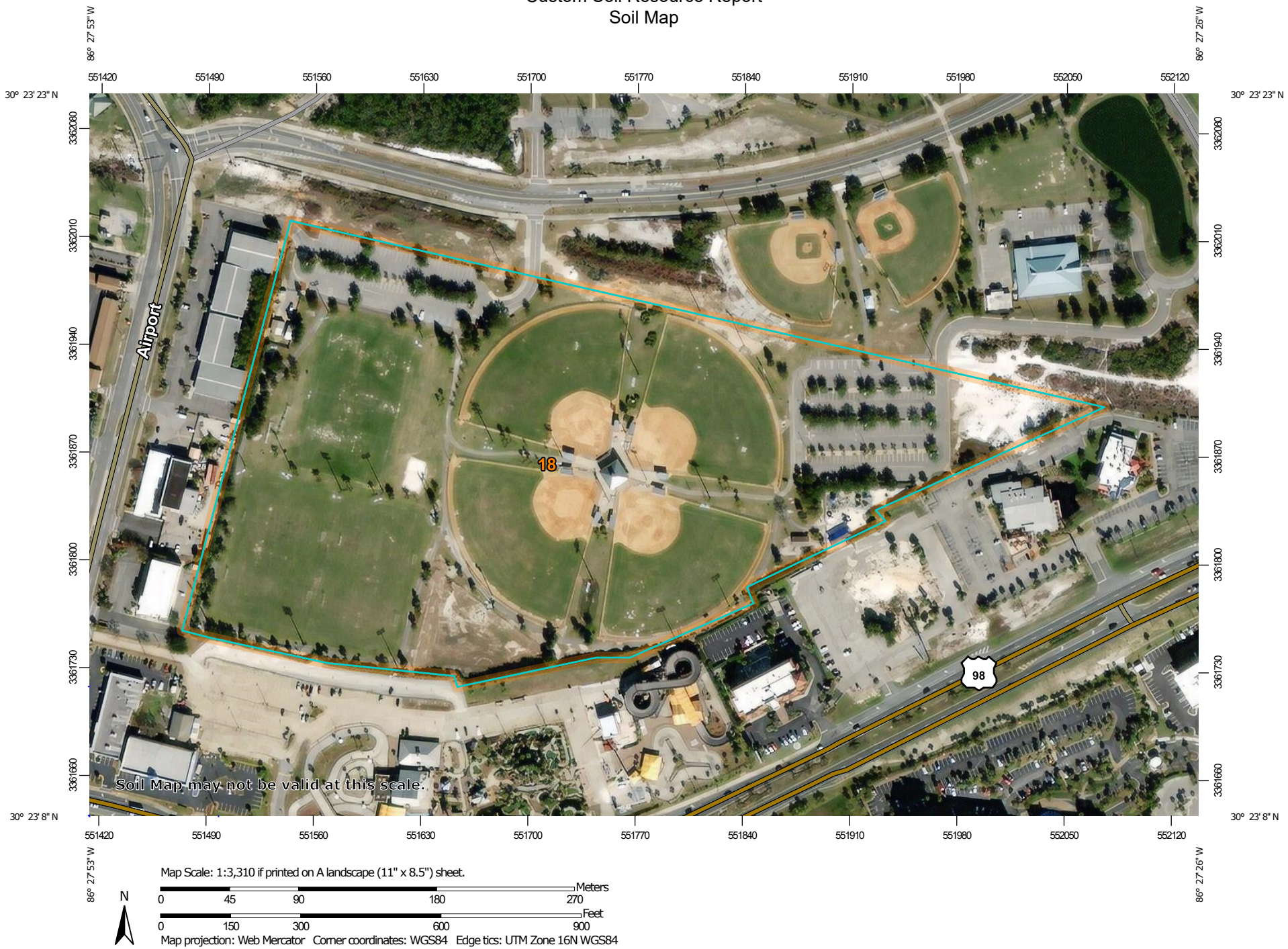
After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map



Map Scale: 1:3,310 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 45 90 180 270

Feet
0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Okaloosa County, Florida
Survey Area Data: Version 23, Aug 26, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 31, 2009—Dec 10, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
18	Newhan-Corolla complex, 2 to 30 percent slopes	25.8	100.0%
Totals for Area of Interest		**25.8**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Okaloosa County, Florida

18—Newhan-Corolla complex, 2 to 30 percent slopes

Map Unit Setting

National map unit symbol: 2w4gq
Elevation: 0 to 20 feet
Mean annual precipitation: 60 to 73 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 236 to 306 days
Farmland classification: Not prime farmland

Map Unit Composition

Newhan and similar soils: 60 percent
Corolla and similar soils: 30 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Newhan

Setting

Landform: Dunes on marine terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Sandy eolian deposits

Typical profile

C - 0 to 80 inches: sand

Properties and qualities

Slope: 2 to 30 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): Very high (19.98 to 50.02 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Slightly saline to moderately saline (4.0 to 8.0 mmhos/cm)
Sodium adsorption ratio, maximum: 20.0
Available water supply, 0 to 60 inches: Very low (about 1.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: F152AY205FL - Central Coastal Adjacent Dune
Forage suitability group: Sandy soils on ridges and dunes of xeric uplands (G152AA111FL)
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G152AA111FL)
Hydric soil rating: No

Description of Corolla

Setting

Landform: Rises on dunes on marine terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Sandy marine deposits

Typical profile

A - 0 to 3 inches: sand
C - 3 to 80 inches: sand

Properties and qualities

Slope: 2 to 30 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Very high (19.98 to 50.02 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: Rare
Frequency of ponding: None
Maximum salinity: Moderately saline to strongly saline (8.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 20.0
Available water supply, 0 to 60 inches: Very low (about 1.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A/D
Ecological site: F152AY200FL - Central Coastal Adjacent Ridges and Rises
Forage suitability group: Sandy soils on ridges and dunes of xeric uplands (G152AA111FL)
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G152AA111FL)
Hydric soil rating: No

Minor Components

Duckston

Percent of map unit: 10 percent
Landform: Flats on marine terraces, swales on marine terraces, depressions on marine terraces
Landform position (three-dimensional): Talf, dip
Down-slope shape: Linear, concave
Across-slope shape: Linear, concave
Ecological site: F152AY215FL - Central Coastal Adjacent Flooded Interdunal Flats
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G152AA111FL)
Hydric soil rating: Yes

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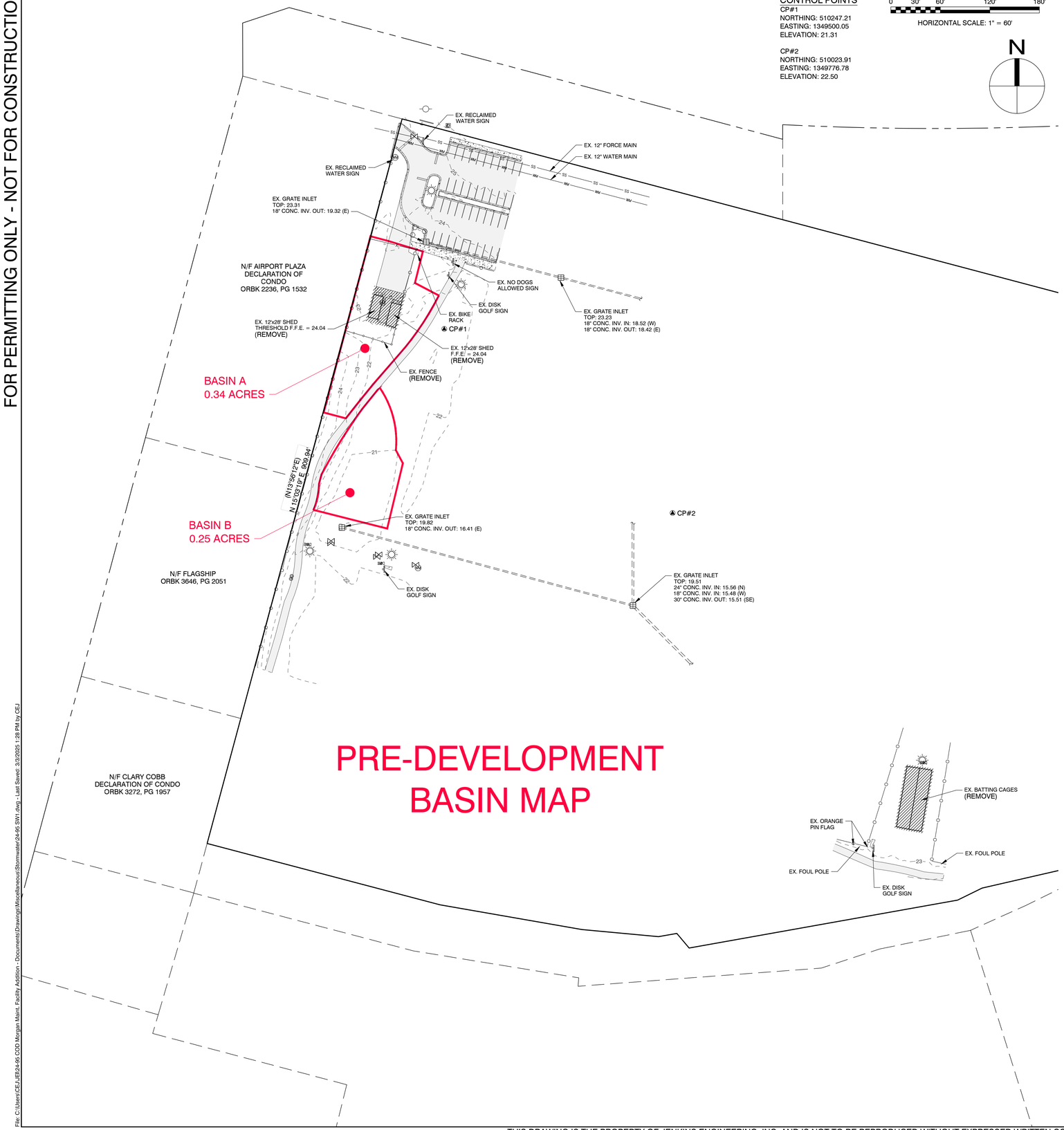
BASIN MAPS

FOR PERMITTING ONLY - NOT FOR CONSTRUCTION



PRE-DEVELOPMENT BASIN MAP

CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

0 30' 60' 120' 180'
HORIZONTAL SCALE: 1" = 60'

N

CITY OF DESTIN DUST & VIBRATION NOTES

CITY OF DESTIN DUST CONTROL REQUIREMENTS

1. GRADING OPERATIONS WILL NOT BE CONDUCTED WHEN WINDS EXCEED 30 MILES PER HOUR.
2. WATER WILL BE APPLIED WITH HOSE OR WATER TRUCK, AS NECESSARY, DURING EXCAVATION ACTIVITIES.
3. CONTRACTOR SHALL ENSURE THAT ANY OPEN-BODIED TRUCKS, TRAILERS OR OTHER VEHICLES TRANSPORTING PARTICULATE MATTER SHALL BE COVERED OR WETTED TO MINIMIZE DUST GENERATION DURING TRANSPORT.
4. STOCKPILED MATERIAL SHALL BE COVERED OR WETTED, AS REQUIRED, TO MINIMIZE DUST GENERATION DURING HIGH WIND CONDITIONS.
5. CONTRACTOR SHALL MINIMIZE THE HEIGHTS INVOLVED IN TRANSFER PROCESSES INVOLVING FREE FALL OF SOIL OR OTHER PARTICULATE MATTER TO MINIMIZE DUST EMISSIONS.
6. WATER WILL E APPLIED BY HOSE OR WATER TRUCK, AS NECESSARY, TO UNPAVED SURFACES, INCLUDING ADJACENT RIGHT-OF-WAYS, OR ANY OTHER SURFACE THAT COULD CREATE AIRBORNE DUST.
7. GROUND COVER WILL BE PLACED FOR ALL OPEN AREAS IMMEDIATELY AFTER CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
8. DESIGNATED ROUTES WITHIN THE JOB SITE THAT WILL BE USED BY VEHICLES TRANSPORTING SOIL OR OTHER MATERIALS TO AND FROM THE SITE SHALL BE CLEARLY INDICATED.
9. CONTRACTOR SHALL PROVIDE BRUSHES, BROOMS, WATER, OR PRESSURE WASHERS, AS REQUIRED, TO REMOVE SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER FROM VEHICLE TIRES AND UNDERCARRIAGES PRIOR TO LEAVING THE SITE IN ORDER TO PREVENT THE TRACKING OUT OF SAID SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER ONTO THE ADJACENT RIGHT-OF-WAYS.
10. MAXIMUM SPEED OF CONSTRUCTION EQUIPMENT OR MATERIAL DELIVERIES SHALL BE 20 MILES PER HOUR.
11. ANY SOIL, SAND AND OTHER MATERIAL DEPOSITED OR EMITTED ONTO ANY RIGHT-OF-WAYS NEAR THE SITE SHALL BE REMOVED WITHIN 48 HOURS.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ANY DUST CONTROL SYSTEMS AND/OR DEVICES, INCLUDING BUT NOT LIMITED TO WATER APPLICATION SYSTEMS, FILTER REPLACEMENT, OR DAILY REMOVAL OF EXCESS DUST FROM CONTAINMENT AREAS ARE IN PROPER WORKING CONDITIONS PER MANUFACTURER'S REQUIREMENTS OR STANDARD INDUSTRY PRACTICE.
13. MONITORING OF DUST EMISSIONS SHALL BE DONE TO ENSURE COMPLIANCE WITH RELEVANT REGULATORY REQUIREMENTS.
14. CONTRACTOR SHALL MAINTAIN A DAILY DUST CONTROL CHECKLIST AND SHALL PROVIDE TO THE CITY UPON REQUEST TO DOCUMENT COMPLIANCE WITH THESE REQUIREMENTS, AND MAINTAIN AT THE JOB SITE AT ALL TIMES.

CITY OF DESTIN VIBRATION IMPACT REQUIREMENTS

1. ANY ACTIVITY INCLUDING, BUT NOT LIMITED TO: PILE DRIVING, EARTHWORK COMPACTION, CONCRETE AND ASPHALT BREAKING WILL NOT TRANSMIT VIBRATIONS TO SENSITIVE RECEPTORS AT OR ABOVE THE FEDERAL TRANSIT ADMINISTRATION (FTA) APPROXIMATE VIBRATION DAMAGE THRESHOLD OF 95 VIBRATION DECIBELS (VDB)
2. FOR ANY ACTIVITY EXCEEDING 80 VDB THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE CITY OF DESTIN WITH A VIBRATION MINIMIZATION AND MITIGATION PLAN TO REDUCE IMPACTS TO THE SURROUNDING AREAS.

FIRE DISTRICT NOTES

1. ALL FIRE DISTRICT REVIEWS WILL BE IN ACCORDANCE WITH THE 8TH EDITION, FLORIDA FIRE PREVENTION CODE, APPROPRIATE FLORIDA STATUTES, FLORIDA ADMINISTRATIVE CODES, AND LOCAL ORDINANCES. SUBMITTALS SHALL COMPLY WITH FLA STATUTE 61G15-32. ALL SUBMITTALS SHALL REFERENCE THE APPROPRIATE CODE EDITIONS.
2. THE FIRE PROTECTION SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD. THE ENGINEER OF RECORD SHALL INCLUDE HYDRAULIC CALCULATIONS FOR THE FIRE SPRINKLER SYSTEM.
3. THE FIRE ALARM SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD.
4. A WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT AND ACCEPTABLE TO THE AUTHORITY HAVING JURISDICTION, SHALL BE MADE AVAILABLE PRIOR TO DELIVERY OF COMBUSTIBLE MATERIALS.
5. FIRE DEPARTMENT ACCESS TO AND ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
6. THE UNDERGROUND FIRE SERVICE LINE, FROM THE POINT OF SERVICE TO 12" ABOVE THE FINISHED FLOOR, SHALL BE INSTALLED BY A CONTRACTOR LICENSED TO INSTALL THE DEDICATED PORTION OF THE FIRE SERVICE LINE. THE DESIGNATED POINT OF SERVICE SHALL BE APPROVED BY DESTIN FIRE DISTRICT. ONE (1) SET OF DRAWINGS OF THE PLANNED UNDERGROUND AND MATERIAL DATA SHEETS MUST BE SUBMITTED TO THE DESTIN FIRE DISTRICT OFFICE FOR REVIEW AND APPROVAL PRIOR TO STARTING INSTALLATION.
7. FLUSHING OF AND THE 200 PSI PRESSURE TEST OF THE FIRE SERVICE LINES MUST BE WITNEESSED BY A REPRESENTATIVE OF DESTIN FIRE DISTRICT. THE UNDERGROUND CONTRACTOR SHALL PROVIDE A COMPLETED "CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING" AT THE TIME OF THE FINAL PRESSURE TEST.
8. A RAPID ENTRY BOX (KNOX BOX) IS REQUIRED. CONTACT DESTIN FIRE DISTRICT PRIOR TO ORDERING.
9. FIRE FIGHTER SAFETY SYMBOLS ARE REQUIRED.
10. THE FIRE DISTRICT REQUIRES A COMPLETE ELECTRONIC PACKAGE OF PDF FILES ON A CD OR USB FLASH DRIVE. SUBMITTAL MUST INCLUDE ENGINEERED DRAWINGS OF THE FIRE SPRINKLER AND FIRE ALARM SYSTEMS.
11. FIRE SAFETY PUBLIC SAFETY FACILITIES FEES (IMPACT FEES) AND PLAN REVIEW FEES WILL BE ASSESSED WHEN BUILDING PLANS ARE SUBMITTED. ALL FEES MUST BE PAID UPON COMPLETION OF REVIEW.

BUILDING DIVISION NOTES

1. PROPER PERMITTING MUST BE APPLIED FOR AND APPROVED PRIOR TO ANY WORK BEING PERFORMED ON THE SUBJECT PROPERTY.
2. TWO (2) FULL SETS OF SIGNED AND SEALED CONSTRUCTION PLANS AND ONE (1) CD, SPECIFICATIONS, AND RELATED DOCUMENTS (SITE PLAN) AS REQUIRED BY THE FLORIDA BUILDING CODE CHAPTER 1 MUST BE SUBMITTED TO AND BE REVIEWED BY THE BUILDING DIVISION PRIOR TO ISSUANCE OF A PERMIT.
3. PLANS SHALL BE BASED ON THE FOLLOWING CODES (AS APPLICABLE) AND NOTED ON THE CONSTRUCTION DRAWINGS INFORMATIONAL PAGE: 2020 FLORIDA BUILDING CODE, 2020 FLORIDA FIRE PREVENTION CODE, AND 2020 NATIONAL ELECTRICAL CODE. THE FOLLOWING MINIMUM INFORMATION WILL BE REQUIRED AS APPLICABLE: CONSTRUCTION TYPE, OCCUPANCY CLASSIFICATION, OCCUPANCY LOAD, MEAN ROOF HEIGHT AND PITCH, BUILDING AREA, AREA MODIFICATION, FIRE PROTECTION - SPRINKLED/NON-SPRINKLED, ULTIMATE WIND SPEED - RISK CATEGORY - WIND EXPOSURE, INTERNAL PRESSURE COEFFICIENT, DESIGN LOAD BEARING VALUE OF SOILS. (FOR A COMPLETE LIST OF MINIMUM PLAN REVIEW CRITERIA SEE 107.3.4 FBC.)
4. DESTIN FIRE CONTROL DISTRICT APPROVAL LETTER BASED ON FINAL CONSTRUCTION DOCUMENTS PRIOR TO ISSUANCE OR A PERMIT.

PAVEMENT STRIPING NOTE

ALL PAVEMENT STRIPING WITHIN PUBLIC RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING IN ACCORDANCE WITH THE MATERIALS, EQUIPMENT, APPLICATIONS, AND APPROVAL/CERTIFICATIONS LISTED IN SECTION 711 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, JULY 2020 OR LATEST AVAILABLE EDITION. ALL STRIPING WITHIN RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING.

CITY OF DESTIN CONSTRUCTION SCREENING CRITERIA

THE SCREEN MATERIAL SHALL BE MADE OF AN OPAQUE MATERIAL CAPABLE OF ALLOWING AIR TO PASS BUT SEMI-PERVIOUS TO DUST AND DIRT. THE SCREENING SHALL BE OF A FINENESS SUCH THAT NO MATERIAL OVER ONE-EIGHTH (1/8) INCH IN SIZE SHALL PASS THROUGH THE MESH. SUCH SCREENING SHALL BE SECURELY AFFIXED TO THE CONSTRUCTION FENCE. FENCE SCREENING SHALL HAVE A MINIMUM HEIGHT OF FIVE (5) FEET AND A MAXIMUM HEIGHT OF EIGHT (8) FEET. THE SCREENING MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION AND TAUT THROUGHOUT THE ALLOTTED PERMIT TIME. THE SCREENING MUST BE KEPT SECURE FROM ANY WIND ACTION. IN CASES WHERE THE FINISHED GRADE OF THE DEVELOPMENT SITE IS HIGHER BY MORE THAN ONE (1) FOOT OR MORE THAN THE GRADE OF THE ADJOINING PROPERTIES, SAID FENCE SCREENING SHALL BE PLACED AT THE FINISHED GRADE AND NOT THE EXISTING GRADE.

CITY OF DESTIN EMERGENCY CONTACT REQUIREMENTS

1. DEVELOPMENT SHALL PROVIDE A POSTED SIGN NOTIFYING THE PUBLIC OF THE NAME, AND 24 HOURS A DAY, 7 DAYS A WEEK EMERGENCY CONTACT PHONE NUMBER OF THE PARTY RESPONSIBLE FOR DEVELOPMENT SITE.
2. SIGN SHALL BE NO LARGER THAN 18"x24" AND NO SMALLER THAN 10"x16".
3. SIGN SHALL BE PROMINENTLY PLACED ON SITE, NO FURTHER THAN 5 FEET FROM ADJACENT RIGHT-OF-WAY, AND SHALL BE LEGIBLE WHEN VIEWED FROM RIGHT-OF-WAY.
4. SIGN SHALL BE PLACED AT EXPENSE OF OWNER, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. OWNER SHALL PROVIDE CITY WITH A PHOTO OF SIGN AND POSTING OF PROPERTY AFFIDAVIT WITHIN 7 DAYS OF SIGN BEING POSTED.
6. SIGN SHALL BE REMOVED WITHIN 5 DAYS AFTER ISSUANCE OF CERTIFICATE OF OCCUPANCY OR CERTIFICATE OF COMPLETION FOR THE PROJECT.

OFFICE OF PUBLIC SERVICES NOTES

1. PRIOR TO OBTAINING ANY CITY OF DESTIN PERMITS, DEVELOPER/CONTRACTOR SHALL OBTAIN AN FDEP NPDES PERMIT AND SUBMIT A COPY TO THE PUBLIC SERVICES DIRECTOR.
2. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 8 (TRANSPORTATION) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.
3. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 11.09.00 (ILLICIT DISCHARGE) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.

SURVEY NOTES

1. IMPROVEMENTS HAVE BEEN LOCATED AS SHOWN, UNDERGROUND UTILITIES HAVEN'T BEEN VERIFIED AND MAY DIFFER FROM THE INFORMATION SHOWN HEREON. BEFORE DIGGING CALL SUNSHINE 811 LINE LOCATORS.
2. THIS SURVEY, PLAT OR DRAWING WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH, AND WAS SOLELY BASED ON THE INFORMATION OBTAIND FROM PUBLIC RECORDS AND/OR PROVIDED TO THE SURVEYOR. DEED REFERENCE MADE TO OFFICIAL RECORD BOOK 1143, PAGE 1442.
3. BEARINGS SHOWN HEREON ARE BASED ON FLORIDA STATE PLANE COORDINATES (NORTH ZONE) AS DERIVED FROM A GEODETIC SOLUTION USING RTK GPS AND OPUS SOLUTIONS. ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY WHERE THE PROPERTY IS LOCATED.
5. LIABILITY TO THE SURVEYOR SHALL NOT EXCEED THE AMOUNT PAID FOR THIS SURVEY.
6. THIS SURVEY MAP OR REPORT OR THE COPIES OF THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR ELECTRONICALLY SIGNED PER 5J-17.062 OF THE FLORIDA ADMINISTRATIVE CODE.
7. THE USE OF THIS BOUNDARY SURVEY IN CONJUNCTION WITH AN "OWNERS AFFIDAVIT" OR ANY OTHER INSTRUMENT WHICH IS DESIGNED TO TRANSFER TITLE WITHOUT A CURRENT SURVEY IS NOT PERMITTED OR SUPPORTED BY THIS SURVEYOR, AND WILL INVALIDATE THIS SURVEY.
8. ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".
9. SUNSHINE 811 LINE LOCATE REQUEST SENT ON 12/24/24 WITH TICKET NUMBER(S) 359400867. ALL ON SITE MARKED UTILITIES OR MAP LOCATIONS HAVE BEEN LOCATED ON 12/24 - 12/30 AND SHOWN ON THIS SURVEY.
10. PRIOR TO DESIGN OR CONSTRUCTION SETBACKS NEED TO BE VERIFIED WITH THE LOCAL ZONING, PLANNING AND DEVELOPMENT AUTHORITY.
11. CONTRACTOR'S RESPONSIBILITY TO VERIFY DIMENSIONS SHOWN HEREON PRIOR TO FURTHER CONSTRUCTION.

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
FORT WALTON BEACH, FLORIDA 32548
PHONE 850.837.2448
FAX 850.837.2450
JEICIVL.COM

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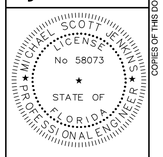

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
...	...	...	...

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

EXISTING CONDITIONS
NOT VALID UNLESS BEARING ENGINEERS ORIGINAL SIGNATURE

JOB:	24-95
DATE:	02-2025
DESIGNED:	MSJ
DRAWN:	MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
02 OF 08

SHEET NUMBER
C02

File: C:\Users\CEJ\JE\24-95 COD Morgan Maint. Facility Addition - Documents\Drawings\Miscellaneous\Stormwater\24-95 SW1.dwg - Last Saved: 3/3/2025 1:28 PM by CEJ

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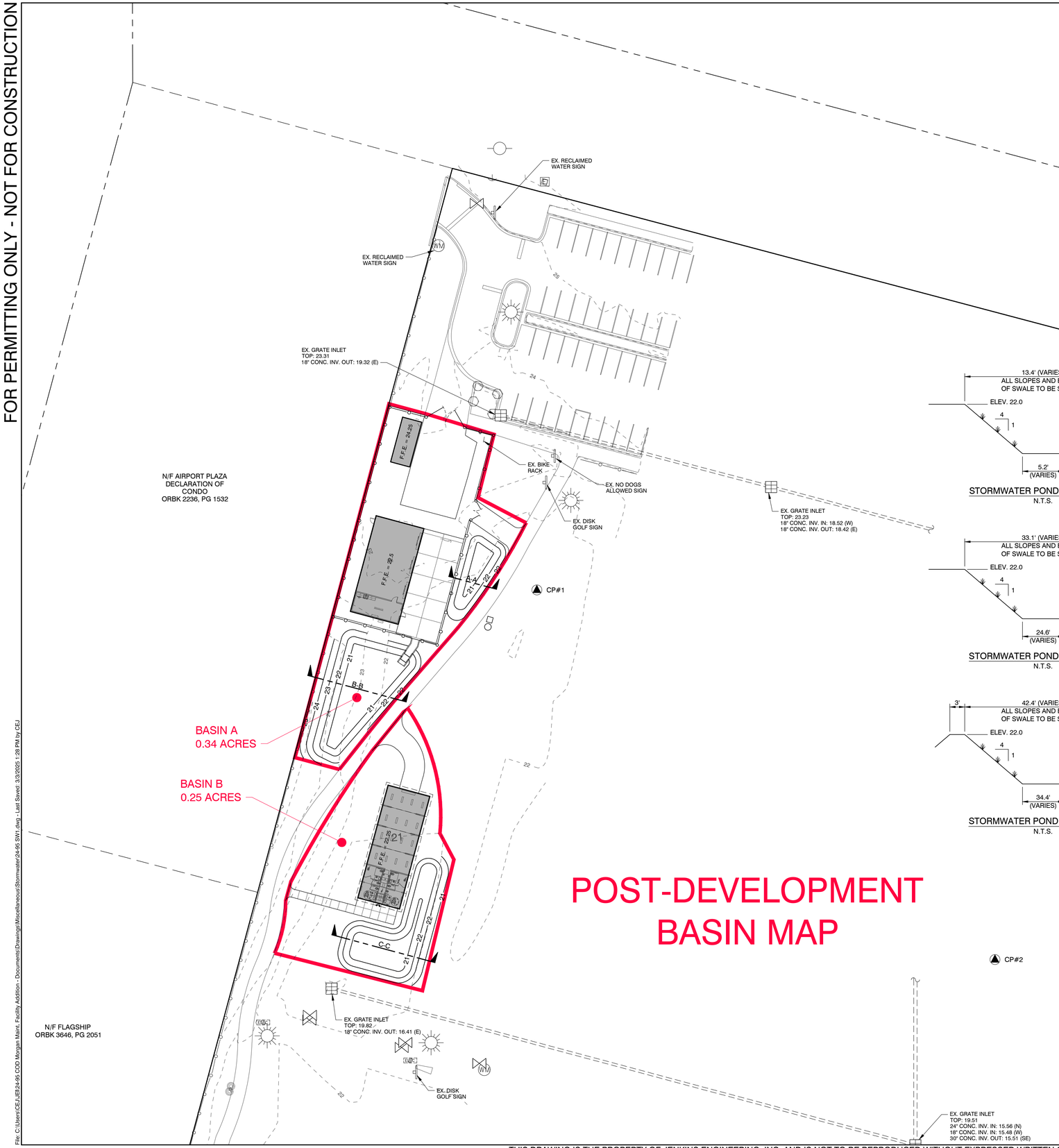
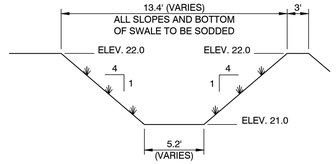
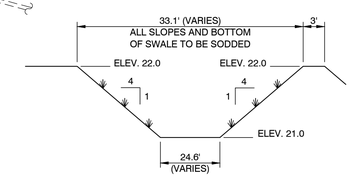
FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

POST-DEVELOPMENT BASIN MAP

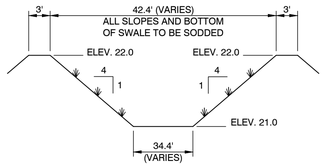




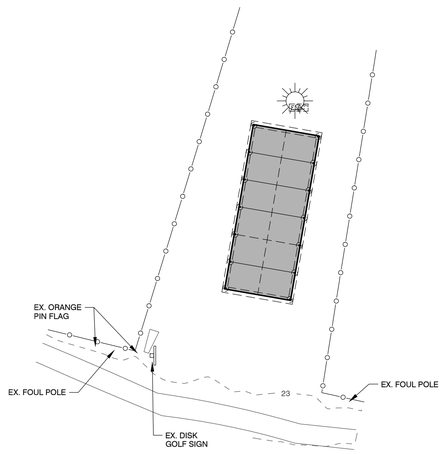
STORMWATER POND SECTION A-A
N.T.S.



STORMWATER POND SECTION B-B
N.T.S.



STORMWATER POND SECTION C-C
N.T.S.



EROSION NOTES

1. EROSION PROTECTION: SOIL EROSION SEDIMENTATION MUST BE CONTROLLED AND RETAINED ON SITE DURING CONSTRUCTION. THEREFORE, EROSION PROTECTION, SUCH AS STAKED BALED HAY AND SILT FENCE BARRIERS, MUST BE INSTALLED PRIOR TO START OF CONSTRUCTION.
2. SILT FENCE BARRIER SHALL BE INSTALLED AS SHOWN ON PLANS, AND IN ALL AREAS SUBJECT TO SOIL EROSION SEDIMENTATION.
3. STORMWATER MANAGEMENT AREAS SHALL BE SODDED.
4. GRADES AT CURBS ARE AT FLOWLINE.
5. CITY OR THEIR DESIGNATED CONTRACTOR SHALL OBTAIN NPDES NOTICE OF INTENT (NOI) PERMIT AND CREATE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCEMENT OF CONSTRUCTION SHOULD THIS PROJECT MEET THE THRESHOLD REQUIREMENTS FOR NPDES PERMITTING.

STORMWATER MAINTENANCE NOTE

OPERATION AND MAINTENANCE OF ALL ON-SITE STORMWATER TREATMENT FACILITIES SHALL BE PROVIDED BY THE CITY OF DESTIN.

STORMWATER LANDSCAPING NOTE

1. DRAINAGE FACILITIES SHALL BE COMPLETELY LANDSCAPED WITH PLANTINGS AND GROUND SURFACE MATERIALS SUCH AS SOD/GRASS.
2. A THREE FOOT WIDTH ADJACENT TO NEW CONCRETE SIDEWALK AND BUILDING AREAS SHALL BE STABILIZED WITH SOD.

CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
FORT WALTON BEACH, FLORIDA 32548
PHONE 850.837.2448
FAX 850.837.2450
JEICIVIL.COM

MICHAEL SCOTT JENKINS LICENSE No 58073 STATE OF FLORIDA PROFESSIONAL ENGINEER

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
...	...	...	...

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

GRADING & DRAINAGE PLAN

NOT VALID UNLESS BEARING ENGINEERS ORIGINAL SIGNATURE

JOB:	24-95
DATE:	02-2025
DESIGNED:	MSJ
DRAWN:	MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
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DRAWING NUMBER
04 OF 08

SHEET NUMBER
C04

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CITY OF DESTIN

CONCURRENCY EVALUATION CERTIFICATION
STORMWATER MANAGEMENT

The following certificate must be completed in full and certified by a Florida-Registered Professional Engineer.

This section is to be completed in full by the project representative (i.e. Engineer of record):

Project Name: Morgan Sports Center Improvements
Project Location: 4100 Indian Bayou Trail
Project Representative: M. Scott Jenkins, P.E. Jenkins Engineering, Inc. **Phone:** 850-837-2448
Email: scott@jeicivil.com

1. Do the **Drawings** and **Stormwater Calculations** and **Stormwater Management Facilities** comply with City of Destin adopted Level of Service (LOS)? Yes: ☑ No: ☐

   If no, please explain: _____

2. Does the **Stormwater Management Plan** require a permit by the Northwest Florida Water Management District (NWFWMD)? Yes: ☐ No: ☑
   **Permit approval must be provided to the City prior to issuance of any City Permit.*

3. Will the project opt for the **FDEP 10/2 Self Certification**? Yes: ☐ No: ☑
   **The certification must be provided to the City prior to issuance of any City Certificate of Occupancy/Completion.*

I, M. Scott Jenkins, P.E. Jenkins Engineering, Inc. (please print), hereby certify that, to the best of my knowledge, information and belief, the above information is true and correct.

Signature	58073 FL Registered Engineer Number	7-18-2025 Date

This section to be completed by the City Manager Stormwater Designee:

City Manager Stormwater Designee:
I agree that the submittal information has been reviewed for retention/detention volumes and retention area side slopes. To the best of my knowledge, information and belief, the submittal is in accordance with the City of Destin codes governing stormwater retention/detention volumes and slopes.

Signature	DINAH HERTZ Print Name	4/15/25 Date

CITY OF DESTIN
CONCURRENCY EVALUATION CERTIFICATION
TRANSPORTATION DISTRICT

The following certificate, in conjunction with a trip generation and distribution analysis, must be completed in full and certified by the following:

- Any Professional Consulting Firm employing methodology approved by the Florida Department of Transportation and the City of Destin.

This section is to be completed in full by the project representative (i.e. Engineer/Consultant of record). If more space is needed to complete, please attach separate sheet with additional information.

Project Name: Morgan Sports Center Improvements **Project Location:** 4100 Indian Bayou Trail **Parcel ID#:** 00-2S-22-2300-000F-0020

Project Representative(s) Name: M. Scott Jenkins, P.E. Jenkins Engineering, Inc. **Phone and e-mail:** 850-837-2448, scott@jeicivil.com

City of Destin public road(s) with direct access to project: Road "A": Airport Road Road "B": Indian Bayou Trail

REMINDER: The types of uses and number of units, if applicable, contained in the trip generation and distribution analysis must match the information contained in the development order application and accompanying site plan.

Project trips on adjacent roads must be distributed out from the project site on all adjacent roads, including U.S. Highway 98, until they reach 5 % of total trips generated. Additionally, you must fill out trip distribution table below and attach a map depicting the trips generated and in which direction they are headed.

Trip Generation Impact Analysis Reporting Form

Link	Description of Link	Remaining Capacity Less Committed City Trips	Tentative Project Trips	Remaining Capacity Less Committed & Tentative Trips
Segment A				
1-2	Between East Pass Bridge and Stahlman Ave.	113	0	113
2-3	Between Stahlman Ave. and Benning Dr.	660	0	660
3-4	Between Benning Dr. and Beach Dr.	332	0	332
4-5	Between Beach Dr. and Main St.	474	0	474
5-6	Between Main St. and Gulf Shore Dr.	532	0	532
Segment B				
1-2	Between Gulf Shore Dr. and Airport Rd.	228	0	228
2-3	Between Airport Rd. and Scenic Hwy. 98	1953	0	1953
Segment C				
1-2	Between Scenic Hwy. 98 and Henderson Beach Dr.	1195	0	1195
2-3	Between Henderson Beach Dr. and Triumph Dr.	1240	0	1240
3-4	Between Triumph Dr. and Matthew Blvd.	456	0	456

4-5	Between Matthew Blvd. and Danny Wuerffel Way	841	0	841
5-6	Between Danny Wuerffel Way & Crystal Beach Dr.	874	0	874
6-7	Between Crystal Beach Dr. and Regatta Bay Blvd.	1484	0	1484
7-8	Between Regatta Bay Blvd. and Tequesta Dr.	1164	0	1164
8-9	Between Tequesta Dr. and Walton Co. Line	1321	0	1321
Airport Rd. A	Between US Hwy. 98 and Indian Bayou Tr.	2077	0	2077
Airport Rd. B	Between Indian Bayou Tr. and Main St.	961	0	961
Azalea Dr.	Between Stahlman Ave. and Benning Dr.	407	0	407
Beach Dr.	Between US Hwy. 98 and Kelly St.	487	0	487
Benning Dr.	Between US Hwy. 98 and Kelly St.	621	0	621
Calhoun Ave.	Between US Hwy. 98 and Kelly St.	328	0	328
Commons Dr. A	Between Airport Rd. and Indian Bayou Trail	-336	0	-336
Commons Dr. B	Between Indian Bayou Trail and Diamond Cove	-621	0	-621
Commons Dr. C	Between Diamond Cove and Henderson Beach Rd.	-408	0	-408
Commons Dr. D	Between Henderson Beach Rd. and Triumph Dr.	-542	0	-542
Commons Dr. E	Between Triumph Dr. and Kelly Plantation Dr.	-577	0	-577
Commons Dr. F	Between Kelly Plantation Dr. and Matthew Blvd.	-518	0	-518
Crystal Beach Dr.	Between US Hwy. 98 and Scenic Hwy 98 East	809	0	809
Gulf Shore Dr.	Between US Hwy. 98 and the Curve	1506	0	1506
Henderson Bch Rd.	Between US Hwy. 98 and Commons Dr.	794	0	794
Hutchinson St.	Between US Hwy. 98 and Scenic Hwy. 98	789	0	789
Indian Bayou Tr. A	Between US Hwy. 98 and Commons Dr.	743	0	743
Indian Bayou Tr. B	Between Commons Dr. and Country Club Dr	848	0	848
Kelly St.	Between Stahlman Ave and Main St.	52	0	52
Legion Dr. A	Between Benning Dr. and Beach Dr.	429	0	429
Legion Dr. B	Between Beach Dr. and Main St.	122	0	122
Main St. A	Between US Hwy. 98 and 98 Palms Blvd.	2056	0	2056
Main St. B	Between 98 Palms Blvd and Airport Rd.	1758	0	1758
Main St. C	Between Airport Rd. and Kelly St.	247	0	247
Matthew Blvd.	Between Scenic Hwy. 98 and US Hwy. 98	607	0	607
Mountain Dr. A	Between Stahlman Ave. and Benning Dr.	239	0	239
Mountain Dr. B	Between Benning Dr. and Beach Dr.	347	0	347
Regatta Bay Blvd.	Between US Hwy.98 and Scenic Hwy. 98	932	0	932
Scenic Hwy 98 West	Between US Hwy. 98 and Restaurant Row	870	0	870
Scenic Hwy 98 East A	Between Matthew Blvd. and Dolphin St.	313	0	313
Scenic Hwy 98 East B	Between Dolphin St. and Walton Co. Line	349	0	349
Sibert Ave.	Between Calhoun Ave. and Kelly St.	458	0	458
Stalhman Ave.	Between US Hwy. 98 and Kelly St.	71	0	71

I, M. Scott Jenkins, P.E., **hereby certify that the information contained in this is Concurrency Evaluation Certification and the attached supporting trip generation and distribution analysis is true and correct.**

Signature	President Title	2-18-2025 Date

This section to be completed by the City Staff:

I certify that the traffic analysis and information provided herein is accurate and the project, as presented, meets all City of Destin requirements for determination of traffic concurrency.

Signature	Planner Title	March 24, 2025 Date

March 24, 2025

Attention: Jesse Hernandez, Planner
City of Destin - Community Development
4200 Indian Bayou Trail
Destin, FL 32541

RE: DEV-001549-2025 - 3950 COMMONS DRIVE - TRANSPORTATION

3TP Ventures has reviewed the above-referenced traffic memo, dated February 18, 2025, on behalf of the City of Destin Planning Division. The proposed development meets the de minimis requirements outlined in Comp Plan Policy 12-4.1.4.C.5 and may not be subject to transportation concurrency requirements.

Thank you for the opportunity to comment on this submittal.

Sincerely,

Tim Whaler, AICP | Senior Analyst
3TP VENTURES
A LINE AND GRADE COMPANY
Tim@3tpventures.com
850-792-5575
www.3tpventures.com

Jenkins Engineering, Inc.
JG Plaza, Uptown Station
73 Eglin Parkway NE, Suite 203
Fort Walton Beach, FL 32548

PH: 850.837.2448
jeicivil.com

February 18, 2025

Daniel Butler, Planning Department
City of Destin
4100 Indian Bayou Trail
Destin, FL 32541

RE: Morgan Sports Complex Improvements

Dear Mr. Butler,

The proposed minor development order for the Morgan Sports Complex will consist of three projects within the parcel with this application. The civil plans include the replacement of the existing maintenance building to an 1,800 square foot single-story structure, the addition of a 1,843 square foot field house with restrooms, and the replacement of the 1,960 square foot batting cage facility. Improvements will include pedestrian connectivity at the existing site. No proposed additional uses are proposed as a part of this application, therefore no proposed traffic impacts are generated with the project.

We appreciate your review of this information should you have further questions or require additional information please feel free to contact me at 850-837-2448. We look forward to working with City of Destin to see this project to conclusion.

Sincerely,

M. Scott Jenkins, P.E.
Jenkins Engineering, Inc.

2-18-2025
#78073

CITY OF DESTIN
CONCURRENCY EVALUATION CERTIFICATION
SOLID WASTE

The following certificate must be completed, submitted to the organization identified below, and returned signed and dated to the City of Destin's Community Development Department:

Attn: Mr. Jim Reece, Recycling Coordinator
Okaloosa County Recycling Office
84 Ready Avenue
Fort Walton Beach, FL 32548
Phone: (850) 651-7394 Fax: (850) 651-7397

This section is to be completed in full by the project representative (i.e. Engineer of record):

Project Name: Morgan Sports Center Improvements

Project Address: 4100 Indian Bayou Trail

Project Representative: M. Scott Jenkins, P.E. Jenkins Engineering, Inc. Phone : 850-837-2448

Square Footage & Type of Usage: 1,800 SF maint. building, 1,843 SF field house with restrooms, 1,960 SF batting cage facility

Number of Units: 3 total, 1 existing

Signature: _____ Date: 2-18-2025

This section to be completed by the Okaloosa County Solid Waste Coordinator:

Solid Waste Facility Affected: South Okaloosa County Transfer Station

Currently UN-reserved capacity (prior to project approval): _____

Solid Waste Demand for this project: 32.4 ppd

Methodology for Determining Demand:

Residential

5lbs. x 2.47 persons per d.u. x number of units _____PPD

Commercial–Food Establishment (repeat in increments of 100)

100 or less employees: 5 cubic yards per day x 120lbs. = _____PPD

Commercial - Professional (repeat in increments of 10)

Up to 10 employees: .27 cubic yards per day x 120lbs. = 32.4 PPD

Commercial – Retail/Service (repeat in increments of 10)

Up to 10 employees: .67 cubic yards per day x 120lbs. = _____PPD

Industrial Contact Environmental Waste System and Okaloosa County Coordinator for instructions.

UN-reserved capacity AFTER project approval: _____PPD

Adopted LOS: **5 lbs per day per capita (10.A.2.2)**

LOS AFTER approval of this Project: 6 lbs per day per capita

Approved Yes Disapproved _____

CERTIFICATION

I, Jim Reece (name), Solid Waste Contract Manager (title)

herby certify that the above is true and correct.

Jim Reece Digitally signed by Jim Reece Date: 2025.03.10 10:28:16 -05'00' 3/10/2025

(Signature) (Date)

DESTIN WATER USERS INC.

P.O. BOX 308 DESTIN, FL. 32540-0308 (850)-837-6146

DATE: 3/20/2025

TO: THE CITY OF DESTIN – COMMUNITY DEVELOPMENT
4200 TWO TREES ROAD
DESTIN, FLORIDA 32541

PROJECT: Maintenance and Field House with restrooms

PROJECT NUMBER: DEV-001549-2025

CONTACT: Jesse Hernandez

LOCATION: City of Destin -Community Development

[X] **PROJECT QUESTIONNAIRE WAS COMPLETED AND RETURNED TO DESTIN WATER USERS.**

THIS LETTER CERTIFIES THAT THIS PROJECT HAS BEEN REVIEWED BY DESTIN WATER USERS INC. AT A TECHNICAL REVIEW COMMITTEE MEETING AND IS CONCEPTUALLY:

X **APPROVED W/ COMMENTS**

(Subject to the following, which shall be a condition of the Developmental Order with the City of Destin)

1. *ALL REVISIONS TO THE WATER AND/OR SEWER UTILITIES OF ANY PREVIOUSLY APPROVED PROJECT MUST BE REAPPROVED BY DESTIN WATER USERS, INC. IN WRITING AT LEAST 24 HOURS PRIOR TO IMPLEMENTATION.*
2. ***FIELD VERIFIED AND SCALED "AS-BUILT" PLANS INCLUDING ALL UTILITY INFRASTRUCTURES MUST BE SUBMITTED TO THE CITY OF DESTIN AND FORWARDED TO DESTIN WATER USERS, INC. FOR FINAL INSPECTION BY DESTIN WATER USERS, INC. A WRITTEN APPROVAL SHALL THEN BE SUBMITTED TO THE CITY OF DESTIN PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY BY THE CITY OF DESTIN IF THERE ARE NO OUTSTANDING ISSUES.***
3. WATER and SEWER
    a. EXISTING WATER AND SEWER MAINS NEED TO BE FIELD VERIFIED & TAP LOCATIONS MAY FIELD ADJUST DURING CONSTURCTION.
    b. CONTRACTOR TO PROVIDE TAP MATERIALS SPECIFIED BY DWU; DWU WILL PERFORM TAPS ON EXISTING MAINS; DWU IS NOT RESPONSIBLE FOR ANY SITE RESTORATION.
    c. SEWER CONNECTION REQUIRES A CHECK VALVE AFTER THE TAP VALVE. BASED ON FLOW RATES 1.5" - 2" FM MAY BE NEEDED.

IF YOU HAVE QUESTIONS OR CONCERNS, PLEASE CONTACT MONICA WALLIS AT mwallis@dwuinc.com OR 850-837-6146 EXT. 3945 OR BY FAX AT 850-654-5173

Monica M Wallis
Signed

CITY OF DESTIN
CONCURRENCY EVALUATION CERTIFICATION
POTABLE WATER

The following certificate must be completed in full, returned to and certified by one of the following water providers, and returned signed and dated to the City of Destin's Community Development Department:

Destin Water Users, Inc.
Attn: Mr. Steven Schmitt
218 Main St.
Destin, Florida 32541
Phone: (850) 337-3937 ext 3937
Fax: (850) 837-4165

South Walton Utility Company, Inc.
Attn: Ms. Alicia Keeter
369 Miramar Beach Drive
Miramar Beach, Florida 32550
Phone: (850) 837-2988
Fax: (850) 837-7648

[redacted]

Project Name: Morgan Sports Center Improvements

Project Location: 4100 Indian Bayou Trail **Lot/Block:** _____

Project Representative(s) Name: M. Scott Jenkins, P.E. Jenkins Engineering, Inc. **Phone #:** 850-837-2448

Square Footage and Type of Usage: 1,800 SF maint. building, 1,843 SF field house with restrooms, 1,960 SF batting cage facility

Number of Units: 3 total, 2 with service connections (1 new & 1 existing)

Signature: _____ Date: _____

[redacted]

Is this site within an existing service area? Yes [X] No [ ] If no, will the service area be extended? Yes [ ] No [ ] If no, how will potable water be provided: _____

Adopted Level of Service (LOS): 125 gallons per capita per day (average) (Land Development Code: Article 6, Section 6.04.02.B.5)

Demand Generated by this project: 250 GPD

Will the project demand cause the plant to reach 85% of its operating capacity: Yes [ ] No [ ] If yes, attach details of plans for upgrading facility including time schedules, etc.

Based on the methodology specified in Article 6, Section 6.04.00 of the City of Destin Land Development Code, the adopted LOS for potable water as stated above ***IS*** *or* ***IS NOT*** *(circle one) maintained for this development.*

Signature: _____ Title: Operations Mgr Date: 4/14/25

CITY OF DESTIN
CONCURRENCY EVALUATION CERTIFICATION
SANITARY SEWER

The following certificate must be completed in full, returned to and certified by one of the following sewer providers, and returned signed and dated to the City of Destin's Community Development Department:

Destin Water Users, Inc.
Attn: Mr. Steven Schmitt
218 Main St.
Destin, Florida 32541
Phone: (850) 337-3937 ext 3937
Fax: (850) 837-4165

South Walton Utility Company, Inc.
Attn: Ms. Alicia Keeter
369 Miramar Beach Drive
Miramar Beach, FL 32550
Phone: (850) 837-2988
Fax: (850) 837-7648

[redacted]

Project Name: Morgan Sports Center Improvements

Project Address: 4100 Indian Bayou Trail

Project Representative: M. Scott Jenkins, P.E. Jenkins Engineering, Inc. Phone: 850-837-2448

Square Footage and Type of Usage: 1,800 SF maint. building, 1,843 SF field house with restrooms, 1,960 SF batting cage facility

Number of Units: 3 total, 2 with service connections (1 new & 1 existing)

Signature: _____ Date: _____

[redacted]

Is this site within an existing service area? Yes [X] No [ ] If no, will the service area be extended? Yes [ ] No [ ]

If no, how will sanitary sewer be provided: _____

Adopted Level of Service (LOS):

128 gallons per capita per day (Land Development Code: Article 6, Section 6.04.02.B.1)

Demand Generated by this project: 250 GPD

Will the project demand cause the plant to reach 85% of its operating capacity: Yes [ ] or No [ ]? If yes, attach details of plans for upgrading facility including time schedules, etc.

Based on the methodology specified in Article 6, Section 6.04.00 of the City of Destin Land Development Code, the adopted LOS for sanitary sewer as stated above ***IS*** *or* ***IS NOT*** *(circle one) maintained for this development.*

Signature | Operations Mgr (Title) | 4/14/25 (Date)

FOURTH AMENDMENT TO LEASE AGREEMENT

The parties, Destin Water Users, Inc., a not for profit corporation, whose address is P.O. Box 308, Destin, Florida, 32541 (hereafter referred to as "Lessor" or "DWU"), and the City of Destin, Florida, a Florida municipal corporation, whose address is 4200 Indian Bayou Trail, Destin, Florida, 32541 (hereafter referred to as "Lessee" or "Destin"), hereby amend the Lease Agreement dated July 14, 1997, and the First, Second, and Third Amendments thereto.

Paragraph three (3) entitled "Term" shall be amended as follows:

3. Term. This lease shall be for a term of thirty (30) years, effective October 1, 2024, as herein defined, terminating on October 1, 2054.

All other provisions of the Lease Agreement not specifically amended herein shall remain in full force and effect.

Dated this 24th day of Sept., 2024.

ATTEST:

By: _____
Secretary

DESTIN WATER USERS, INC.
a Florida Not-For-Profit Corporation

By: _____
Print: Lockwood Wernet
Title: General Manager

STATE OF Florida
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 24th day of SEPT. 2024, by Lockwood Wernet, as General Manager of DESTIN WATER USERS, INC., a Florida Non-For-Profit Corporation, on behalf of the corporation, who is ☑ personally known to me or ☐ who has produced _____ as identification.

(SEAL)

MARY LOU LAWSON
MY COMMISSION # HH 031635
EXPIRES: October 18, 2024
Bonded Thru Notary Public Underwriters

_____
NOTARY PUBLIC
Printed Name: MARY LOU LAWSON

ATTEST:

By: _____
City Clerk

CITY OF DESTIN,
a Florida Municipal Corporation

By: _____
Print: Larry Jones
Title: Interim City Manager

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 24th day of Sept 2024, by Larry Jones, as City Manager, of CITY OF DESTIN, a Florida Municipal Corporation, on behalf of the corporation, who is ☑ personally known to me or ☐ who has produced _____ as identification.

(SEAL)

NOTARY PUBLIC
Printed Name: Sharon L. Gardner

Sharon L. Gardner
Notary Public
State of Florida
Comm# HH080623
Expires 1/13/2025

** OFFICIAL RECORDS **
BK 2237 PG 4282

FILE # 1749332 RCD: Jan 24 2000 @ 10:03AM
Newman C. Brackin, Clerk, Okaloosa Cnty Fl

186.50

LEASE AGREEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

THIS LEASE AGREEMENT made and entered into this 14th day of July, 1997, by and between the Destin Water Users, a not for profit corporation, whose address for the purposes of this Lease is P. O. Box 308, Destin, Florida 32541 ("Lessor", "DWU"), and the City of Destin, a Florida municipal corporation, whose address for the purposes of this Lease is 4200 Two Trees Road, Destin, Florida 325431 ("Lessee", "Destin").

WHEREAS, Lessor owns the Leased Premises, as hereinafter defined, on which Lessor has a permit for, and operates, a spray field for the disposal of treated waste water; and

WHEREAS, Lessee and Lessor desire to cooperate in the development and construction of a sports and recreation facility on the Leased Premises which will benefit the citizens of Destin; and

WHEREAS, Lessor and Lessee believe it to be in their mutual best interest to enter into this Lease agreement for the long term use of the Leased Premises by Lessee.

NOW THEREFORE, in consideration of the above and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties do hereby agree as follows:

1. Definitions. As used in this Lease agreement, the words defined immediately below shall have the meaning stated. Words imparting the singular number include the plural number and vice versa, the male gender shall include the female gender and vice versa, unless the context clearly requires otherwise.

(a) "Development Plan" means collectively the development, construction and engineering specifications, renderings, drawings and plans of the Improvements to the Premises as more specifically described in Exhibit "A" attached hereto and incorporated by reference herein, and are subject to the Destin City Council's approval.

(b) "DWU" means Destin Water Users, a not-for-profit corporation established under and existing in good standing in the State of Florida as a corporation exempt from taxation under Section 501(12)(c) of the Internal Revenue Code, as amended from time to time.

(c) "Governmental Requirements" means any permit, law, statute, code, rule, regulation, ordinance, order, judgment, decree, writ, injunction, franchise, condition, certificate, license, authorization, or other direction or requirement of any

governmental and/or regulatory national, state or local entity with jurisdiction over Destin, DWU, the Premises and/or Improvements . Governmental Requirements shall include all applicable, relevant, or appropriate Florida Statutes, Florida Administrative Code rules, and Destin Ordinances and Codes or regulations; and all Florida Statutes, Destin Ordinances and regulations or rules now existing or in the future enacted, promulgated, adopted, entered, or issued, both with and outside present contemplation of the respective parties to this transaction.

(d) "Hazardous Materials" means any flammable explosives, radioactive materials, hazardous materials, hazardous wastes, asbestos, radon, petroleum products, hazardous or toxic substances or related materials, including, without limitation, those defined in:

(i) The Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 U.S.C. §§ 9601 et seq.);

(ii) The Hazardous Materials Transportation Act, as amended (42 U.S.C. §§ 1808 et seq.);

(iii) The Resources Conservation and Recovery Act of 1976, as amended (42 U.S.C. §§ 6901 et seq.);

(iv) Regulations adopted and publications promulgated pursuant to the foregoing;

(v) Any other Governmental Requirement; and

(vi) Any other material, of which its use, release, disposal, or presence may result in liability under any Governmental Requirement or common law action.

(e) "Improvements" shall mean collectively the development, planning, design, permitting, construction, improvement or equipping, or any combination or combinations thereof, and related activities for development and construction of certain improvements, structures and facilities at the Premises which shall be performed generally in conformance with the Development Plan including, but not limited to, sports activities' fields, soccer fields, maintenance buildings, shade cabanas, promotional kiosk/signs, scoreboards, drainage facilities, spectator stands and other seating areas, access (ingress and egress) facilities and gates including bridges where necessary, recreational activity areas, natural preserves, nature trails, exercise areas, parking areas and field house facility, with administration, food and beverage area, sports equipment/apparel area, medical treatment/training area, and locker room/restroom facilities, which are necessary to utilize the Premises for Destin's permitted purposes and uses.

(f) "Destin" means the City of Destin, Florida, a municipal corporation established by and existing under the Laws of Florida, as amended and supplemented, including and representative or agent of Destin with respect to the Premises.

(g) "Premises" means the following described real property situated in the County of Okaloosa, State of Florida, to wit:

See attached Exhibit "B".

2. Lease. DWU does hereby demise and lease to Destin the Premises described more particularly in the attached Exhibit "B" in accordance with all of the provisions, conditions and terms herein.

3. Term. This lease shall be for a term of twenty (20) years, beginning on the Effective Date, as herein defined.

4. Consideration. The consideration paid by Lessee to Lessor hereunder shall be seven thousand five hundred dollars ($7,500) per year, which amount shall be renegotiated every five years.

5. Maintenance. During the term of this lease, Lessee shall be responsible for the ongoing and continuous maintenance of all of the recreational facilities and other improvements, with the exception of the underground effluent disposal system and wells, located on the Premises at its sole cost and expense.

6. Uses.

(a) Lessee shall use the Premises for its sports and recreation programs and other events sponsored by Lessee, as well as other uses and purposes related thereto. Such use by Lessee is designed to include the admission of the general public to the Premises.

(b) Lessor shall continue to have the right and privilege to dispose of treated effluent on the Premises by utilizing present facilities, a proposed underground effluent disposal system (UEDS) and a proposed surface irrigation system. Utilization of the UEDS is for the benefit of the Lessor. Utilization of the surface irrigation system is for the mutual benefit of the Lessor and Lessee.

(c) Lessee shall be responsible for the maintenance and operation of the surface irrigation system during the term of this lease. Lessor shall be responsible for the operation and maintenance of the UEDS.

(d) Lessor shall have the right and privilege, at its sole costs and expense, to install necessary groundwater monitoring

wells required by regulatory agencies.

(e) Lessor shall have the right of ingress and egress to the Leased Premises to repair, maintain and monitor all facilities relating to the disposal of treated effluent.

(f) Lessor shall make every effort to ensure that the operation of the facilities relating to the disposal of treated effluent does not materially interfere with Lessee's use of the Leased Premises. In the event the operation of the facilities relating to the disposal of treated effluent does materially interfere with Lessee's use of the Leased Premises, and Lessor is unable to satisfactorily remedy the problem within ninety (90) days from notice thereof by Lessee, Lessee at its option shall have the right to terminate this lease. Lessee shall make every effort to ensure that the use of the facilities by Lessee does not materially interfere with the Lessor's use of the Leased Premises for the disposal of treated effluent. In the event that use of the facilities by Lessee does materially interfere with Lessor's use of the Leased Premises and Lessee is unable to satisfactorily remedy the problem within ninety (90) days from notice thereof by Lessor, Lessor at its option, shall have the right to terminate this Lease.

(g) Should this Lease Agreement be terminated by the Lessee in accord with the provisions of paragraph (f) above, Lessor shall remit to the Lessee the cost of the underground effluent disposal and above ground irrigation systems installed on the Leased Premises pursuant to this Lease Agreement pro rated by the number of years that the lease was in effect prior to termination under paragraph (f).

7. Improvements. Lessor shall be responsible for the development, planning, design, permitting, construction, equipping, or any combination for combinations thereof, and other related activities for the development and construction of certain improvements, structures and facilities at the Premises in accord with the Development Plan. DWU will present the cost estimates, including engineering fees, and the initial conceptual plan for the recreational facility to Destin. [Attachment A] Destin shall have thirty (30) days from the time the cost estimates and the plans are presented to the City to signify their approval. In the event the City of Destin does not approve the plan and fund the engineering fees within the thirty (30) day time period, the Lessor shall have the option of terminating the Lease Agreement.

Upon approval of the initial conceptual plan and the funding of the initial engineering fees, the final Development Plan for Destin's utilization of the Premises will be completed. Destin will have thirty (30) days from the submission of the Development Plan to approve the final Development Plan. Upon approval, Destin will furnish DWU the funds necessary to cover the cost of the

approved Development Plan. In the event the Development Plan is not approved, DWU shall have the right to terminate the Lease Agreement.

It is specifically understood that all construction after the initial phase of the Development Plan will be the responsibility of Destin and that operation of the improvements, other than the underground portion of the effluent disposal system, shall be Destin's responsibility, including but not limited to, maintenance, utility bills (electricity, sewer, water, telephone, etc.) DWU shall be responsible for the operation and maintenance of the underground portion of the effluent disposal system.

8. Title to Premises and Improvements. Title to the Premises shall remain vested with DWU, subject to the covenants, conditions and terms of this Lease, and Destin shall have no interest in the title to the Premises but shall only have a leasehold interest thereto. Permanent Improvements made to the Premises which relate to the effluent disposal system and the irrigation system shall be vested with DWU who shall have title thereto, subject to the covenants, conditions and terms of this Lease. Title to all other Permanent Improvements shall be vested with Destin subject to the covenants, conditions and terms of this Lease. Destin shall have control of the Premises and the Permanent Improvements, subject to the covenants, conditions and terms of this Lease Agreement. Notwithstanding the foregoing, DWU shall always retain the control necessary to ensure that all Governmental Requirements affecting the Premises and the operation of the effluent disposal system, irrigation system and water wells are complied with. Destin, with the cooperation and assistance of DWU, shall be responsible for obtaining the approval of the Federal Aviation Administration (FAA) for any Improvements to the Premises. FAA approval shall be necessary prior to the commencement of construction of any recreational facilities on the Premises.

9. Development of Improvements. All of the structures and facilities at the Premises shall be developed and constructed in accordance with applicable Destin rules, Codes and regulations. All improvements to the Premises must be in accordance with the Development Plan. DWU shall comply with the Development Plan and any changes, modifications, supplements or amendments to the Development Plan shall require the consent of Destin.

10. Insurance and indemnity. Lessee shall include the Premises under its comprehensive and general liability insurance coverages for the full amount of coverage as Lessee carries for all of its other municipal facilities. Lessee agrees to hold harmless and indemnify Lessor for any and all losses or liabilities that may be incurred as a result of the operation of the Leased Premises as a recreational complex which are the result of Lessee's negligence or the intentional acts or omissions of Lessee or any of Lessee's

agents, employees, licensees, invitees or agents.

Lessor shall include the Premises under its comprehensive and general liability insurance coverages for the full amount of coverage as Lessor carries for all of its other facilities. Lessor shall hold Lessee harmless and indemnify Lessee for any and all losses or liabilities that may be incurred arising out of:

a) the Lessor's failure to perform any of the covenants, agreements, conditions or terms of this Lease;

b) any laws, ordinances, requirements, orders, directives, rules or regulations of any federal, state, county or city governmental authority with regard to the operation of the Premises as an effluent disposal system or source of potable or nonpotable water;

c) any negligent or intentional acts or omissions of Lessor or any of Lessor's agents, employees, licensees, invitees, or agents; or

d) any toxic or hazardous waste or substance stored, spilled, or disposed of on the Premises by the Lessor or any of the Lessor's agents, representatives, employees, licensees, or invitees.

Nothing herein shall be deemed a waiver of the Lessee's sovereign immunity.

11. Compliance with Governmental Requirements. During the Lease Term, Lessor and Lessee shall comply with all Governmental Requirements as defined herein which govern or affect the Premises and the use thereof for any reason. Each party shall notify the other of its violation of any Governmental Requirement promptly after either receives knowledge thereof, and each party, shall diligently and prudently take requisite action to correct any violations of Governmental Requirements, for which that party is responsible pursuant to the terms and conditions of this Lease, as soon as reasonably possible after the discovery of same.

12. Hazardous Materials. DWU shall not knowingly use, store or permit the use, handling or storage of Hazardous Materials, with the exception of chlorine gas, on the Premises. Should any Hazardous Materials, (other than chlorine gas) be used, stored, or spilled on the Premises, DWU shall immediately commence and diligently pursue the removal of any such material and shall remediate, clean and restore the Hazardous Material area in compliance all applicable governmental requirements, and pay all fines, fees, assessments and penalties arising therefrom.

If DWU shall fail to comply with any of the provisions of this

paragraph, Destin shall have the right, but shall not have the obligation, to enter into and go upon the Premises without thereby causing or constituting a termination of this Lease or interference with DWU's use of the Premises, and to take such steps and incur such expenses as Destin, in its sole discretion, shall deem necessary to correct DWU's default, including but not limited to, making all of the repairs or replacements for which DWU is responsible and DWU shall reimburse Destin on demand for any expense incurred by Destin as a result thereof, provided, however, that Destin shall take no such steps or incur any such expenses without first notifying DWU in writing of the problem and giving DWU 10 days to correct such problem.

13. Default. Each of the following events shall be a default hereunder by Destin and DWU and a breach of this Lease:

(a) Destin shall fail to pay to DWU the lease amount when the same shall become payable and due and the same remains unpaid for forty-five (45) days after DWU's written demand for payment;

(b) DWU shall fail to perform any of the covenants, conditions and terms of this Lease on DWU's part to be performed and such non-performance shall continue for a period of thirty (30) days after written notice thereof by Destin to DWU; or if DWU shall fail to act in good faith to commence and undertake performance within such thirty (30) day period to cure a non-performance which cannot be cured within the initial thirty (30) day period and DWU shall designate in writing a reasonable time period to cure such non-performance and its intent to do so, or, DWU having commenced to undertake such performance within the initial thirty (30) day period, shall fail to diligently proceed therewith to completion within the designated reasonable time period to cure such non-performance.

(c) Destin shall fail to perform any of the covenants, conditions and terms of this Lease on Destin's part to be performed and such non-performance shall continue for a period of thirty (30) days after written notice thereof by DWU to Destin; or if Destin shall fail to act in good faith to commence and undertake performance within such thirty (30) day period to cure a non-performance which cannot be cured within the initial thirty (30) day period and Destin shall designate in writing a reasonable time period to cure such non-performance and its intent to do so, or, Destin having commenced to undertake such performance within the initial thirty (30) day period, shall fail to diligently proceed therewith to completion within the designated reasonable time period to cure such non-performance.

If an event of default shall occur and be continuing for ninety (90) days, then Destin shall have the right to terminate and cancel this Lease by giving to DWU not less than ninety (90) days

notice of such termination and cancellation, and upon the expiration of the time fixed in such notice, this Lease and the Lease Term shall expire and thereafter be null and void with no further force and effect. In addition to this remedy, in the event of default Destin may exercise any and all other remedies available to it at law or in equity.

If an event of default shall occur and be continuing for ninety (90) days, then DWU shall have the right to terminate and cancel this Lease by giving to Destin not less than ninety (90) days notice of such termination and cancellation, and upon the expiration of the time fixed in such notice, this Lease and the Lease Term shall expire and thereafter be null and void with no further force and effect. In addition to this remedy, in the event of default DWU may exercise any and all other remedies available to it at law or in equity.

Both parties agree that in the event of nonperformance of either party caused by an act of God such nonperformance shall not be considered an event of default.

14. Termination. Notwithstanding the term of this lease stated herein, after an initial period of five (5) years, this lease may be terminated by either party at any time upon six (6) months written notice to the other party; *provided, however,* that any such termination by Lessor shall be only after the finding by a regulatory agency with authority over Lessor that the Leased Premises are necessary and the most cost-effective means for the expansion of, or exclusive use in, the mission of Lessor. Upon termination of this Lease, Lessor shall have the right to re-enter and retake possession of the Premises.

15. Subletting and Assignment. Destin shall have the right to sublet certain portions of the Improvements or Premises for the administration, management, maintenance or operation of the Premises. No sublease shall grant to the lessee any benefit or right greater than such benefit or right held by Destin under the terms and conditions of this Lease. Any such subletting or agreement shall be in compliance with the Governmental Requirements and all other covenants, terms and conditions of this Lease. This Lease shall not be transferred, sublet or assigned, without DWU's written consent thereto, which consent shall not be unreasonably withheld. Any subletting or assignment not in compliance with this paragraph shall be null and void with no force and effect.

16. Expiration of Term.

(a) Within 6 months of the end of the initial lease term, both parties to this Lease Agreement shall give written notice to the other party either that that party wishes to engage in renegotiation of this Lease Agreement or that that party wishes to

terminate the Lease Agreement at the end of the initial term. To the extent that parties have not come to a final agreement at the end of the initial lease term, but are in the process of negotiating in good faith a new Lease Agreement, the terms and conditions of this Lease Agreement shall continue in full force and effect until the new Lease Agreement is finalized or the parties agree to terminate the negotiations for a new Lease Agreement.

(b) At the expiration of the initial Lease Term , Destin shall peaceably return to DWU the Premises. It is understood and agreed that upon the termination or expiration of this Lease that Destin shall have the responsibility for the removal of all Permanent recreational improvements and for the restoration of the Premises to a condition reasonably acceptable to DWU. It is also understood that all temporary or non-attached improvements or additions to the Premises, which shall include, but are not limited to: stadium/field lighting; scoreboards; bleachers and fences, shall remain the property of Destin at the expiration or termination of this Lease. All Permanent Improvements associated with the irrigation system, wells or underground effluent disposal system shall either become or remain the property of DWU at the termination of this Lease Agreement.

17. Dispute resolution. Any controversy, claim, misunderstanding, cause of action, matter in question, breach or disagreement arising out of, or relating to, this Lease (hereinafter called "Dispute") shall be decided by the Circuit Court of Okaloosa County, Florida. The party seeking a resolution of a Dispute must provide the other party with written notice describing the Dispute, allow the responding party to file a written response within 10 days and meet at least once with the responding party within the thirty (30) day period immediately prior to filing a complaint with the Circuit Court.

18. Environmental Warranty.

(a) Being familiar with the Leased Premises, and in reliance on a Phase I Environmental Study conducted by Smith and Gillespie Engineers, Inc., Lessor warrants that the Leased Premises contain none of the following: (i) hazardous substances, pollutants or contaminants, as defined in the Comprehensive Environmental Response Compensation and Liability Act or other similar state or Federal environmental legislation; or (ii) underground storage tanks. Lessor agrees to defend and save Lessee harmless from and against any and all losses, claims, liabilities, judgments, damages, penalties, expenditures, costs, including reasonable attorney's fees, or other expenses which Lessee may suffer or incur as a result of a breach of the foregoing warranty.

(b) Being familiar with the processes involved with the disposal of treated effluents as provided in this section, Lessor

hereby warrants that such disposal will be distributed in a manner consistent with local, state and federal laws, rules and regulations and shall not cause or contribute to any cause of action under the Comprehensive Environmental Response Compensation and Liability Act or other similar state or federal environmental legislation. Lessor agrees to defend and save Lessee harmless from and against any and all losses, claims, liabilities, judgments, damages, penalties, expenditures, cost, including reasonable attorney's fees, or other expenses which lessee may suffer or incur as a result of a breach of the foregoing warranty.

19. Miscellaneous.

(a) Operation. Lessee shall keep the Leased Premises clean and free of rubbish and shall not allow the accumulation of any unsightly matter(s) or object(s). Lessee shall develop, operate and maintain any improvements to the subject property so as not to unreasonably interfere with the property rights of the adjacent property owners.

(b) Notices. Any and all notices required to either party shall be in writing and shall be duly delivered and given when personally served or mailed to the person at the address designated below. If notice is mailed, the same shall be mailed, postage prepaid, in the United States mail by certified or registered mail - return receipt requested. Notice shall be deemed to have occurred on the date of receipt; in the case of receipt of certified or registered mail, the date of receipt shall be evidenced by return receipt documentation. Failure to accept certified or registered mail shall be deemed a receipt thereof within ten (10) days after the first notice of delivery of the certified or registered mail. Any entity may change its address as designated herein by giving notice thereof as provided herein.

If to Destin: Office of the City Manager
Destin City Hall
4200 Two Trees Road
Destin, Florida 32541

If to DWU: Destin Water Users
P. O. Box 308
Destin, Florida 32541

or such other address as either party may from time to time specify in writing to the other.

(c) Legal Representation. Each respective party to this Lease has been represented by counsel in the negotiation of this Lease and accordingly, no provision of this Lease shall be construed against a respective party due to the fact that it or its counsel drafted, dictated or modified this Lease or any covenant,

condition or term thereof.

(d) Further instruments. Each respective party hereto shall, from time to time, execute and deliver such further instruments as any other party or parties or its counsel may reasonably request to effectuate the intent of this Lease.

(e) Effective Date. The date of this lease will be the date after the last one of the Lessee and the Lessor have signed this Lease Agreement and the City Council of the City of Destin has adopted an ordinance approving this Lease Agreement (the "Effective Date"). The ordinance adoption process is a dynamic process subject to public participation and the ordinance adoption process is discretionary with the Council. Therefore, Lessee may unilaterally withdraw from this Lease Agreement if the City Council fails to adopt the ordinance on or before July 1, 1997.

(f) Entire Agreement. This Lease Agreement contains the entire agreement between the parties hereto and no verbal or oral agreements, promises or understandings shall be binding upon either Lessor or Lessee in any dispute, controversy or proceeding at law, and any addition, variation, or modification to this Lease Agreement shall be void and ineffective unless made by a writing signed by Lessor and Lessee. Lessee agrees that it will not use its ability to enact ordinances to modify the duties, obligations, rights and liabilities of DWU under this Lease Agreement in derogation of the language of this section. Ordinances passed by the City subsequent to the execution of this Lease Agreement which affect the duties, rights, obligations and liabilities of all persons within the city limits of Destin shall not constitute a breach of this provision.

(g) Headings. Paragraph headings of this Lease Agreement are inserted only for reference and in no way define, limit, or describe the scope or intent of this Agreement nor affect it terms or provisions.

(h) Multiple Counterparts. This Lease Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

(i) Attorney's Fees and Costs. In any Dispute arising out of or pertaining to this Lease, the prevailing party shall be entitled to an award of its attorney's fees and costs, whether incurred before, after or during litigation or at the appellate level.

(j) Successors and Assigns. This Lease shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

(k) Recording. This Lease shall be recorded in the public records of Okaloosa County, Florida.

(l) Survival of Representations and Warranties. The respective indemnifications, representations and warranties of the respective parties to this Lease shall survive and remain in effect.

(m) Governing Law. This Lease shall be governed by and construed in accordance with the laws of the State of Florida and the Ordinances of the City of Destin. Wherever possible, each provision, condition and term of this Lease shall be interpreted in such a manner as to be valid under applicable law. A finding that any term, provision or condition of this Lease is invalid or prohibited under applicable law shall not affect the remaining terms, provisions or conditions of this Lease or of any documentation executed and delivered pursuant hereto.

IN WITNESS WHEREOF, the parties hereby have caused the signatures of their officers to be set hereunder and the seals to be placed thereon to be effective as of the latest date of execution.

DATED this 14th day of JULY, 1997.

ATTEST:

By: Carolyn L. Garrett

DESTIN WATER USERS,
Destin, Florida

By: Herbert D. Brough
Herb Brough, President

ATTEST:

By: Carolyn L. Garrett

CITY OF DESTIN,
a Florida Municipal Corporation

By: Robert T. Mearns
Robert T. Mearns,
City Manager

FORM APPROVED:

J. Jerome Miller
J. Jerome Miller, Esq.
City Attorney

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing was acknowledged before me this 14th day of JULY, 1997, by Herb Brough and Robert A. Mearns, the President and City Manager, respectively, of Destin Water Users and the City of Destin, who are personally known to me or have produced the identification referenced below and who did take an oath.

Carolyn Lee Garrett
Notary Public State and County Aforesaid

Commission No. CC475224
My commission expires: 6-21-99

NOTARY SEAL
CAROLYN LEE GARRETT
COMMISSION NUMBER
CC475224
MY COMMISSION EXP.
JUNE 21 1999

Identification: _____

c:1823

Attachment A

BASKERVILLE-DONOVAN, INC.

ARCHITECTS ■ ENGINEERS ■ PLANNERS ■ SURVEYORS
AA C001177 EB 0000340 LC C0000126 LB 0000340

17 April, 1997

** OFFICIAL RECORDS **
BK 2237 PG 4296

Destin Water Users, Inc.
P.O. Box 308
Destin, FL 32541
Attention: Mr. Erik Smith

Re: **Proposed Destin Sports Park**
Our Project Number Unassigned

Dear Erik:

This letter conveys our understanding of the Scope of the referenced project and the associated fee quote to perform professional services consistent with the Scope.

Scope

Prepare plans and specifications suitable for competitive bidding for the following site elements to be included in the proposed Sports Park:

1. Parking - in two phases of approximately 200 spaces per phase
2. Access road from Two Trees Road to the site
3. Restroom / Concession facility of approximately 2,000 square feet
4. Phased athletic fields as follows:
    a. 2 adult soccer fields and 2 adult softball fields
    b. 2 Little League softball fields
    c. 2 Senior softball fields
    d. 2 adult soccer fields and 1 Tee Ball field
5. Phased ball field lighting for all fields except Tee Ball
6. Preservation of the existing dunes in the Gulf Power right-of-way
7. Irrigation for all athletic fields
8. Trash facilities
9. Bleachers for Phase 4a
10. Enlarge the existing pond at the Destin City Hall
11. Site Amenities - Walkways, bleachers, fences, dugouts, scoreboards, drinking fountains, benches, landscaping, signage, etc.

Recorders Memo:
Legibility of some entries on this page not suitable for Microfilm/Imaging records.

316 SOUTH BAYLEN STREET, SUITE 500, P.O. BOX 13370, PENSACOLA, FLORIDA 32591, (904) 435-9651, FAX: 433-6761

Apr. 18. 1997 3:59PM BDI PENSACOLA

** OFFICIAL RECORDS **
BK 2237 PG 4297

Professional Services

Surveying

1. From existing data, prepare a master site plan showing descriptions, ownership, and jurisdiction.
2. Locate a limited number of underground utilities - water, sewer,
3. Prepare a limited amount of topographic survey data

Site Planning

4. Prepare a schematic site plan showing the project elements
5. Prepare a Preliminary Construction Cost Estimate

Engineering (Construction Plans)

6. Site Demolition Plan
7. Site Grading Plan
8. Site Layout Plan
9. Sports Field Design including consultation with a turf specialist
10. Stormwater Master Plan
11. Irrigation System - both pumping and distribution
12. Ballfield lighting and site electrical
13. Restroom / Concession Stand design
14. Site Amenities - Walkways, bleachers, fences, dugouts, scoreboards, drinking fountains, benches, landscaping, signage, etc.

Permitting

15. FDEP Wastewater Treatment Plant - Operating Permit Modification
16. FDEP Stormwater Permit
17. Okaloosa County - City of Destin Concurrency Review
18. City of Destin - Driveway Connection
19. Gulf Power Use Agreement
20. FAA Permitting to be prepared by the City of Destin
21. Traffic Study - to be quoted at a later date

Construction Services

22. Bidding Services
23. Construction Administration
24. Certification of Permits

Recorders Memo:
Legibility of some entries on this page not suitable for Microfilm/Imaging records.

24. Certification of Permits

Time

25. BDI will meet the time frames listed in the Interlocal Agreement between DWU and the City of Destin. Once the schematic design is approved, construction plans and specifications will be completed within 60 days. Permits will be submitted within 30 days after plans are approved by DWU/ City.

Fee

Surveying	17,500
Meeting w/FDEP	Scope and Permitting Issues prior to design
Site Plan / Cost Estimating	10,500
Construction Plans	8% of Construction (Budget: $1.5 - 2.0M)
Permitting	Hourly, with an estimate of 12,500 for items 16 - 19. Potential judicial aspects of permitting will be handled on an hourly basis, also.
Geotechnical Investigation	Budget: 10,000 (By Others)

Our goal in preparing this proposal was to define the scope and make the fee proposal consistent with the FMHA fee curve normally used as a guide by DWU.

If we have accurately described both scope and fee, please sign and return one copy of this proposal to serve as our Task Order. All conditions of the DWU-BDI Agreement will apply to this Task Order.

Very truly yours,

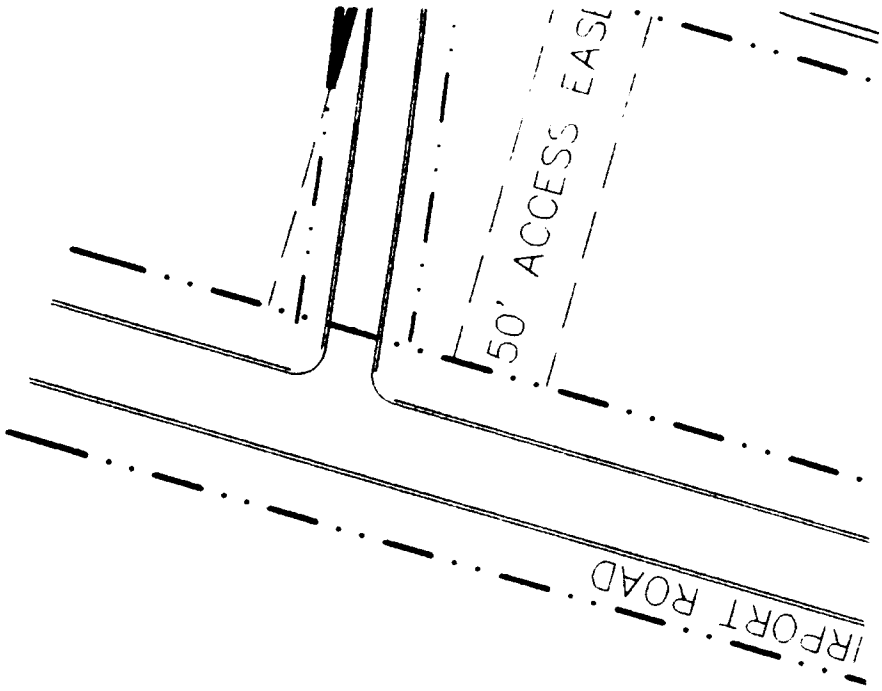
BASKERVILLE-DONOVAN, INC.

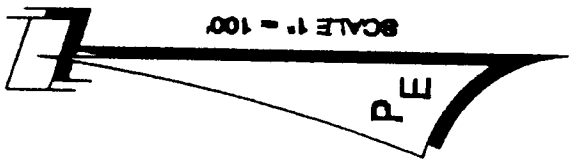
Dave Hemphill

Dave Hemphill
Landscape Architect

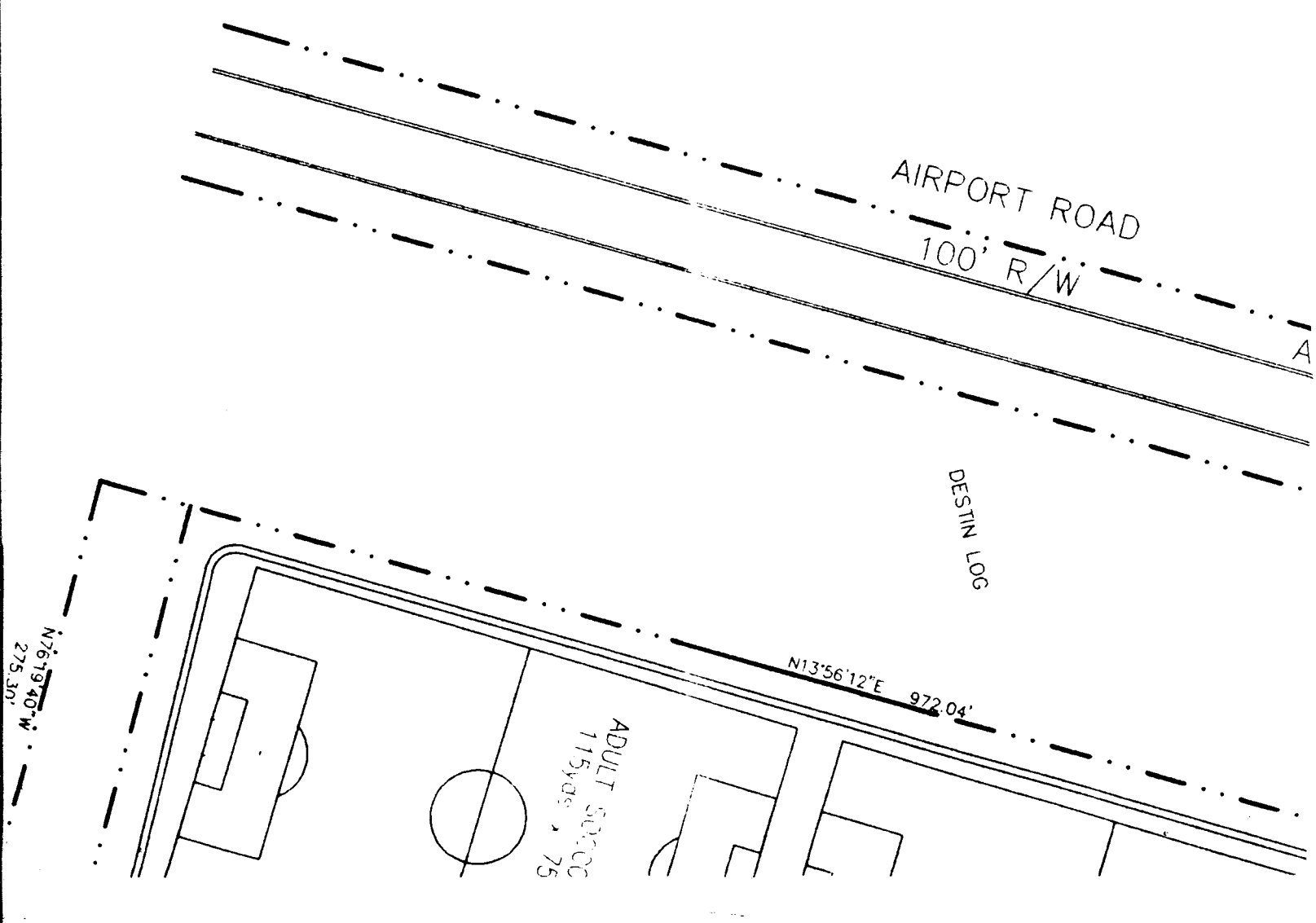
Recorders Memo:
Legibility of some entries on this page not suitable for Microfilm/Imaging records.

To: DESTIN WATER USERS


50' ACCESS EASI
IRPORT ROAD


SCALE 1" = 100'
PE

WRITTEN AUTHORIZATION OF PANHANDLE ENGINEERING, INC.



** OFFICIAL RECORDS **
BK 2237 PG 4300

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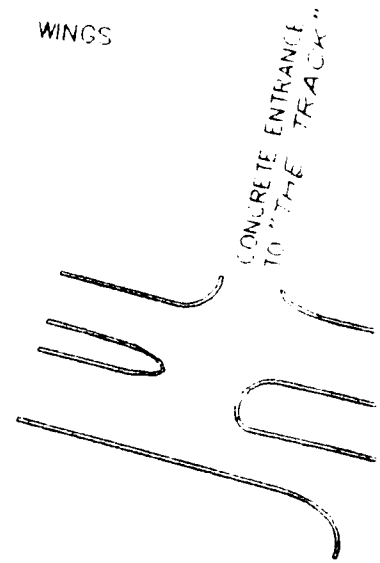
** OFFICIAL RECORDS **
BK 2237 PG 4301

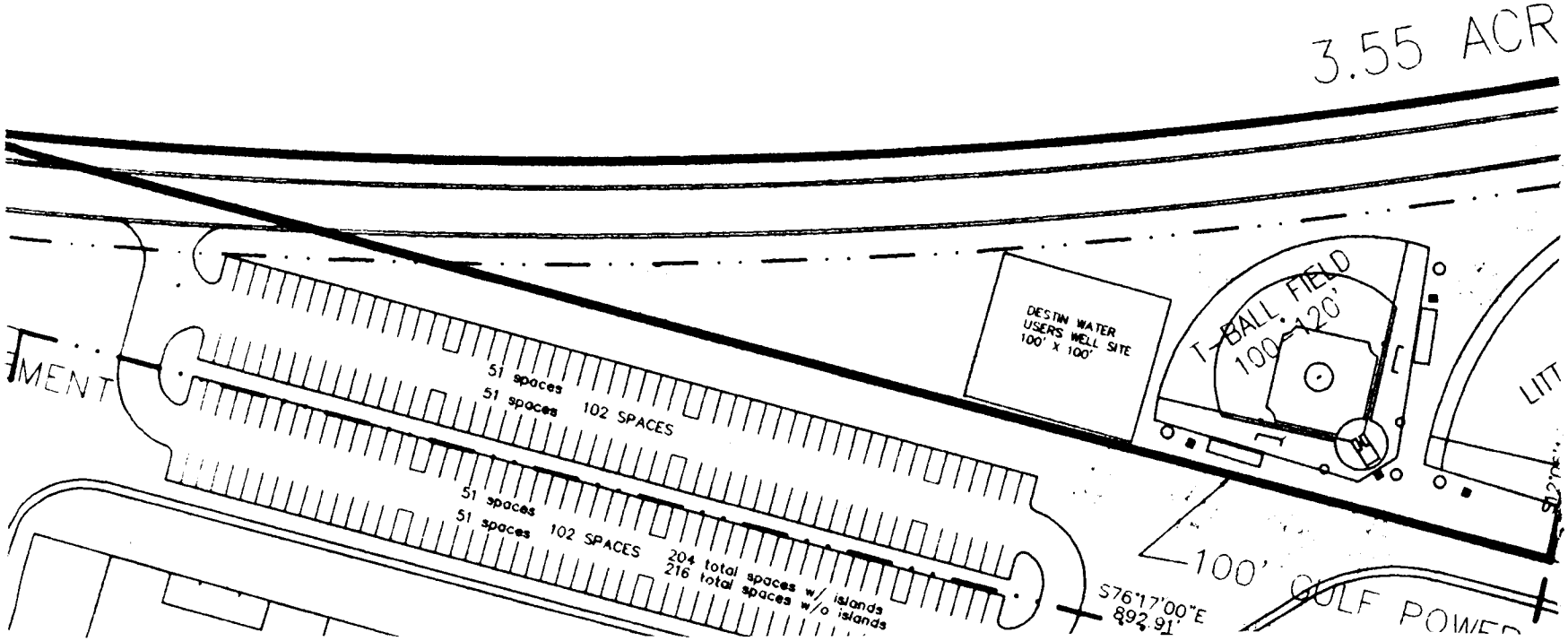


© PANHANDLE ENGINEERING, INC. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR UTILIZED IN ANY FORM WITHOUT PRIOR

REV	DATE	BY	REVISIONS
01	03/03/97	MDC	T-BALL FIELD ADDITION

NO. RELEASED FOR CONSTRUCTION BY: DATE

ACA



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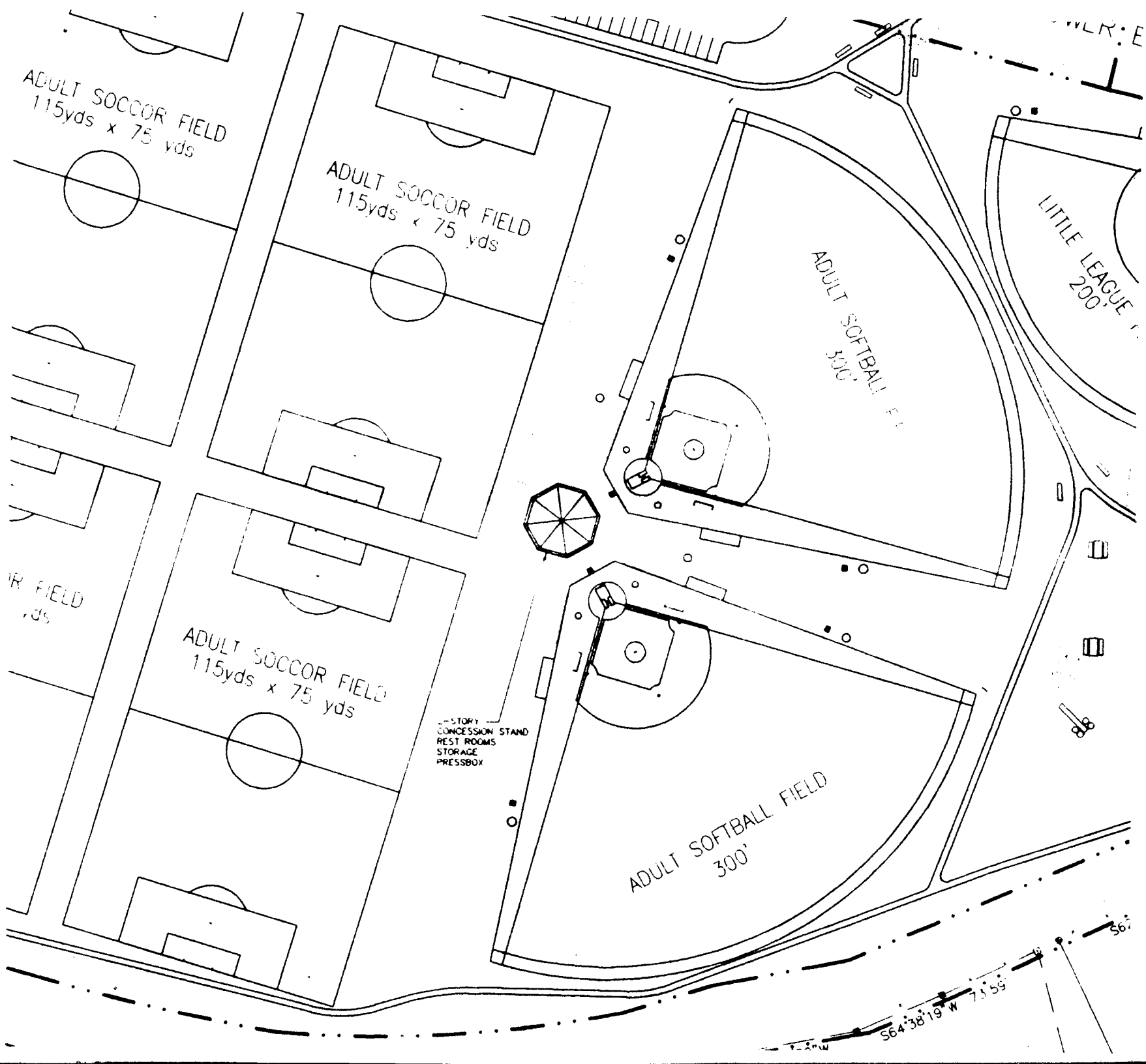

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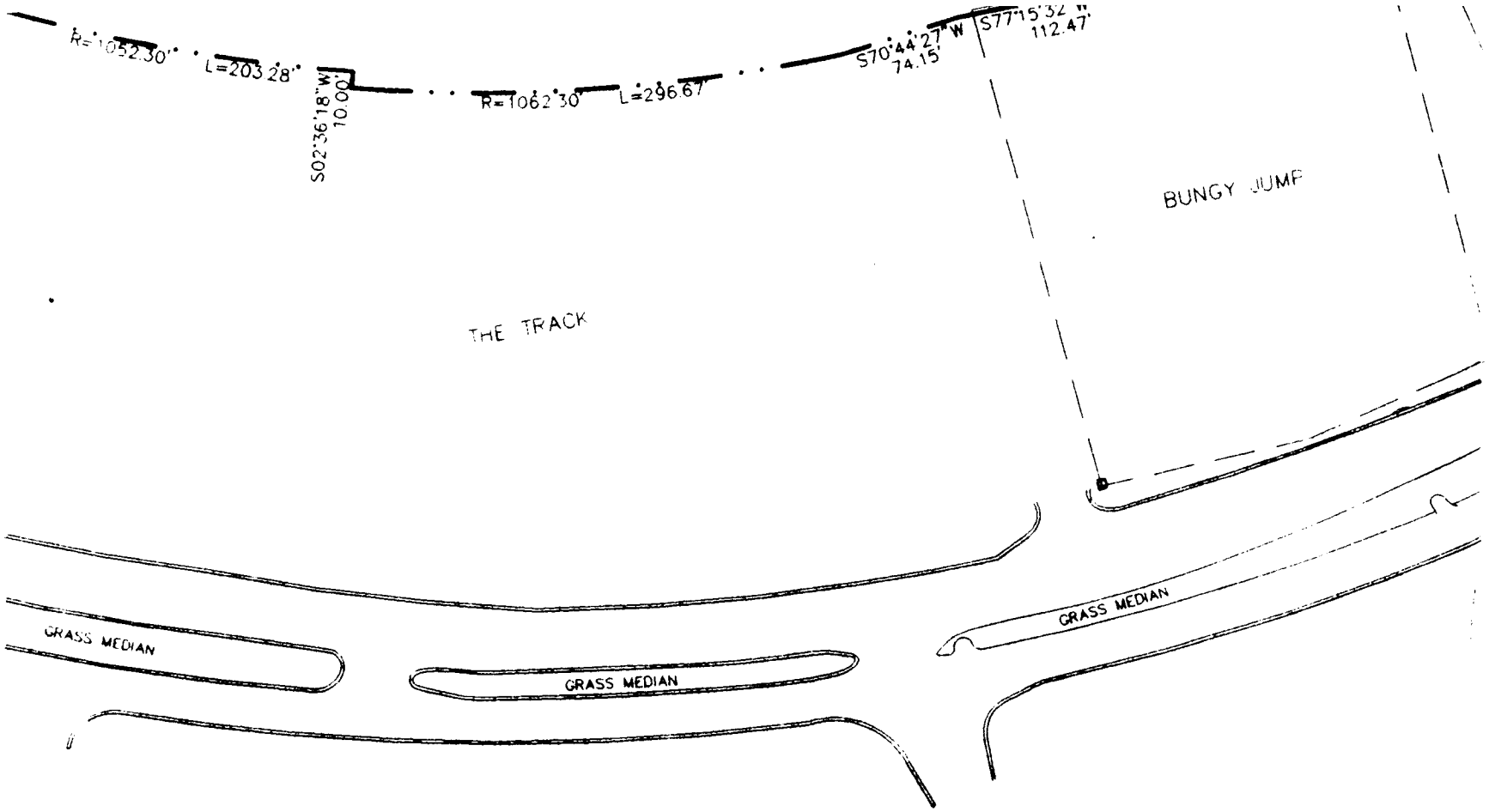
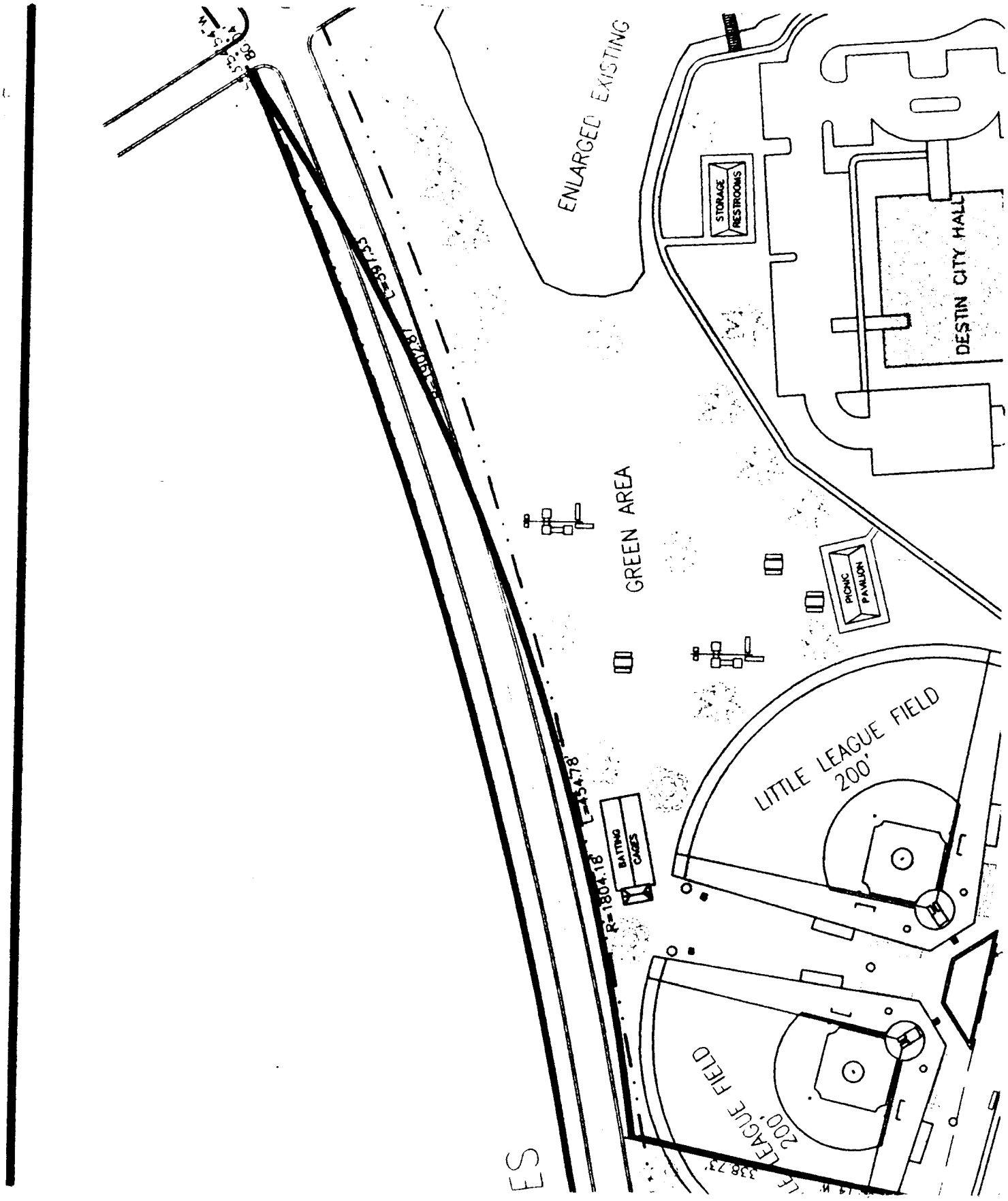
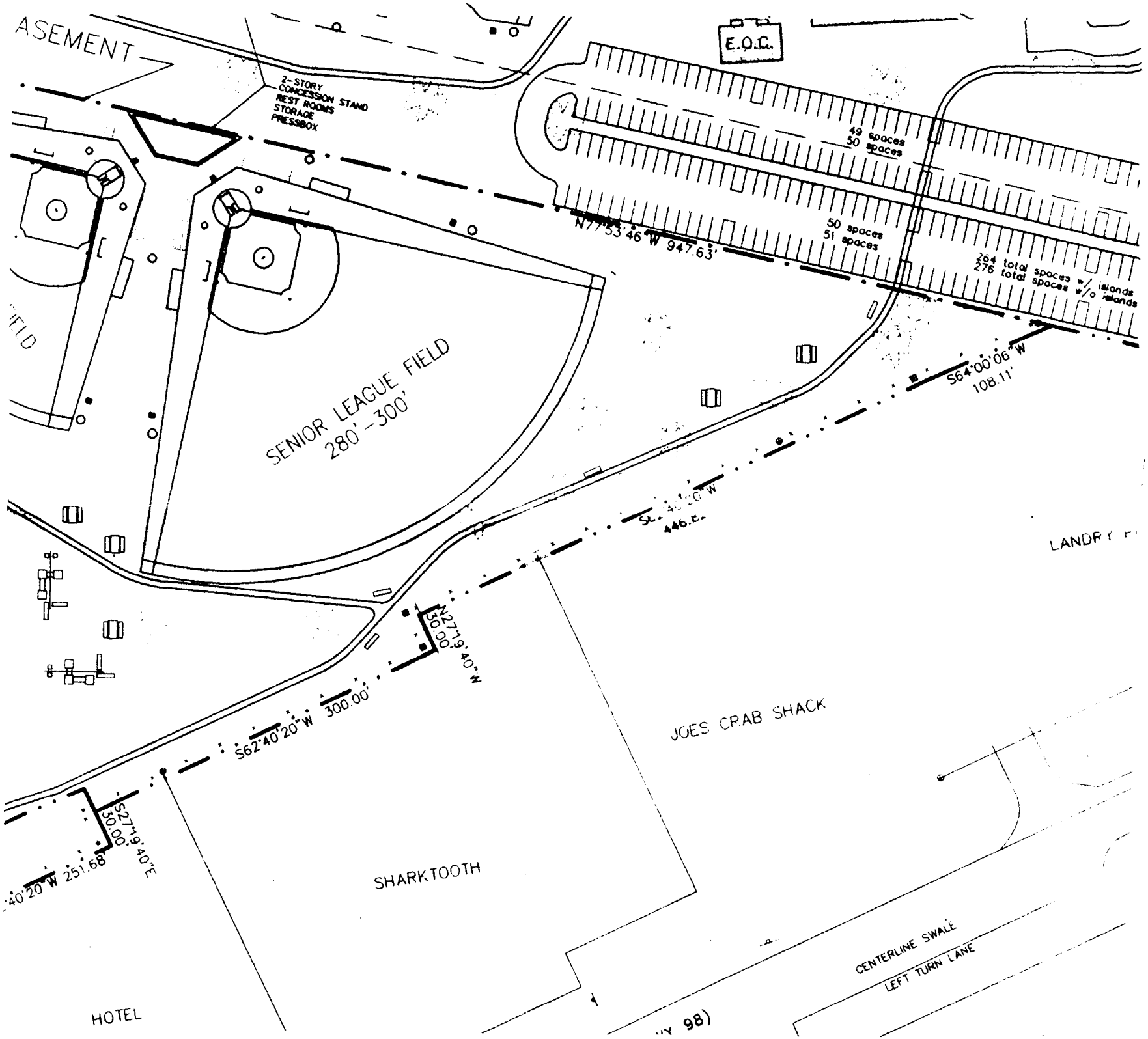


SCALE:	1"=100'
DESIGNED BY:	MDC
DRAWN BY:	MDC
REVIEWED BY:	DOC
ISSUE DATE:	.
FILE NAME:	COMPLEX.DWG

PANHANDLE
ENVIRONMENTAL ENGINEERS
1234 AIRPORT ROAD, SUI
VOICE (904) 650-3001 FAX (904)

** OFFICIAL RECORDS **
BK 2237 PG 4304


ENLARGED EXISTING
STORAGE
RESTROOMS
DESTIN CITY HALL
GREEN AREA
PICNIC PAVILION
LITTLE LEAGUE FIELD
200'
BATTING CAGES
R=1804.18'
L=454.78'
LITTLE LEAGUE FIELD
200'



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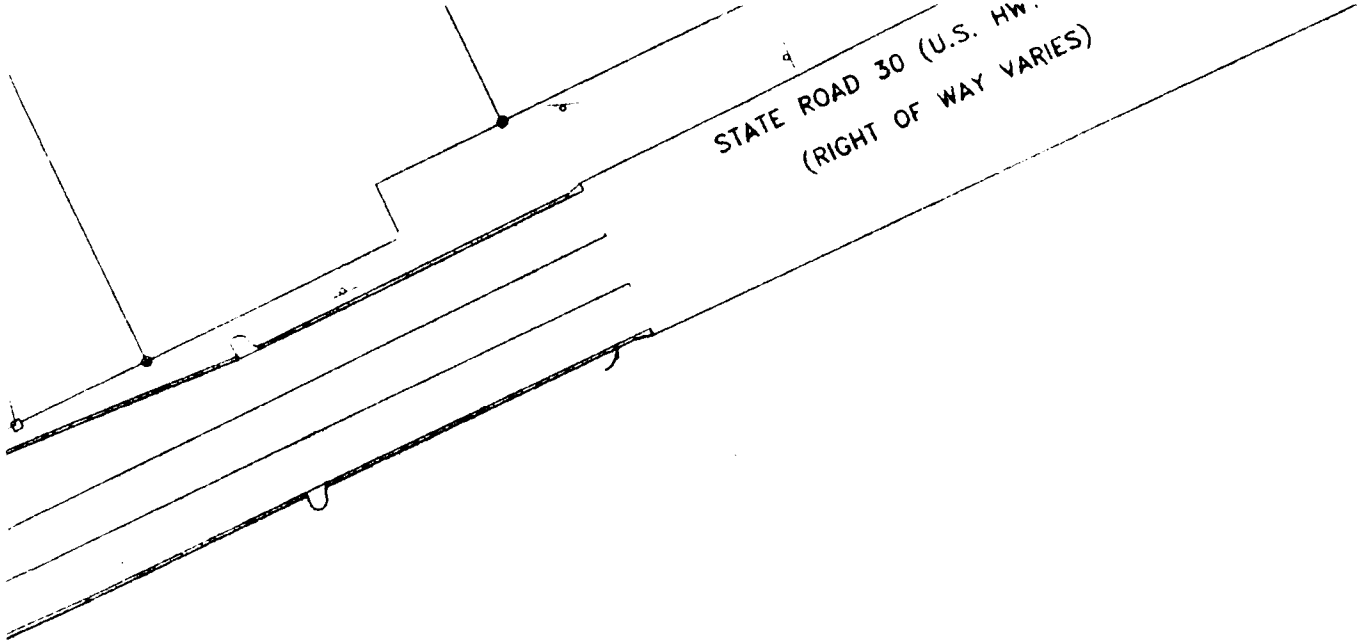
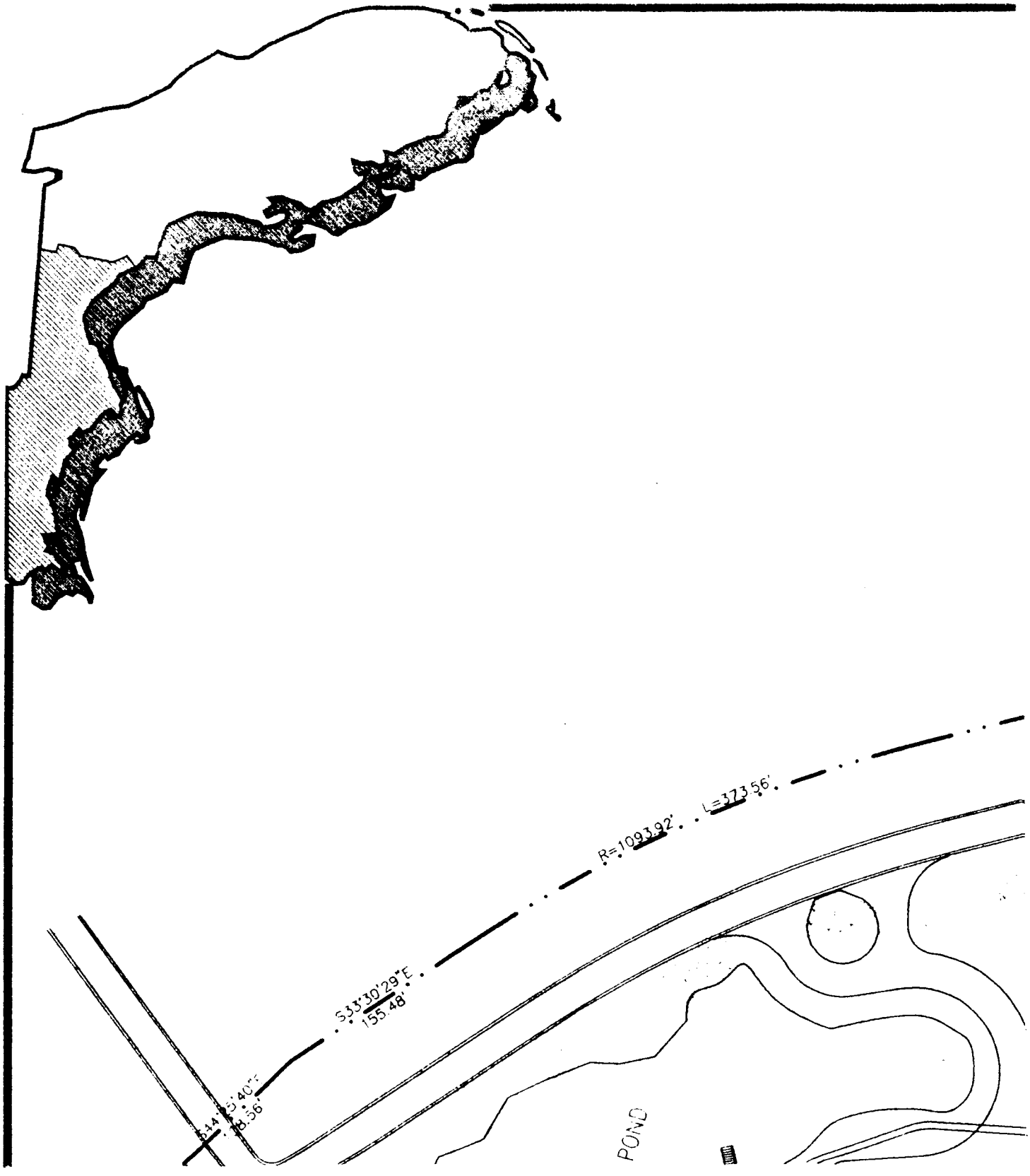


NGINEERING, INC.
CIVIL ENGINEERS • LAND PLANNERS
TE 215 DESTIN, FLORIDA 32541
350-2840 E MAIL peinc @ emeraldcoast.com

S
DESTIN

DES

** OFFICIAL RECORDS **
BK 2237 PG 4307


R=1093.92'
L=373.56'
S33°30'29"E
155.48'
POND

Recorders Memo:
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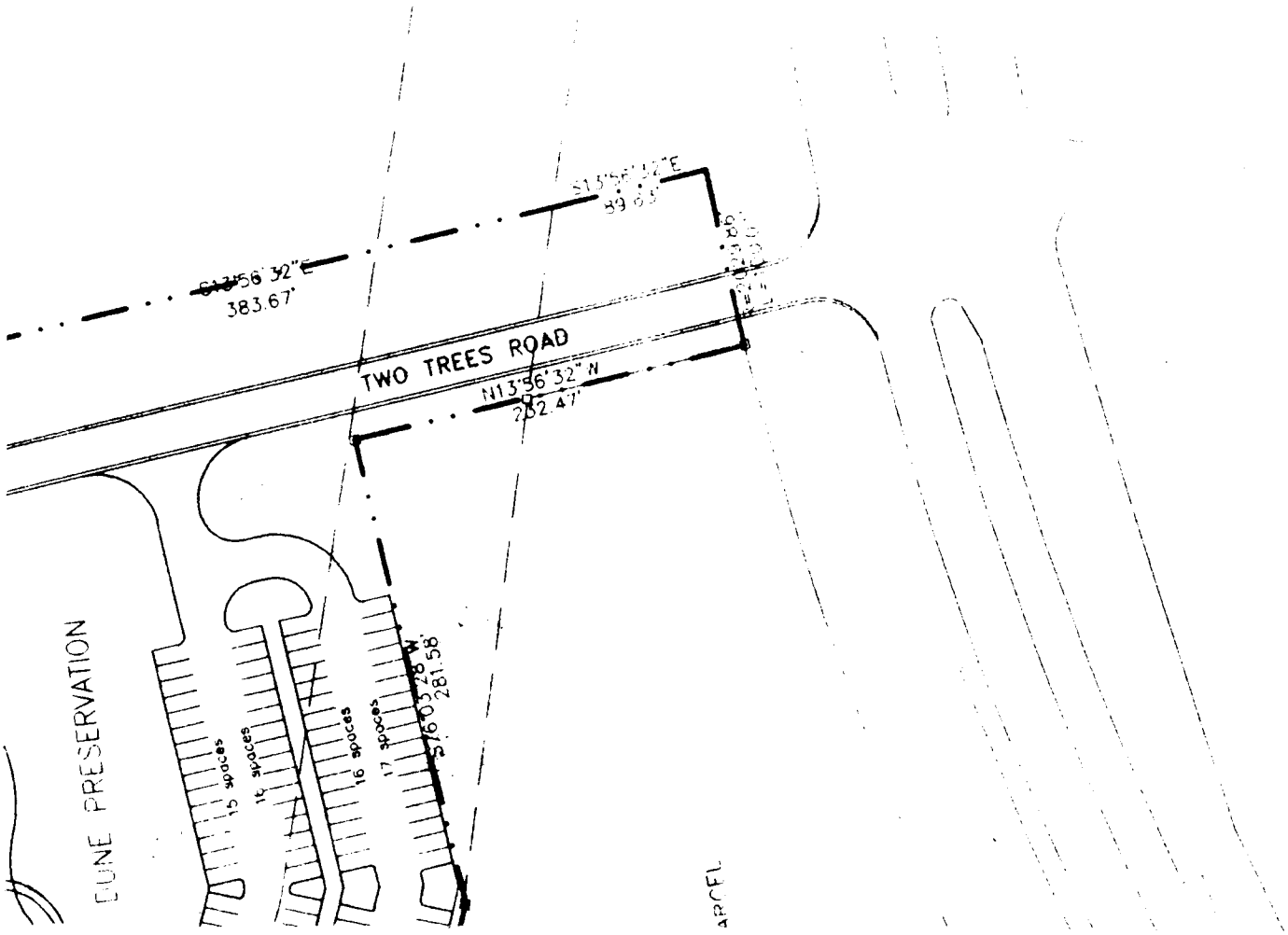


** OFFICIAL RECORDS **
BK 2237 PG 4310

17324 SPORTS PARK

ITE PLAN
SPORTS PARK

'TIN FLORIDA

Exhibit A

1

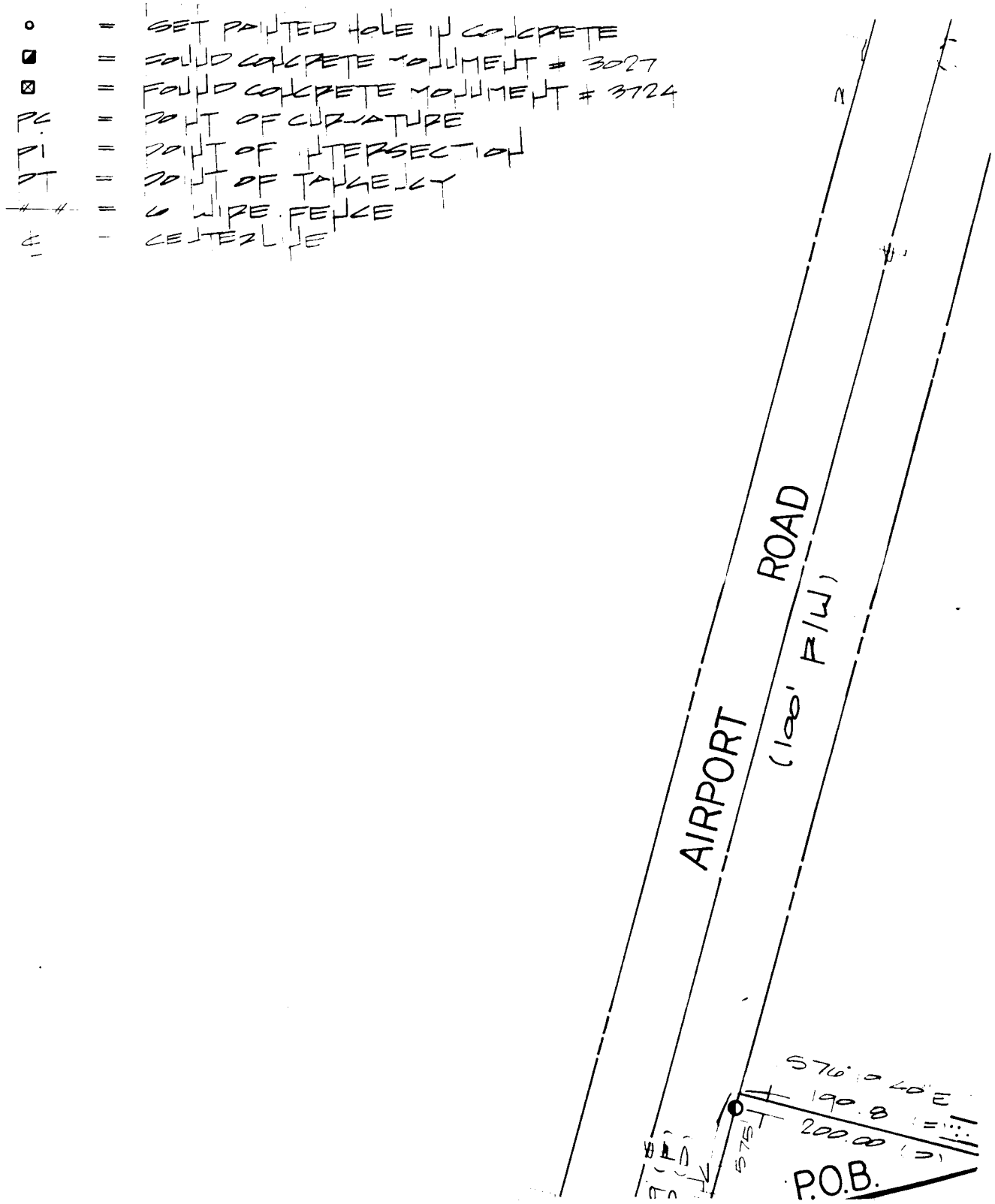
17324

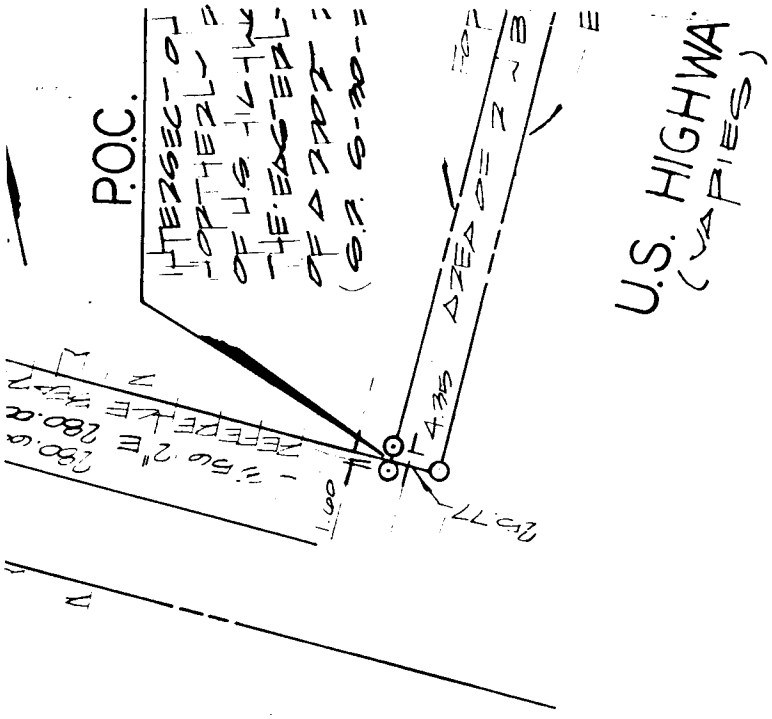
** OFFICIAL RECORDS **
BK 2237 PG 4311

LEGEND

POC	=	POINT OF COMMENCEMENT
POB	=	POINT OF BEGINNING
P.O.B.	=	PLACE OF BEGINNING
R/W	=	RIGHT OF WAY
TYP	=	TYPICAL
(D)	=	DESCRIPTION
(F)	=	FIELD
R	=	RADIUS
Δ	=	DELTA
LA	=	LENGTH OF ARC
CH	=	CHORD
CB	=	CHORD BEARING
S.R.	=	STATE ROAD
⊕	=	SET CAPPED IRON ROD #0360
⊙	=	FOUND F.D.O.T. CAPPED IRON ROD
○	=	FOUND CAPPED IRON ROD #4004
◑	=	FOUND CAPPED IRON ROD #3724

** OFFICIAL RECORDS **
BK 2237 PG 4312





A&E REPROGRAPHICS 331539

GENERAL NO

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3. FLOOD
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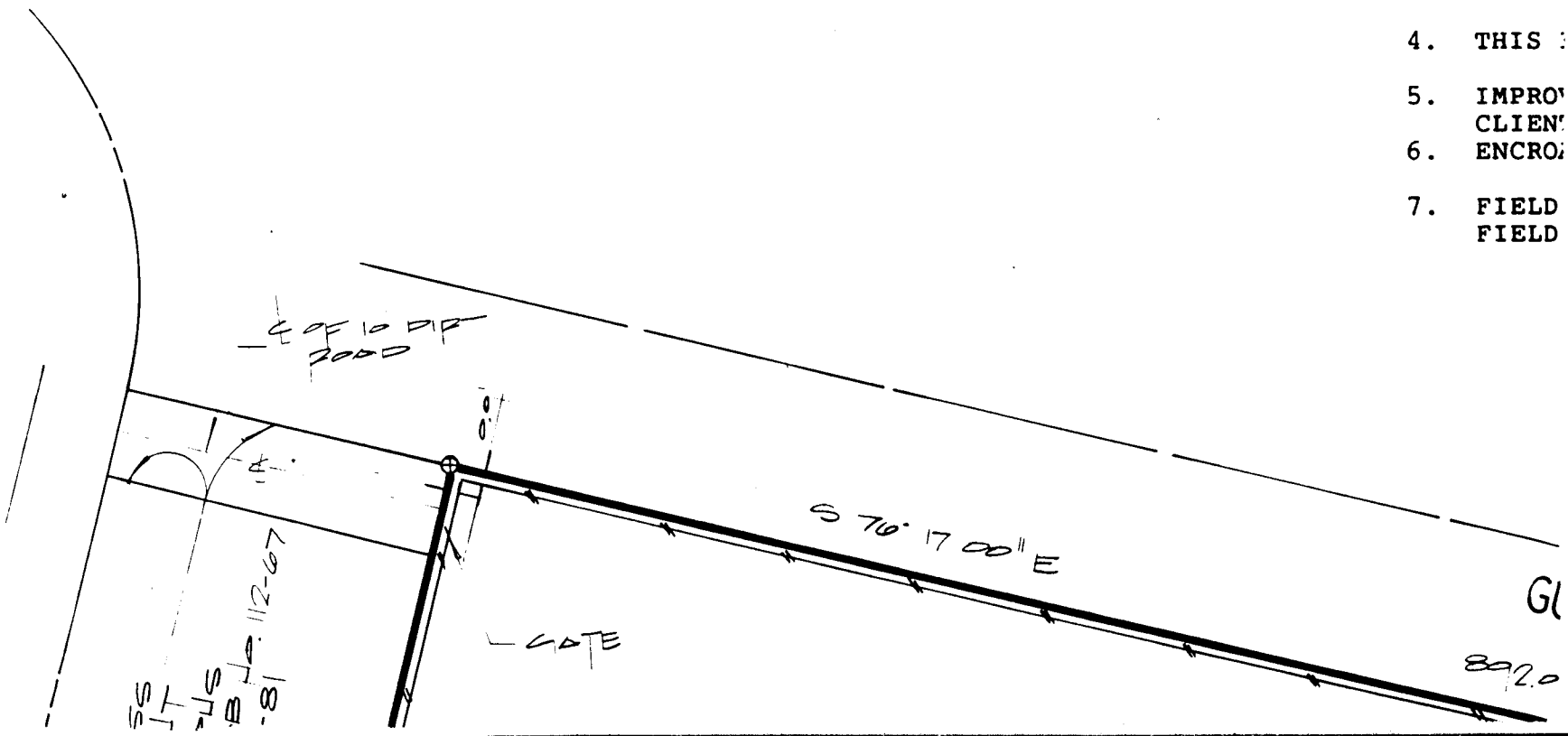
4. THIS

5. IMPRO
CLIEN

6. ENCRO

7. FIELD
FIELD



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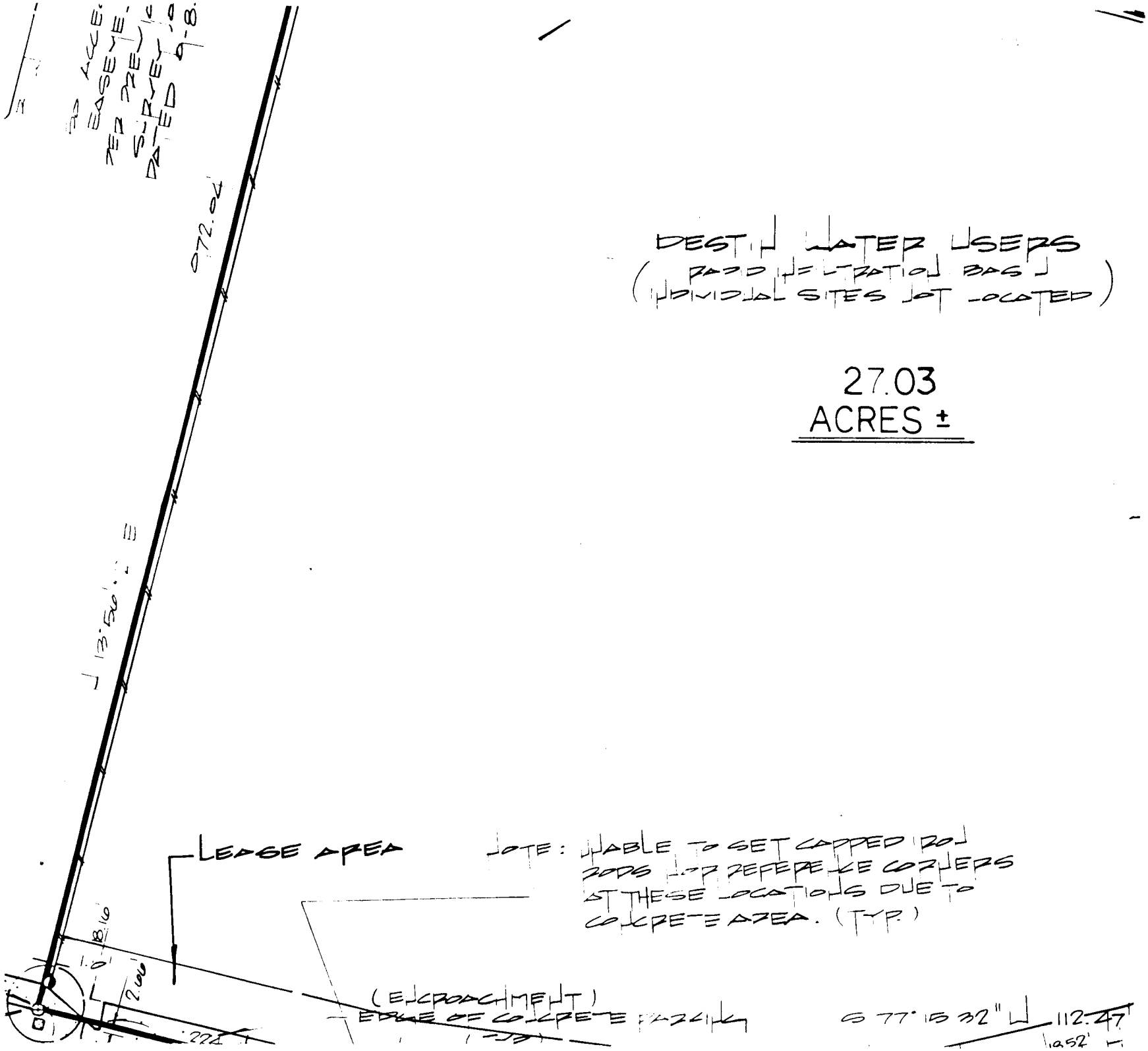
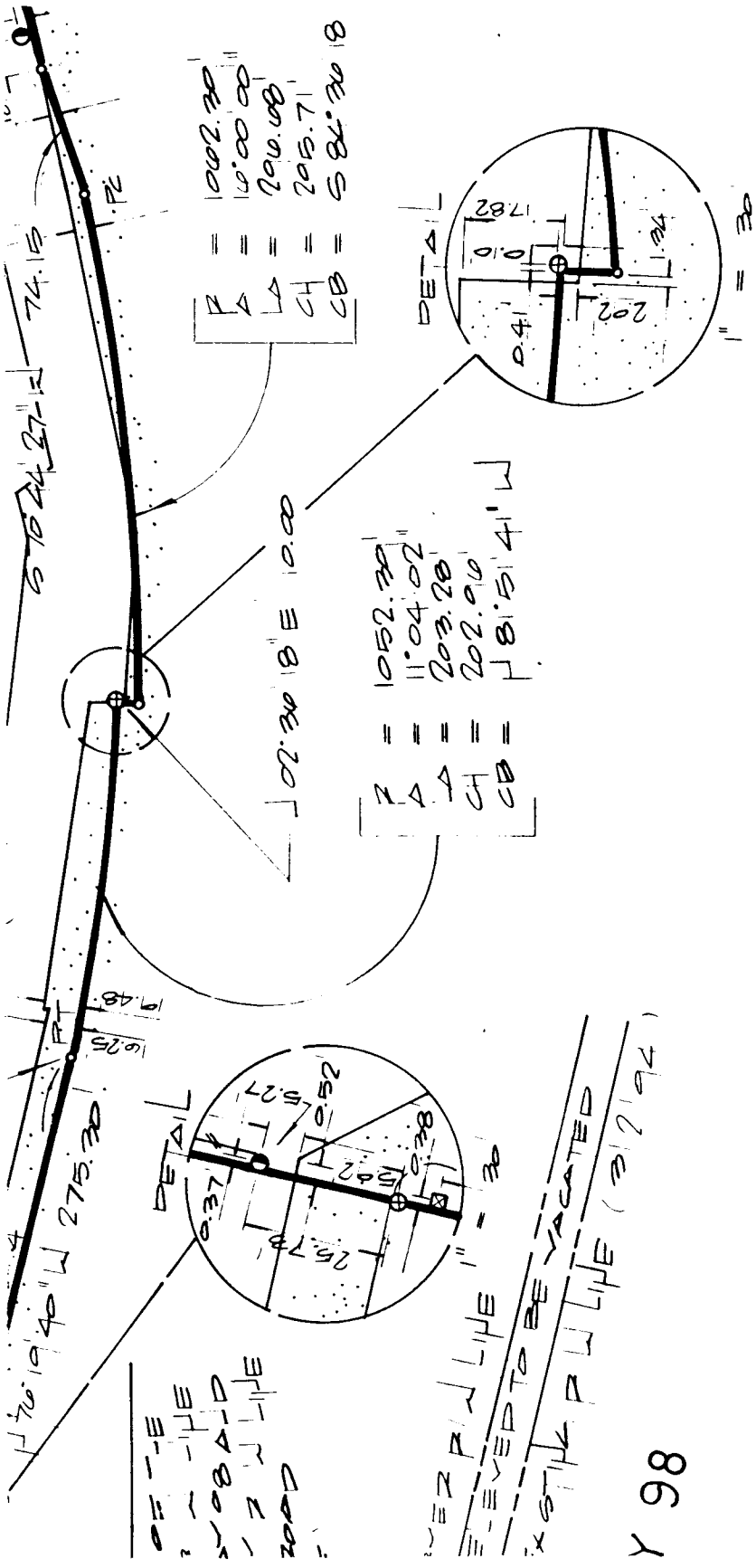


DESTIN WATER USERS
(RADIUS OF LOCATION BASIS)
(INDIVIDUAL SITES NOT LOCATED)

27.03
ACRES ±

** OFFICIAL RECORDS **
BK 2237 PG 4315


DETAIL
1" = 30
DETAIL
1" = 30
RELEVED TO BE VACATED

TES:

(DATUM: DESCRIPTION AS FURNISHED, RECORDED IN O.R. BOOK
AT PAGE 1142, OKALOOSA COUNTY, FLORIDA.

TLE SEARCH, TITLE OPINION, OR ABSTRACT WAS PERFORMED BY NOR
)ED TO THIS FIRM FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS
:ORD, UNRECORDED DEEDS, EASEMENTS, RIGHTS-OF-WAY, BUILDING
:KS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD
T THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.

ZONE: C, BASE FLOOD ELEVATION N/A FEET, AS SCALED FROM
AL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP OF:
)SA COUNTY, FLORIDA PANEL NO. 120173 0245 D, REVISED 7/18/85.

:S A BOUNDARY SURVEY.

/EMENTS OTHER THAN SHOWN HEREON WERE NOT LOCATED PER THE
T'S REQUEST.
ACHMENTS ARE AS SHOWN.

DATES: 1/25/94, 2/11/94 AND 3/02/94
DATA RECORDED IN F. VOL.'S: 573, Pp. 48-50 AND
748, Pp. 25-26, 42-43

** OFFICIAL RECORDS **
BK 2237 PG 4317

JLF

POWER EASEMENT

Recorders Memo:
Legibility of some entries on this page not suitable for Microfilm/Imaging records.

DESCRIPTION AS FU

Commence at the i
of U.S. Highway S
line of Airport R
north 13 degrees

R = 1072.39
Δ = 03°55'58"
L = 73.61'
CH = 73.59'
CB = S 64°38'01" W

SURVEYOR'S CERTIFICATE:

I HEREBY DECLARE THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING IN THE STATE OF FLORIDA: CHAPTER 61G17-6 F.A.C., AS ESTABLISHED BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.027 FLORIDA STATUTES TO THE BEST OF MY KNOWLEDGE AND BELIEF.

FOR: BASKERVILLE-DONOVAN, INC.
CORP. NO. 0340

BY: _____ 3/10/94
DENNIS E. BLANKENSHIP, P.L.S. DATE
FLORIDA REGISTRATION NO. 3292

easterly right o
feet; thence go
distance of 200.
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feet to a point
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a Gulf Power Com
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thence go southw
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point of tangenc
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degrees 19 minut
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of 300.00 feet;
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minutes 20 secon
curvature; then
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CH BRG= S 64°38'
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degrees 44 minut
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of 296.68 feet (
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feet to a point
a radius of 1052
aforesaid curve
of 203.28 feet (
point of tangenc
seconds west a d
The above descri
South Range 22 W
27.028 acres.

Recorders Memo:
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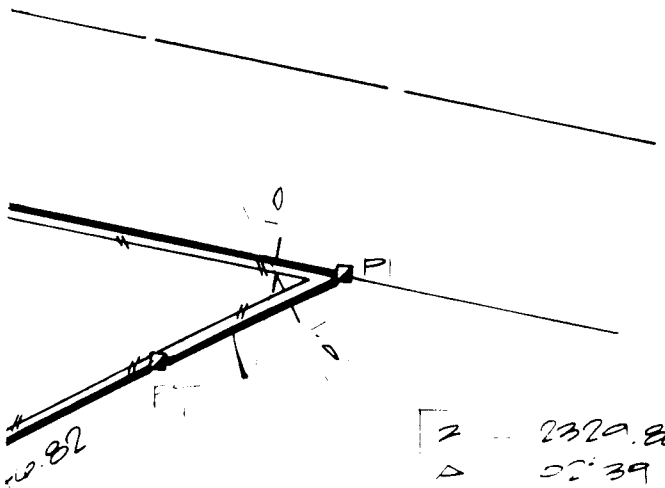
** OFFICIAL RECORDS **
BK 2237 PG 4319

NO.	DATE	APPR.	REVISION



R = 2329.86
Δ = 2° 39 32
T = 108.12
C = 108.11
CB = S 66° 00 00 E

RNISHED; O.R. BOOK 1143 PG. 1142

ntersection of the northerly right of way line
)8 (R/W varies) and the easterly right of way
Road (State Road S-30-F, 100' R/W); thence go
56 minutes 12 seconds east along the aforesaid
: way line of Airport Road a distance of 280.00

NOT VALID
UNLESS
SEALED
WITH AN
EMBOSSED
SEAL

BAKER-WILE
DONOVAN, INC.

316 S. BAYLEN ST., SUITE 300 • P.O. BOX 13370 • PENSACOLA, FL 32591

SCALE | DESIGNED | DRAWN | CHECKED | DATE

NOT RELEASED FOR CONSTRUCTION

BY DATE

** OFFICIAL RECORDS **
BK 2237 PG 4321

** OFFICIAL RECORDS **
BK 2237 PG 4322

south 76 degrees 19 minutes 40 seconds east a
)0 feet to the point of beginning; thence go
56 minutes 12 seconds east a distance of 972.04
of intersection with the southerly line of a
ver Company easement; thence go south 76 degrees
conds east along the aforesaid southerly line of
pany easement a distance of 892.91 feet; thence
ees 00 minutes 15 seconds east along the afore-
ine of a Gulf Power Company easement a distance
a point of intersection with a curved line
utheasterly and having a radius of 2329.86 feet;
esterly along the aforesaid curved line an arc
12 feet (CH=108.11'; CH BRG= S 64°00'06" W) to a
y; thence go south 62 degrees 40 minutes 20
istance of 446.82 feet; thence go south 27
es 40 seconds east a distance of 30.00 feet;
62 degrees 40 minutes 20 seconds west a distance
thence go south 27 degrees 19 minutes 40 seconds
of 30.00 feet; thence go south 62 degrees 40
ds west a distance of 251.68 feet to a point of
e go along a curve to the right having a radius
an arc distance of 73.61 feet (CH=73.59';
19" W); thence go south 77 degrees 15 minutes
a distance of 112.47 feet; thence go south 70
es 27 seconds west a distance of 74.15 feet to
ve being concave northwesterly and having a
9 feet; thence go southwesterly along the
having a radius of 1062.39 feet an arc distance
CH=295.71'; CH BRG= S 84°36'18" W); thence go
36 minutes 18 seconds east a distance of 10.00
on a curve concave northwesterly and having
.39 feet; thence go northwesterly along the
having a radius of 1052.39 feet an arc distance
CH=202.96'; CH BRG= N 81°51'41" W) to the
y; thence go north 76 degrees 19 minutes 40
istance of 275.30 feet to the point of beginning
bed parcel of land is situated in Township 2
est, Okaloosa County, Florida and contains

Exhibit B

BOUNDARY SURVEY

PROJECT NO. 11209.01

INDEX H/A

NO. 1 OF 1

Recorders Memo:
Legibility of some entries on this page not suitable for Microfilm/Imaging records.

LETTER OF INTENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

THIS LETTER OF INTENT is entered into this 22nd day of May, 1997, by and between the Destin Water Users, Inc. a not-for-profit corporation whose address for the purposes of this Letter of Intent is P.O. Box 308, Destin, Florida 32541 ("DWU"), and the City of Destin, a Florida municipal corporation, whose address for the purposes of this Letter of Intent is 4200 Two Trees Road, Destin, Florida 32541 ("City", "Destin").

WHEREAS, DWU owns real property located adjacent to City Hall ("Premises") on which Lessor has a permit for, and operates, a spray field for the disposal of treated waste water; and

WHEREAS, the City and DWU desire to cooperate in the development and construction of a sports and recreation facility on the Premises which will benefit the citizens of Destin; and

WHEREAS, the City and DWU believe it to be in their mutual best interest to enter into this Letter of Intent in order to facilitate the execution of a lease agreement.

NOW THEREFORE, in consideration of the above and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties do hereby agree as follows:

1. Both parties agree that to adequately ensure the protection of the citizens of Destin, that environmental studies of the Premises should be conducted prior to the execution of a lease agreement. With that goal in mind, DWU hereby gives the City and its agents access to the Premises to perform any environmental testing reasonably required by the City. The City shall, at its expense, complete a Phase I environmental study of the Premises within six (6) weeks of the execution of this Letter of Intent. The City will also have the option, at its sole discretion and at its own expense, of conducting a Phase II environmental study of the Premises. Should a Phase I or Phase II environmental study reveal that the Premises does not meet all applicable federal, state and local statutes, rules and regulations, the City, at its sole option, shall have the right not to proceed with lease negotiations upon giving DWU thirty (30) days notice.

2. Should the City decline to execute a lease agreement pursuant to the provisions of Paragraph 1, all reasonable expenses incurred by DWU in the development of this project to that date shall be paid to DWU.

3. Should the environmental studies indicate that all applicable federal, state and local regulations are met, the City will tender a lease agreement to DWU within fifteen (15) business days of that determination. If the City does not do so, DWU, at

its sole discretion, shall have the right to reject any subsequently tendered lease agreement.

IN WITNESS WHEREOF, the parties hereby have caused the signatures of their officers to be set hereunder and the seals to be placed thereon to be effective as of the latest date of execution of this document.

DATED this 22nd day of May, 1997.

ATTEST:

By: Carolyn L. Garrett

DESTIN WATER USERS, INC.
Destin, Florida

By: Herb Brough
Herb Brough, ~~President~~

ATTEST:

SEAL
FLORIDA

By: Carolyn L. Garrett

CITY OF DESTIN,
a Florida Municipal Corporation

By: Robert Mearns
Robert Mearns,
City Manager

a:1823a

Destin Fire Control District
848 Airport Road – Destin, Florida 32541
Telephone (850) 837-8413 Fax (850) 837-6715

Chief Kevin Sasser

TECHNICAL REVIEW TEAM

DATE: April 15, 2025

To: PLANNING & ZONING DIRECTOR
CITY OF DESTIN
4100 Indian Bayou Trail
DESTIN, FL 32541

This project has been reviewed for conceptual approval in accordance with the currently adopted Florida Fire Prevention Code.

Project: Morgan Sports Complex – Improvements

Address: 4200 Indian Bayou Trail

Occupancy: N/A

Owner and/or Contractor: Jenkins Engineering
Scott 850-837-2448

Comments: APPROVED

All Fire District reviews will be in accordance with the 8th Edition, Florida Fire Prevention Code, appropriate Florida Statutes, Florida Administrative Codes and local ordinances. Submittals shall comply with *Fla, Statute 61G15-32.* All submittals shall reference the appropriate code editions.

Fire Fighter Safety Symbols are required.

Fire Safety Public Safety Facilities Fees (Impact Fees) and Plan Review fees will be assessed when building plans are submitted. All fees must be paid upon completion of the review.

Fire Hydrant has been added.

Matt Taylor, Fire Marshal
Destin Fire Control District
850-837-8413

A Heart Ready Community

An Advanced Life Support Service

Community Development Department

Office of the Director

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

April 22, 2025 **Development Order No. 25-08**

Final Development Order:

MORGAN SPORTS CENTER UPGRADES
A MINOR DEVIATION TO A MAJOR DEVELOPMENT ORDER
(DEV-001549-2025)

Based upon the City's approval and issuance of this Development Order on April 22, 2025, this document will serve as the Final Development Order for the proposed subject project and includes all of the provisions and conditions in the attached Technical Review Committee Report.

The approved project scope includes the replacement of the existing maintenance building with an 1,800 square foot facility, the construction of an 1,843 square foot field house with restrooms, the replacement of the 1,960 square foot batting cages, the relocation of a maintenance shed, and providing appropriate ADA access where required. This approved Development Order is for the property located and described below:

3950 Commons Drive West, Destin, FL 32541
Parcel ID: 00-2S-22-2300-000F-0020

DETERMINATIONS:

1. This final development order is in accordance with the approved construction documents, which is inclusive of the Technical Review Committee Report (Exhibit A), Destin Water Users (DWU) approval with conditions (Exhibit B), Destin Fire Control approval with conditions (Exhibit C), and Civil Plans (Exhibit D) dated approved April 15, 2025.

2. All the findings and requirements of the Technical Review Committee Report are incorporated herein.

CONDITIONS OF APPROVAL:

SPECIFIC CONDITIONS:

1. This property is located within a White Sand Zone 2. Only white sand, sandy soil which is indigenous to Zone 2, or other sandy soil which is as light or lighter than the undisturbed indigenous soil on site may be used as a fill material during construction, per ***LDC Section 11.07.02.B***. Prior to bringing any fill onto the site, the applicant shall provide Staff with a sample of the proposed fill for review and approval.

2. Any sidewalk damaged during construction shall be replaced from joint to joint. 4" thick minimum, 4000 psi with fiber, and a light broom finish. Where sidewalk cuts through a driveway, concrete shall be a minimum of 6" thick, per ***LDC Section 8.01.00.G.6.g***.

3. Any infrastructure damaged during construction, repair the right-of-way to original or better condition, per ***LDC Section 8.01.00.A.***

4. Erosion and sedimentation facilities/devices are required for all development and redevelopment projects within the City. Erosion and sedimentation facilities shall receive regular maintenance to ensure that they continue to function properly, per ***LDC Section 10.03.02.B.2.4.*** Refer to ***LDC Section 11.09.03 – Illicit Discharge Detection and Elimination*** for minimum erosion control standards.

5. Per Destin Water Users, Inc. (DWU), all revisions to the water and sewer utilities of any previously approved project must be reapproved by DWU in writing at least 24 hours prior to implementation.

6. Per DWU, field verified and scaled 'as-built' plans including all utility infrastructures must be submitted to the City of Destin and forwarded to DWU for final inspection by DWU. A written approval shall then be submitted to the City of Destin prior to the issuance of Certificate of Occupancy by the City of Destin if there are no outstanding issues.

7. Per DWU, existing water and sewer mains need to be field verified and tap locations may need field adjust during construction.

8. Per DWU, contractor is to provide tap materials specified by DWU; DWU will perform taps on existing mains; DWU is not responsible for any site restoration.

9. Per DWU, sewer connection requires a check valve after the tap valve. Based on flow rates, 1.5" – 2" FM may be needed.

10. Per Okaloosa County Airports, no operations shall produce smoke, glare or other visual hazards within three statute miles of any usable runway of a public airport.

11. Per Okaloosa County Airports, all contractors that will require a crane to hang any material will need to apply for an ASN. Apply at https://oeaaa.faa.gov/oeaaa/external/portal.jsp. The general contractor can apply for the ASN for the entirety of the project and all subcontractors can fall under their ASN.

12. Per Okaloosa County Airports, All lights or illumination used in conjunction with streets, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from a public airport or in the vicinity thereof.

13. Per Okaloosa County Gas District, call Sunshine 811 at least 72 hours prior to construction to have underground utilities located.

14. All conditions and restrictions from DO-99-38 are still in effect.

GENERAL CONDITIONS:

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

   Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on **April 22, 2025** (no later than **April 22, 2026**) and must be completed as shown on plans approved by the Technical Review Committee.

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

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

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

2. If the applicant fully complies with the requirements of Condition No. 1. above, the concurrency capacity allocation status for **"Morgan Sports Center Upgrades**" will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**

   A. Construction permit(s) in association with construction of infrastructure or construction of the entire project are not obtained in accordance with *LDC Section 2.10.00* to maintain concurrency, or

   B. Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under *LDC Article 6*.

3. The applicant must obtain City of Destin permits for the following activities on and off site (these may require bonding):

A. Disturbance of the City's Right-Of-Way.
B. Pavement cuts.
C. Construction of any kind.
D. Clearing, grubbing, or demolition.
E. Paving, grading, drainage, sidewalks.
F. Signage.
G. Installation of utilities.
H. Construction trailers.
I. Site Screening.

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

A. **Prior to the issuance of any City Permit,** a sign must be posted on the subject property notifying the public of the emergency contact information of the person responsible for the project. Refer to ***LDC 7.01.02(B)*** for details on the size, location and contents of the sign. Additionally, a posting of emergency contact information sign affidavit must be submitted to the Planning Division prior to the issuance of any permits.

B. **Prior to the Commencement of Construction,** a fence permit, with a copy of the approved Erosion Control, Staging, and Construction Parking Plan for the site must be submitted and approved by the City. The submitted plan shall also indicate the location of the Construction Site Screening. Said screening must meet the requirements set forth in ***Destin Code of Ordinances, Section 6-51 Screen Criteria***.

C. **Prior to the issuance of any City Permit,** obtain a Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit and submit a copy to the City Engineer, if applicable. Provide a copy of the Stormwater Pollution Prevention Plan (SWPPP) as required for the NPDES permit for all construction disturbance over 1 acre.

D. **Prior to the issuance of any City Permit,** a copy of the Northwest Florida Water Management District (NWFWMD) storm water permit and a NPDES storm water construction generic Permit (if applicable) approval shall be provided.

E. **Prior to the issuance of a Certificate of Occupancy,** the developer/owner, engineer of record and the contractor shall make themselves familiar with ***LDC Article 11.09.00., Illicit Discharge***, and shall comply with the codes, or be subject to enforcement.

F. **Prior to the issuance of a Certificate of Occupancy,** all applicable Impact Fees and other outstanding costs associated with this project that are owed to the City must be paid in full. The fee below is an ***estimate only*** and represents the Impact Fee rate as currently adopted. The fee will be reevaluated and assessed based on the fees adopted at the time of Building Permit application submittal.

Estimated impact fee total: $0. This is a City project; therefore, no impact fees will be assessed.

G. **Prior to the issuance of a Certificate of Occupancy**, the site layout, landscaping, outdoor lighting and architectural design must be inspected and approved by the Community

Development Department.

H. **Prior to the issuance of a Certificate of Occupancy,** all assigned address number(s) for the principal building(s) shall be installed in accordance with ***LDC Section 7.18.04***.

David Prichard Date
Community Development Director
City of Destin

M. Scott Jenkins, P.E. Date
Authorized Agent
Jenkins Engineering, Inc.

EXHIBIT A

TECHNICAL REVIEW COMMITTEE REPORT
MORGAN SPORTS CENTER UPGRADES
MINOR DEVIATION TO A MAJOR DEVELOPMENT ORDER (DEV-001549-2025)

Applicant:	City of Destin
Agent:	M. Scott Jenkins, P.E., Jenkins Engineering, Inc.
Location:	3950 Commons Drive West
Request:	Replacement of an existing maintenance building, relocation of maintenance shed, construction of field house with restrooms, replacement of batting cages, and addition of ADA access where required.
Parcel Size:	±25.68 acres, ±1,118,487.1 square feet
Future Land Use:	Recreation (REC)
Zoning District:	Recreation (REC)
Density:	N/A
Intensity:	FAR: 0.20 Allowed; .005 Proposed
Application Date:	February 18, 2025
Approved Site Plan Date:	April 15, 2025

DISCUSSION/FINDINGS

M. Scott Jenkins, on behalf of the City of Destin, is requesting approval for a Minor Deviation to a Major Development Order (DO-99-38). The project incorporates updates to the Morgan Sports Center. The upgrades will include the replacement of the existing maintenance building with an 1,800 square foot facility, the construction of an 1,843 square foot field house with restrooms, the replacement of the 1,960 square foot batting cages, the relocation of a maintenance shed and the demolition of another, and providing appropriate ADA access where required. Morgan Sports Complex is a City of Destin Park located at 3950 Commons Drive West (Parcel ID: 00-2S-22-2300-000F-0020), totaling approximately 25.68 acres in total.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE

The subject property is within the **Town Center Commons Area**. Also, the property has a Future Land Use Map Designation of Recreation (REC) and a Zoning Designation of Recreation (REC)**.** The proposed use is consistent with these land use regulations. The project, as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review and meets the minimum requirements. This project's scope supports the current recreational land use and does not add any additional uses.

EXISTING USES:

Recreational Amenities:

- 4 softball fields
- 3 soccer/football fields
- 2 baseball fields
- Exercise Trail
- Playground
- Concessions Stand with Restrooms
- Batting Cages
- Disc Golf Course

- 2 Separate Parking Lots
- Half-Court Basketball

PROPOSED USES:

- No Change from Existing Uses
    a. A field house with restrooms will be added. This structure will provide storage for additional sporting/field equipment. This and all other work within the scope of this project supports the current existing uses.

INTENSITY
Maximum allowed: 0.20 FAR
Provided: 0.005 FAR

HEIGHT
Maximum allowed: 35' / 3 stories
Approved: 12' / 1 stories

SETBACKS
Required: None
Proposed: Front: 153'
Side: 10.3'
Rear: 469.1'

OPEN SPACE
Minimum required: 25%
Provided: 79%

PLATTING
There is no platting associated with this application.

CONCURRENCY MANAGEMENT
Concurrency requirements have been met:

Traffic: Signed March 24, 2025
Stormwater Management: Signed April 15, 2025
Potable Water/Sanitary Sewer: Signed April 14, 2025
Solid Waste: Singed March 10, 2025

AIRPORT PROTECTION

The subject site is located within the airport protection area. All lights or illumination used in conjunction with streets, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from a public airport or in the vicinity thereof. Additionally, no operations shall produce smoke, glare or other visual hazards within three statute miles of any usable runway of the Destin Executive Airport. With the proximity to the airport, all contractors that will require a crane to hang any material will need to apply for a ASN.

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

TRANSPORTATION ANALYSIS

The proposed improvements will be made while adhering to the current rules and regulations outlined by the Destin Comprehensive Plan and Land Development Code. The proposed development does not generate any additional trips but is rather an improvement to the existing site to support its current uses. Therefore, no net change in project trips will be generated. The analysis is consistent with the standards outlined in ***LDC Section 6.05.05*** and meets de minimis criteria outline in ***Comprehensive Plan Policy 12-4.1.4(C)(5).***

RIGHT-OF-WAY DEDICATION

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

INGRESS/EGRESS

Vehicular access to the property is provided by a two-way access from both the Commons Drive West and Indian Bayou Trail public rights-of-way (ROW).

PEDESTRIAN NETWORK

The project provides a complete pedestrian network as required in ***LDC 8.09.03.A(6)***. A continuous on-site internal sidewalk is provided throughout the development.

PARKING:

No Change from DO-99-38. Required vehicle parking spaces for neighborhood park uses:

Minimum: 1 handicap parking spot per park.

Other considerations:

Soccer = (18 per team x 2) x 3 fields = 108 spots
Baseball = (15 per team x 2) x 2 fields = 60 spots
Softball = (16 per team x 2) x 4 fields = 128 spots
Umpires = 2 per field x 9 = 18 spots
Coaches = 1 per field x 9 = 9 spots

TOTAL: 323
TOTAL REQUIRED: 1 space including 1 handicapped
TOTAL PROVIDED: 351 spaces including 14 handicapped spaces

UTILITIES:

All new utilities are required to be underground.

STORMWATER:

The City Manager's Stormwater designee approved the stormwater plan on April 15, 2025.

REFUSE COLLECTION:

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

WHITE SANDS ZONE

The proposed project is located within a White Sand Zone 2. Therefore, only white sand, sandy soil which is indigenous to Zone 2, or other sandy soil which is as light or lighter than the undisturbed indigenous soil on site may be used as a fill material during construction, per ***LDC Section 11.07.02.B***. Prior to bringing any fill onto the site, the applicant shall provide Staff with a sample of the proposed fill for review and approval.

LANDSCAPING

DO-99-38 conditions apply. No trees are proposed for removal during this project.

SIGNS

No signs were reviewed for permitting or compliance with the Development Order application. All proposed signs must be permitted through a sign permit and shall comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

IMPACT FEES:

Given that this is a City project, there will be no impact fees assessed.

OTHER FEES:

NONE

COMMENTS:

There have been no public comments recorded regarding this project.

EXHIBIT B

DESTIN WATER USERS INC.

P.O. BOX 308 DESTIN, FL. 32540-0308 (850)-837-6146

DATE: 3/20/2025

TO: THE CITY OF DESTIN – COMMUNITY DEVELOPMENT
4200 TWO TREES ROAD
DESTIN, FLORIDA 32541

PROJECT: Maintenance and Field House with restrooms

PROJECT NUMBER: DEV-001549-2025

CONTACT: Jesse Hernandez

LOCATION: City of Destin -Community Development

[X] **PROJECT QUESTIONNAIRE WAS COMPLETED AND RETURNED TO DESTIN WATER USERS.**

THIS LETTER CERTIFIES THAT THIS PROJECT HAS BEEN REVIEWED BY DESTIN WATER USERS INC. AT A TECHNICAL REVIEW COMMITTEE MEETING AND IS CONCEPTUALLY:

X **APPROVED W/ COMMENTS**

(Subject to the following, which shall be a condition of the Developmental Order with the City of Destin)

1. *ALL REVISIONS TO THE WATER AND/OR SEWER UTILITIES OF ANY PREVIOUSLY APPROVED PROJECT MUST BE REAPPROVED BY DESTIN WATER USERS, INC. IN WRITING AT LEAST 24 HOURS PRIOR TO IMPLEMENTATION.*
2. ***FIELD VERIFIED AND SCALED "AS-BUILT" PLANS INCLUDING ALL UTILITY INFRASTRUCTURES MUST BE SUBMITTED TO THE CITY OF DESTIN AND FORWARDED TO DESTIN WATER USERS, INC. FOR FINAL INSPECTION BY DESTIN WATER USERS, INC. A WRITTEN APPROVAL SHALL THEN BE SUBMITTED TO THE CITY OF DESTIN PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY BY THE CITY OF DESTIN IF THERE ARE NO OUTSTANDING ISSUES.***
3. WATER and SEWER
    a. EXISTING WATER AND SEWER MAINS NEED TO BE FIELD VERIFIED & TAP LOCATIONS MAY FIELD ADJUST DURING CONSTURCTION.
    b. CONTRACTOR TO PROVIDE TAP MATERIALS SPECIFIED BY DWU; DWU WILL PERFORM TAPS ON EXISTING MAINS; DWU IS NOT RESPONSIBLE FOR ANY SITE RESTORATION.
    c. SEWER CONNECTION REQUIRES A CHECK VALVE AFTER THE TAP VALVE. BASED ON FLOW RATES 1.5" - 2" FM MAY BE NEEDED.

IF YOU HAVE QUESTIONS OR CONCERNS, PLEASE CONTACT MONICA WALLIS AT mwallis@dwuinc.com OR 850-837-6146 EXT. 3945 OR BY FAX AT 850-654-5173

Monica M Wallis
Signed

EXHIBIT C

Destin Fire Control District
848 Airport Road – Destin, Florida 32541
Telephone (850) 837-8413 Fax (850) 837-6715

Chief Kevin Sasser

TECHNICAL REVIEW TEAM

DATE: April 15, 2025

To: PLANNING & ZONING DIRECTOR
CITY OF DESTIN
4100 Indian Bayou Trail
DESTIN, FL 32541

This project has been reviewed for conceptual approval in accordance with the currently adopted Florida Fire Prevention Code.

Project: Morgan Sports Complex – Improvements

Address: 4200 Indian Bayou Trail

Occupancy: N/A

Owner and/or Contractor: Jenkins Engineering
Scott 850-837-2448

Comments: APPROVED

All Fire District reviews will be in accordance with the 8th Edition, Florida Fire Prevention Code, appropriate Florida Statutes, Florida Administrative Codes and local ordinances. Submittals shall comply with *Fla, Statute 61G15-32.* All submittals shall reference the appropriate code editions.

Fire Fighter Safety Symbols are required.

Fire Safety Public Safety Facilities Fees (Impact Fees) and Plan Review fees will be assessed when building plans are submitted. All fees must be paid upon completion of the review.

Fire Hydrant has been added.

Matt Taylor, Fire Marshal
Destin Fire Control District
850-837-8413

A Heart Ready Community

An Advanced Life Support Service

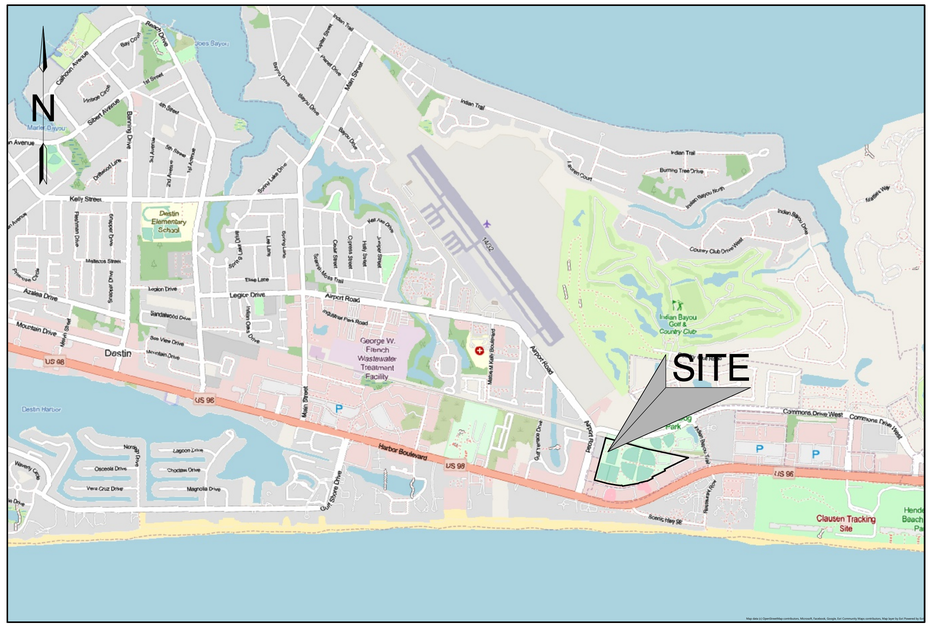
FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

APPROVED
By Jesse Hernandez at 9:08 am, Apr 15, 2025

Type text here

EXHIBIT D

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA



VICINITY MAP
NOT TO SCALE

UTILITY PROVIDERS

(WATER/SEWER)
DESTIN WATER USERS
218 MAIN STREET
DESTIN, FL 32541
(850) 837-4930

(TELEPHONE)
CENTURYLINK
411 MARY ESTHER CUTOFF
FT. WALTON BEACH, FL 32548
(850) 244-1150

(ELECTRIC)
FLORIDA POWER & LIGHT
140 HOLLYWOOD BLVD SW
FT. WALTON BEACH, FL 32548
(800) 225-5797

(GAS)
OKALOOSA GAS DISTRICT
20 HUGHES STREET NE
FT. WALTON BEACH, FL 32548
(850) 729-4700

(FIRE DISTRICT)
DESTIN FIRE CONTROL DISTRICT
848 AIRPORT ROAD
DESTIN, FLORIDA 32541
(850) 837-8413

CLIENT INFORMATION

DAG ARCHITECTS
C/O CHARLIE CLARY, FAIA
1223 AIRPORT ROAD
DESTIN, FLORIDA 32541
PHONE: (850) 837-8152
EMAIL: cclary@dagarchitects.com

NOTE

USE LATEST CITY OF DESTIN AND/OR
F.D.O.T. TECHNICAL SPECIFICATIONS AND
DETAILS UNLESS OTHERWISE NOTED.

DUTY TO INDEMNIFY

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE OWNER AND ENGINEER AND THEIR RESPECTIVE MEMBERS, REPRESENTATIVES, AGENTS AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY, GROWING OUT OF, OR INCIDENTAL TO THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF FLORIDA AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

SHEET INDEX	
#	TITLE
01	COVER SHEET
02	EXISTING CONDITIONS
03	SITE PLAN
04	GRADING & DRAINAGE PLAN
05	UTILITY PLAN
06	MISCELLANEOUS DETAILS
07	SPECIFICATIONS I
08	SPECIFICATIONS II

JENKINS ENGINEERING, INC.
73 EGLIN PARKWAY NE, SUITE 203
FORT WALTON BEACH, FLORIDA 32548
PHONE 850.837.2448
FAX 850.837.2450
JEICIVL.COM

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

Digitally signed by M. Scott Jenkins, P.E.
DN: C=US, E=scott@jeicivil.com, O=Jenkins Engineering, Inc., CN=M. Scott Jenkins, P.E.
Reason: I attest to the accuracy and integrity of this document
Date: 2025.04.03 14:07:27-05'00'

REV	DATE	DESCRIPTION
1	04/03/2025	REVISIONS PER TRC COMMENTS

DAG ARCHITECTS
MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA
COVER SHEET
NOT VALID UNLESS BEARING ENGINEERS ORIGINAL SIGNATURE

JOB: 24-95
DATE: 02-2025
DESIGNED: MSJ
DRAWN: MPF

BAR IS ONE INCH ON ORIGINAL
0 1"
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
01 OF 08

SHEET NUMBER
C01

COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED & SEALED. THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPY

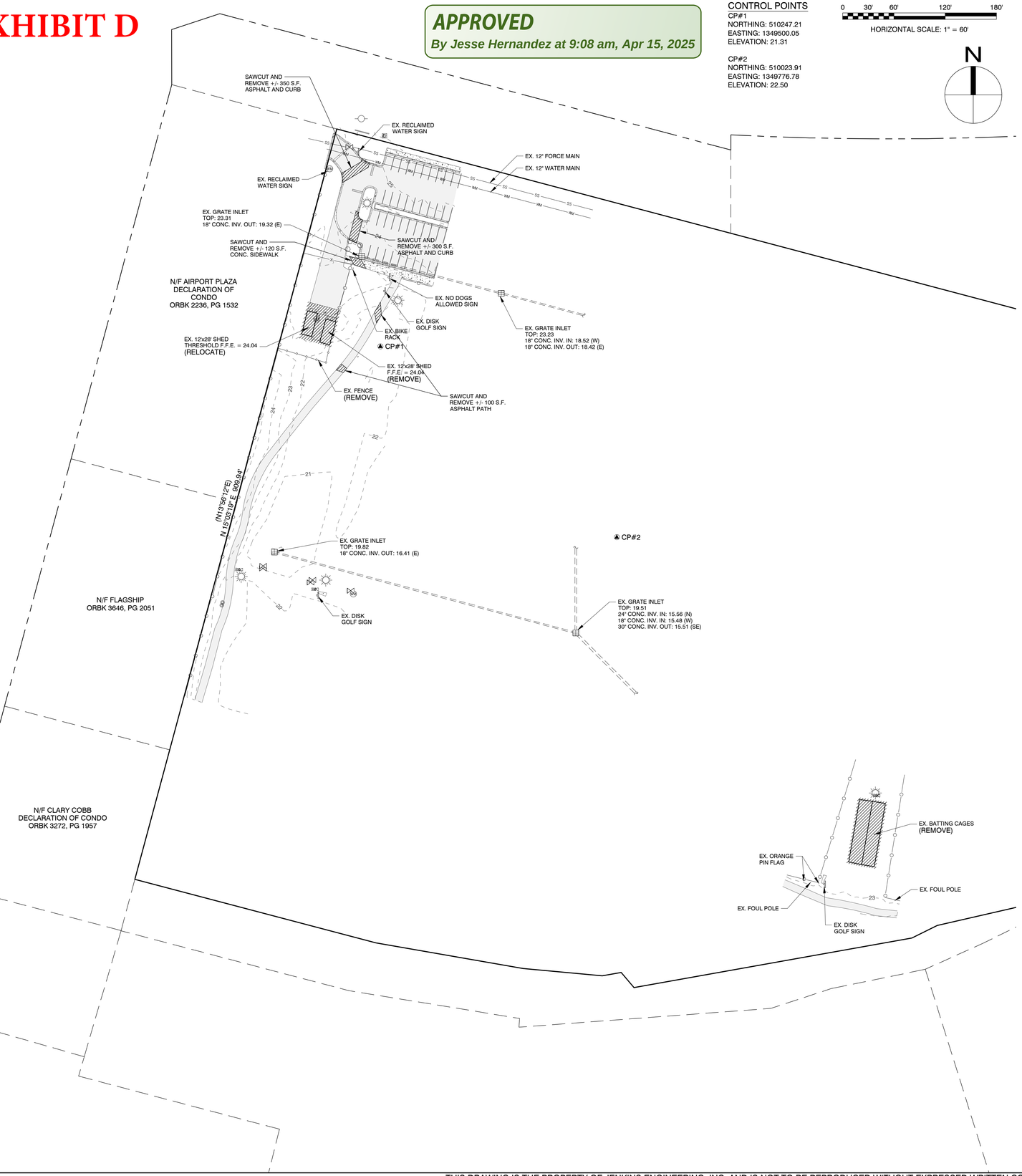
THIS DRAWING IS THE PROPERTY OF JENKINS ENGINEERING, INC. AND IS NOT TO BE REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT

File: C:\Users\MSJ_JE\24-95 COD Morgan Maint. Facility Addition - Documents\Drawings\24-95 Design.dwg - Last Saved: 4/3/2025 12:03 PM by MSJ

FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

EXHIBIT D

APPROVED
By Jesse Hernandez at 9:08 am, Apr 15, 2025



CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

0 30' 60' 120' 180'
HORIZONTAL SCALE: 1" = 60'

N

CITY OF DESTIN DUST & VIBRATION NOTES

CITY OF DESTIN DUST CONTROL REQUIREMENTS

1. GRADING OPERATIONS WILL NOT BE CONDUCTED WHEN WINDS EXCEED 30 MILES PER HOUR.
2. WATER WILL BE APPLIED WITH HOSE OR WATER TRUCK, AS NECESSARY, DURING EXCAVATION ACTIVITIES.
3. CONTRACTOR SHALL ENSURE THAT ANY OPEN-BODIED TRUCKS, TRAILERS OR OTHER VEHICLES TRANSPORTING PARTICULATE MATTER SHALL BE COVERED OR WETTED TO MINIMIZE DUST GENERATION DURING TRANSPORT.
4. STOCKPILED MATERIAL SHALL BE COVERED OR WETTED, AS REQUIRED, TO MINIMIZE DUST GENERATION DURING HIGH WIND CONDITIONS.
5. CONTRACTOR SHALL MINIMIZE THE HEIGHTS INVOLVED IN TRANSFER PROCESSES INVOLVING FREE FALL OF SOIL OR OTHER PARTICULATE MATTER TO MINIMIZE DUST EMISSIONS.
6. WATER WILL E APPLIED BY HOSE OR WATER TRUCK, AS NECESSARY, TO UNPAVED SURFACES, INCLUDING ADJACENT RIGHT-OF-WAYS, OR ANY OTHER SURFACE THAT COULD CREATE AIRBORNE DUST.
7. GROUND COVER WILL BE PLACED FOR ALL OPEN AREAS IMMEDIATELY AFTER CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
8. DESIGNATED ROUTES WITHIN THE JOB SITE THAT WILL BE USED BY VEHICLES TRANSPORTING SOIL OR OTHER MATERIALS TO AND FROM THE SITE SHALL BE CLEARLY INDICATED.
9. CONTRACTOR SHALL PROVIDE BRUSHES, BROOMS, WATER, OR PRESSURE WASHERS, AS REQUIRED, TO REMOVE SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER FROM VEHICLE TIRES AND UNDERCARRIAGES PRIOR TO LEAVING THE SITE IN ORDER TO PREVENT THE TRACKING OUT OF SAID SOIL, SAND, DIRT AND ANY OTHER PARTICULATE MATTER ONTO THE ADJACENT RIGHT-OF-WAYS.
10. MAXIMUM SPEED OF CONSTRUCTION EQUIPMENT OR MATERIAL DELIVERIES SHALL BE 20 MILES PER HOUR.
11. ANY SOIL, SAND AND OTHER MATERIAL DEPOSITED OR EMITTED ONTO ANY RIGHT-OF-WAYS NEAR THE SITE SHALL BE REMOVED WITHIN 48 HOURS.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ANY DUST CONTROL SYSTEMS AND/OR DEVICES, INCLUDING BUT NOT LIMITED TO WATER APPLICATION SYSTEMS, FILTER REPLACEMENT, OR DAILY REMOVAL OF EXCESS DUST FROM CONTAINMENT AREAS ARE IN PROPER WORKING CONDITIONS PER MANUFACTURER'S REQUIREMENTS OR STANDARD INDUSTRY PRACTICE.
13. MONITORING OF DUST EMISSIONS SHALL BE DONE TO ENSURE COMPLIANCE WITH RELEVANT REGULATORY REQUIREMENTS.
14. CONTRACTOR SHALL MAINTAIN A DAILY DUST CONTROL CHECKLIST AND SHALL PROVIDE TO THE CITY UPON REQUEST TO DOCUMENT COMPLIANCE WITH THESE REQUIREMENTS, AND MAINTAIN AT THE JOB SITE AT ALL TIMES.

CITY OF DESTIN VIBRATION IMPACT REQUIREMENTS

1. ANY ACTIVITY INCLUDING, BUT NOT LIMITED TO: PILE DRIVING, EARTHWORK COMPACTION, CONCRETE AND ASPHALT BREAKING WILL NOT TRANSMIT VIBRATIONS TO SENSITIVE RECEPTORS AT OR ABOVE THE FEDERAL TRANSIT ADMINISTRATION (FTA) APPROXIMATE VIBRATION DAMAGE THRESHOLD OF 95 VIBRATION DECIBELS (VDB)
2. FOR ANY ACTIVITY EXCEEDING 80 VDB THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE CITY OF DESTIN WITH A VIBRATION MINIMIZATION AND MITIGATION PLAN TO REDUCE IMPACTS TO THE SURROUNDING AREAS.

FIRE DISTRICT NOTES

1. ALL FIRE DISTRICT REVIEWS WILL BE IN ACCORDANCE WITH THE 8TH EDITION, FLORIDA FIRE PREVENTION CODE, APPROPRIATE FLORIDA STATUTES, FLORIDA ADMINISTRATIVE CODES, AND LOCAL ORDINANCES. SUBMITTALS SHALL COMPLY WITH FLA STATUTE 61G15-32. ALL SUBMITTALS SHALL REFERENCE THE APPROPRIATE CODE EDITIONS.
2. THE FIRE PROTECTION SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD. THE ENGINEER OF RECORD SHALL INCLUDE HYDRAULIC CALCULATIONS FOR THE FIRE SPRINKLER SYSTEM.
3. THE FIRE ALARM SYSTEM SHALL BE DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. ALL SUBMITTALS SHALL BE SEALED, SIGNED, AND DATED BY THE ENGINEER OF RECORD.
4. A WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT AND ACCEPTABLE TO THE AUTHORITY HAVING JURISDICTION, SHALL BE MADE AVAILABLE PRIOR TO DELIVERY OF COMBUSTIBLE MATERIALS.
5. FIRE DEPARTMENT ACCESS TO AND ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
6. THE UNDERGROUND FIRE SERVICE LINE, FROM THE POINT OF SERVICE TO 12" ABOVE THE FINISHED FLOOR, SHALL BE INSTALLED BY A CONTRACTOR LICENSED TO INSTALL THE DEDICATED PORTION OF THE FIRE SERVICE LINE. THE DESIGNATED POINT OF SERVICE SHALL BE APPROVED BY DESTIN FIRE DISTRICT. ONE (1) SET OF DRAWINGS OF THE PLANNED UNDERGROUND AND MATERIAL DATA SHEETS MUST BE SUBMITTED TO THE DESTIN FIRE DISTRICT OFFICE FOR REVIEW AND APPROVAL PRIOR TO STARTING INSTALLATION.
7. FLUSHING OF AND THE 200 PSI PRESSURE TEST OF THE FIRE SERVICE LINES MUST BE WITNEESSED BY A REPRESENTATIVE OF DESTIN FIRE DISTRICT. THE UNDERGROUND CONTRACTOR SHALL PROVIDE A COMPLETED "CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING" AT THE TIME OF THE FINAL PRESSURE TEST.
8. A RAPID ENTRY BOX (KNOX BOX) IS REQUIRED. CONTACT DESTIN FIRE DISTRICT PRIOR TO ORDERING.
9. FIRE FIGHTER SAFETY SYMBOLS ARE REQUIRED.
10. THE FIRE DISTRICT REQUIRES A COMPLETE ELECTRONIC PACKAGE OF PDF FILES ON A CD OR USB FLASH DRIVE. SUBMITTAL MUST INCLUDE ENGINEERED DRAWINGS OF THE FIRE SPRINKLER AND FIRE ALARM SYSTEMS.
11. FIRE SAFETY PUBLIC SAFETY FACILITIES FEES (IMPACT FEES) AND PLAN REVIEW FEES WILL BE ASSESSED WHEN BUILDING PLANS ARE SUBMITTED. ALL FEES MUST BE PAID UPON COMPLETION OF REVIEW.

BUILDING DIVISION NOTES

1. PROPER PERMITTING MUST BE APPLIED FOR AND APPROVED PRIOR TO ANY WORK BEING PERFORMED ON THE SUBJECT PROPERTY.
2. TWO (2) FULL SETS OF SIGNED AND SEALED CONSTRUCTION PLANS AND ONE (1) CD, SPECIFICATIONS, AND RELATED DOCUMENTS (SITE PLAN) AS REQUIRED BY THE FLORIDA BUILDING CODE CHAPTER 1 MUST BE SUBMITTED TO AND BE REVIEWED BY THE BUILDING DIVISION PRIOR TO ISSUANCE OF A PERMIT.
3. PLANS SHALL BE BASED ON THE FOLLOWING CODES (AS APPLICABLE) AND NOTED ON THE CONSTRUCTION DRAWINGS INFORMATIONAL PAGE: 2020 FLORIDA BUILDING CODE, 2020 FLORIDA FIRE PREVENTION CODE, AND 2020 NATIONAL ELECTRICAL CODE. THE FOLLOWING MINIMUM INFORMATION WILL BE REQUIRED AS APPLICABLE: CONSTRUCTION TYPE, OCCUPANCY CLASSIFICATION, OCCUPANCY LOAD, MEAN ROOF HEIGHT AND PITCH, BUILDING AREA, AREA MODIFICATION, FIRE PROTECTION - SPRINKLED/NON-SPRINKLED, ULTIMATE WIND SPEED - RISK CATEGORY - WIND EXPOSURE, INTERNAL PRESSURE COEFFICIENT, DESIGN LOAD BEARING VALUE OF SOILS. (FOR A COMPLETE LIST OF MINIMUM PLAN REVIEW CRITERIA SEE 107.3.4 FBC.)
4. DESTIN FIRE CONTROL DISTRICT APPROVAL LETTER BASED ON FINAL CONSTRUCTION DOCUMENTS PRIOR TO ISSUANCE OR A PERMIT.

PAVEMENT STRIPING NOTE

ALL PAVEMENT STRIPING WITHIN PUBLIC RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING IN ACCORDANCE WITH THE MATERIALS, EQUIPMENT, APPLICATIONS, AND APPROVAL/CERTIFICATIONS LISTED IN SECTION 711 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, JULY 2020 OR LATEST AVAILABLE EDITION. ALL STRIPING WITHIN RIGHT-OF-WAY SHALL BE THERMOPLASTIC STRIPING.

CITY OF DESTIN CONSTRUCTION SCREENING CRITERIA

THE SCREEN MATERIAL SHALL BE MADE OF AN OPAQUE MATERIAL CAPABLE OF ALLOWING AIR TO PASS BUT SEMI-PERVIOUS TO DUST AND DIRT. THE SCREENING SHALL BE OF A FINENESS SUCH THAT NO MATERIAL OVER ONE-EIGHTH (1/8) INCH IN SIZE SHALL PASS THROUGH THE MESH. SUCH SCREENING SHALL BE SECURELY AFFIXED TO THE CONSTRUCTION FENCE. FENCE SCREENING SHALL HAVE A MINIMUM HEIGHT OF FIVE (5) FEET AND A MAXIMUM HEIGHT OF EIGHT (8) FEET. THE SCREENING MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION AND TAUT THROUGHOUT THE ALLOTTED PERMIT TIME. THE SCREENING MUST BE KEPT SECURE FROM ANY WIND ACTION. IN CASES WHERE THE FINISHED GRADE OF THE DEVELOPMENT SITE IS HIGHER BY MORE THAN ONE (1) FOOT OR MORE THAN THE GRADE OF THE ADJOINING PROPERTIES, SAID FENCE SCREENING SHALL BE PLACED AT THE FINISHED GRADE AND NOT THE EXISTING GRADE.

CITY OF DESTIN EMERGENCY CONTACT REQUIREMENTS

1. DEVELOPMENT SHALL PROVIDE A POSTED SIGN NOTIFYING THE PUBLIC OF THE NAME, AND 24 HOURS A DAY, 7 DAYS A WEEK EMERGENCY CONTACT PHONE NUMBER OF THE PARTY RESPONSIBLE FOR DEVELOPMENT SITE.
2. SIGN SHALL BE NO LARGER THAN 18"x24" AND NO SMALLER THAN 10"x16".
3. SIGN SHALL BE PROMINENTLY PLACED ON SITE, NO FURTHER THAN 5 FEET FROM ADJACENT RIGHT-OF-WAY, AND SHALL BE LEGIBLE WHEN VIEWED FROM RIGHT-OF-WAY.
4. SIGN SHALL BE PLACED AT EXPENSE OF OWNER, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. OWNER SHALL PROVIDE CITY WITH A PHOTO OF SIGN AND POSTING OF PROPERTY AFFIDAVIT WITHIN 7 DAYS OF SIGN BEING POSTED.
6. SIGN SHALL BE REMOVED WITHIN 5 DAYS AFTER ISSUANCE OF CERTIFICATE OF OCCUPANCY OR CERTIFICATE OF COMPLETION FOR THE PROJECT.

OFFICE OF PUBLIC SERVICES NOTES

1. PRIOR TO OBTAINING ANY CITY OF DESTIN PERMITS, DEVELOPER/CONTRACTOR SHALL OBTAIN AN FDEP NPDES PERMIT AND SUBMIT A COPY TO THE PUBLIC SERVICES DIRECTOR.
2. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 8 (TRANSPORTATION) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.
3. THE DEVELOPER/OWNER, ENGINEER OF RECORD, AND CONTRACTOR SHALL MAKE THEMSELVES FAMILIAR WITH THE CODES LAOCATED IN CHAPTER 11.09.00 (ILLICIT DISCHARGE) OF THE CITY OF DESTIN LAND DEVELOPMENT CODE, AND COMPLY WITH THE CODES PRIOR TO OBTAINING A CERTIFICATE OF OCCUPANCY.

SURVEY NOTES

1. IMPROVEMENTS HAVE BEEN LOCATED AS SHOWN. UNDERGROUND UTILITIES HAVEN'T BEEN VERIFIED AND MAY DIFFER FROM THE INFORMATION SHOWN HEREON. BEFORE DIGGING CALL SUNSHINE 811 LINE LOCATORS.
2. THIS SURVEY, PLAT OR DRAWING WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH, AND WAS SOLELY BASED ON THE INFORMATION OBTAINED FROM PUBLIC RECORDS AND/OR PROVIDED TO THE SURVEYOR. DEED REFERENCE MADE TO OFFICIAL RECORD BOOK 1143, PAGE 1442.
3. BEARINGS SHOWN HEREON ARE BASED ON FLORIDA STATE PLANE COORDINATES (NORTH ZONE) AS DERIVED FROM A GEODETIC SOLUTION USING RTK GPS AND OPUS SOLUTIONS. ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.
4. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY WHERE THE PROPERTY IS LOCATED.
5. LIABILITY TO THE SURVEYOR SHALL NOT EXCEED THE AMOUNT PAID FOR THIS SURVEY.
6. THIS SURVEY MAP OR REPORT OR THE COPIES OF THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR ELECTRONICALLY SIGNED PER 5J-17.062 OF THE FLORIDA ADMINISTRATIVE CODE.
7. THE USE OF THIS BOUNDARY SURVEY IN CONJUNCTION WITH AN "OWNERS AFFIDAVIT" OR ANY OTHER INSTRUMENT WHICH IS DESIGNED TO TRANSFER TITLE WITHOUT A CURRENT SURVEY IS NOT PERMITTED OR SUPPORTED BY THIS SURVEYOR, AND WILL INVALIDATE THIS SURVEY.
8. ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".
9. SUNSHINE 811 LINE LOCATE REQUEST SENT ON 12/24/24 WITH TICKET NUMBER(S) 359400867. ALL ON SITE MARKED UTILITIES OR MAP LOCATIONS HAVE BEEN LOCATED ON 12/24 - 12/30 AND SHOWN ON THIS SURVEY.
10. PRIOR TO DESIGN OR CONSTRUCTION SETBACKS NEED TO BE VERIFIED WITH THE LOCAL ZONING, PLANNING AND DEVELOPMENT AUTHORITY.
11. CONTRACTOR'S RESPONSIBILITY TO VERIFY DIMENSIONS SHOWN HEREON PRIOR TO FURTHER CONSTRUCTION.

JENKINS ENGINEERING, INC.
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M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

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DN: C=US, E=scott@jeicivil.com, O=Jenkins Engineering, Inc., CN="M. Scott Jenkins, P.E."
Reason: I attest to the accuracy and integrity of this document
Location:
Date: 2025.04.03 14:07:40-05'00'

REV	DATE	DESCRIPTION
1	04/03/2025	REVISIONS PER TRC COMMENTS

BY: MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

EXISTING CONDITIONS
NOT VALID UNLESS BEARING ENGINEER'S ORIGINAL SIGNATURE

JOB:	24-95
DATE:	02-2025
DESIGNED:	MSJ
DRAWN:	MPF

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DRAWING NUMBER
02 OF 08

SHEET NUMBER
C02

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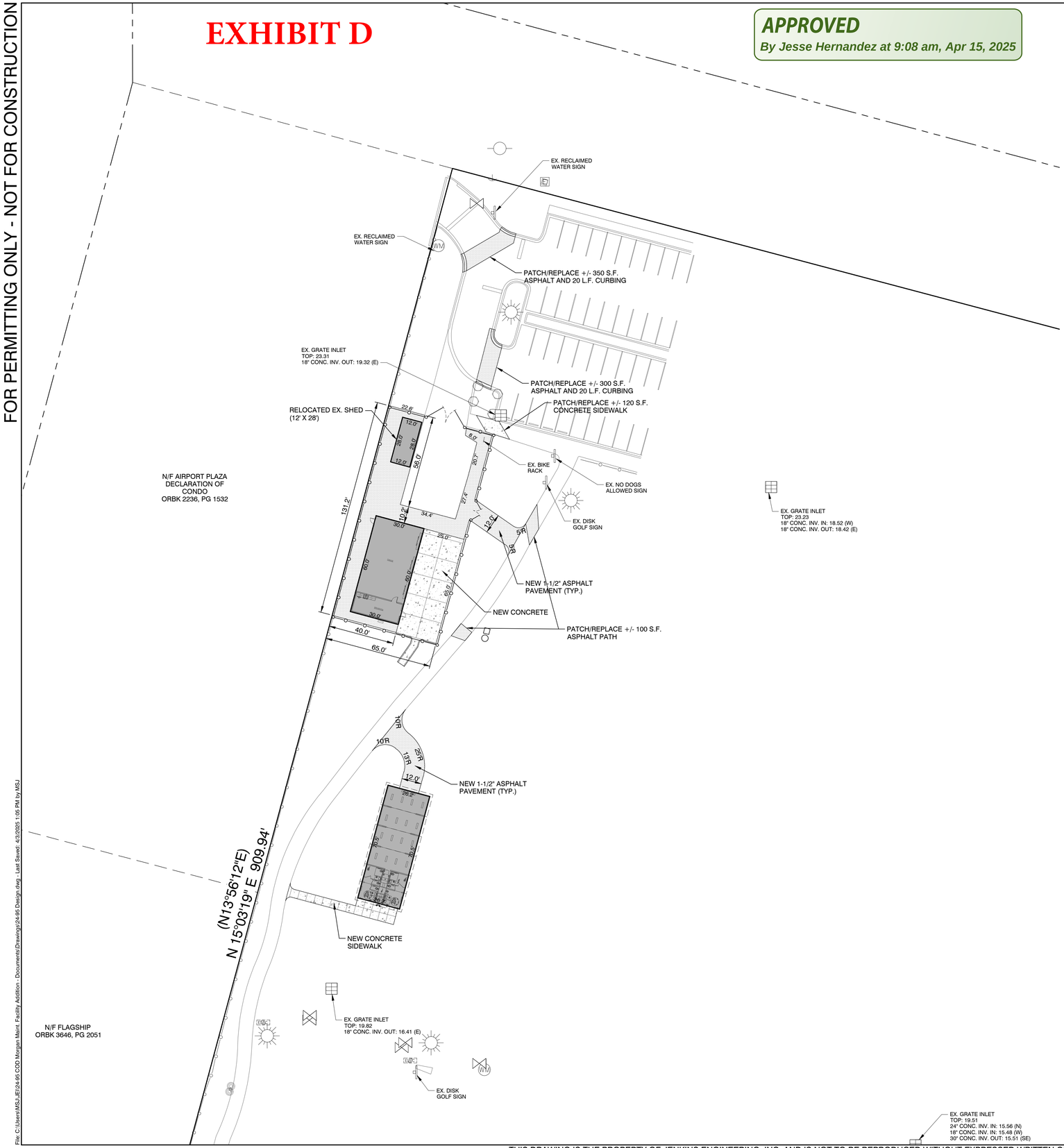
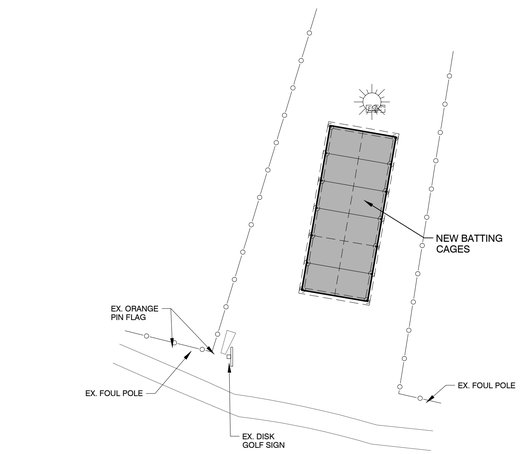
By Jesse Hernandez at 9:08 am, Apr 15, 2025





SITE DATA TABLE

PARCEL ID: 00-2S-22-2300-000F-0020

LAND USE: MORGAN SPORTS COMPLEX (CURRENT)
RECREATION (FUTURE)

FLOOD ZONE: X *

BUILDING SETBACKS:
REQUIRED: FRONT = NONE
SIDE = NONE
REAR = NONE
PROVIDED: FRONT = 153.0 FEET
SIDE = 10.3 FEET MIN.
REAR = 469.1 FEET MIN.

BUILDING INFORMATION:
BUILDING HEIGHT: 12'-0" (ONE STORY)
GROSS FLOOR AREA: 1,800 SQ.FT. MAINTENANCE BUILDING
1,846 SQ.FT. FIELD HOUSE WITH RESTROOMS
1,960 SQ.FT. BATTING CAGE FACILITY
1,500 SQ.FT. EXISTING CONCESSION WITH RESTROOMS

TOTAL SITE AREA: 1,118,487.1 SQ.FT. OR 25.68 AC.

OPEN SPACE PROVIDED: 882,959.3 SQ.FT. OR 20.27 AC.

* ACCORDING TO THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR OKALOOSA COUNTY, FLORIDA, MAP NUMBER 12091C0489J, EFFECTIVE DATE 3/9/2021. THIS SITE LIES WITHIN ZONE X AND DEFINES AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

CITY OF DESTIN WHITE SAND DESIGNATION

CONSTRUCTION IS LOCATED WITHIN THE CITY OF DESTIN'S DESIGNATION OF WHITE SANDS ZONE 2. ALL MATERIALS USED FOR CONSTRUCTION IN THIS ZONE MUST COMPLY WITH SECTION 11.07.02.A OF THE DESTIN LAND DEVELOPMENT CODE. MATERIALS SHALL BE COMPLIANT WITH ALLOWABLE / APPROVED MATERIALS PER THIS SECTION.

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

JENKINS ENGINEERING, INC.
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M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
1	04/03/2025	REVISIONS PER TRC COMMENTS	MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SITE PLAN

JOB:	24-95
DATE:	02-2025
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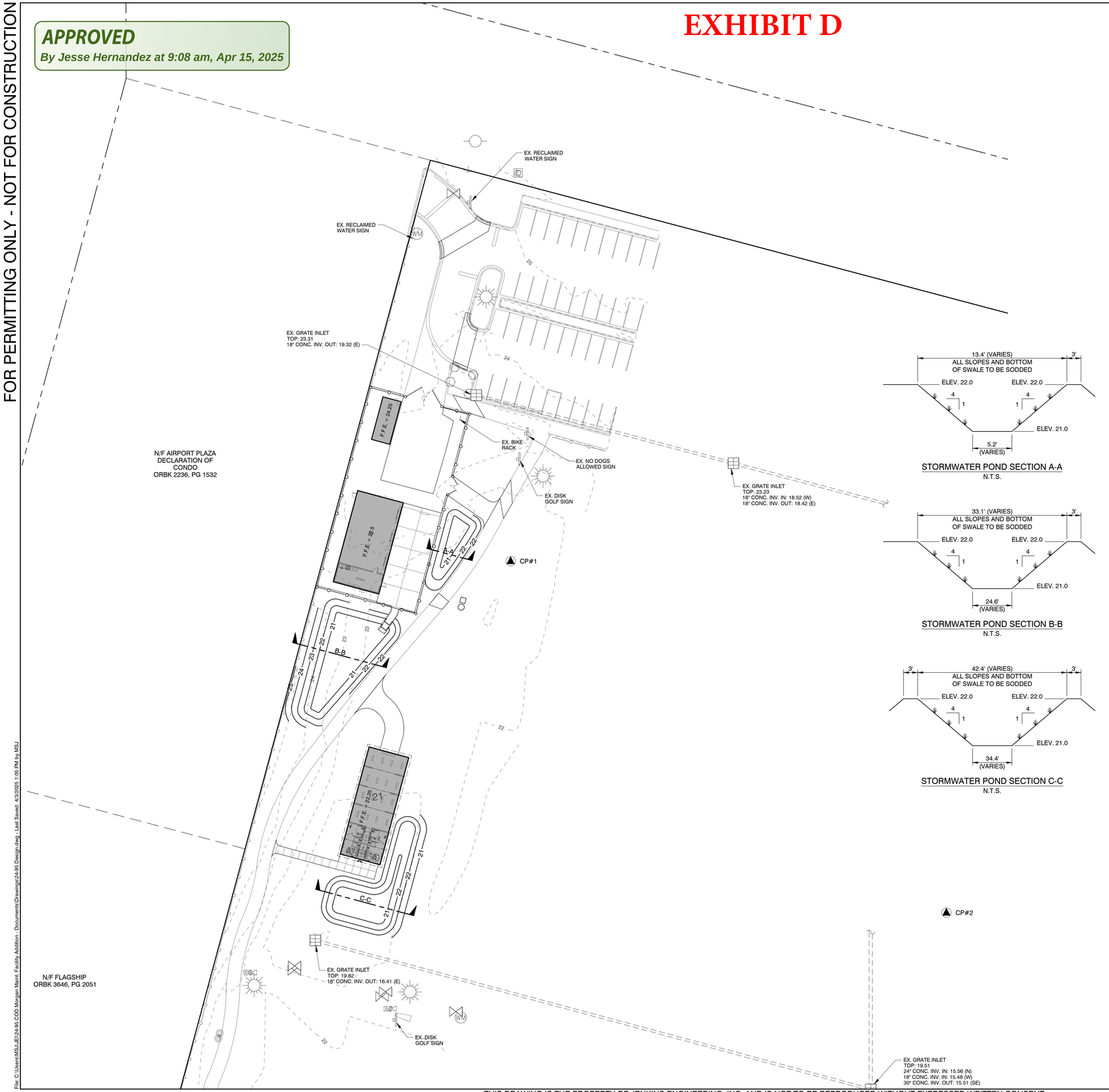
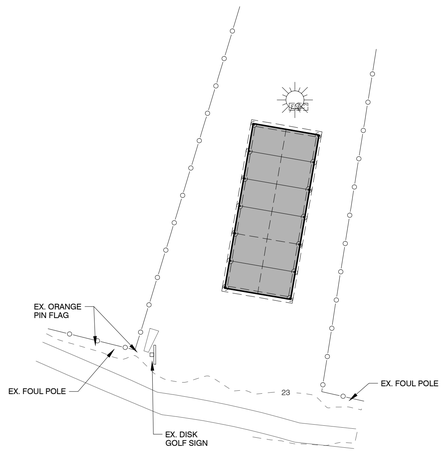


STORMWATER POND SECTION A-A
N.T.S.

STORMWATER POND SECTION B-B
N.T.S.

STORMWATER POND SECTION C-C
N.T.S.



EROSION NOTES

1. EROSION PROTECTION: SOIL EROSION SEDIMENTATION MUST BE CONTROLLED AND RETAINED ON SITE DURING CONSTRUCTION. THEREFORE, EROSION PROTECTION, SUCH AS STAKED BALED HAY AND SILT FENCE BARRIERS, MUST BE INSTALLED PRIOR TO START OF CONSTRUCTION.
2. SILT FENCE BARRIER SHALL BE INSTALLED AS SHOWN ON PLANS, AND IN ALL AREAS SUBJECT TO SOIL EROSION SEDIMENTATION.
3. STORMWATER MANAGEMENT AREAS SHALL BE SODDED.
4. GRADES AT CURBS ARE AT FLOWLINE.
5. CITY OR THEIR DESIGNATED CONTRACTOR SHALL OBTAIN NPDES NOTICE OF INTENT (NOI) PERMIT AND CREATE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCEMENT OF CONSTRUCTION SHOULD THIS PROJECT MEET THE THRESHOLD REQUIREMENTS FOR NPDES PERMITTING.

STORMWATER MAINTENANCE NOTE

OPERATION AND MAINTENANCE OF ALL ON-SITE STORMWATER TREATMENT FACILITIES SHALL BE PROVIDED BY THE CITY OF DESTIN.

STORMWATER LANDSCAPING NOTE

1. DRAINAGE FACILITIES SHALL BE COMPLETELY LANDSCAPED WITH PLANTINGS AND GROUND SURFACE MATERIALS SUCH AS SOD/GRASS.
2. A THREE FOOT WIDTH ADJACENT TO NEW CONCRETE SIDEWALK AND BUILDING AREAS SHALL BE STABILIZED WITH SOD.

CONTROL POINTS

CP#1
NORTHING: 510247.21
EASTING: 1349500.05
ELEVATION: 21.31

CP#2
NORTHING: 510023.91
EASTING: 1349776.78
ELEVATION: 22.50

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

GRADING & DRAINAGE PLAN

JOB: 24-95
DATE: 02-2025
DESIGNED: MSJ
DRAWN: MPF

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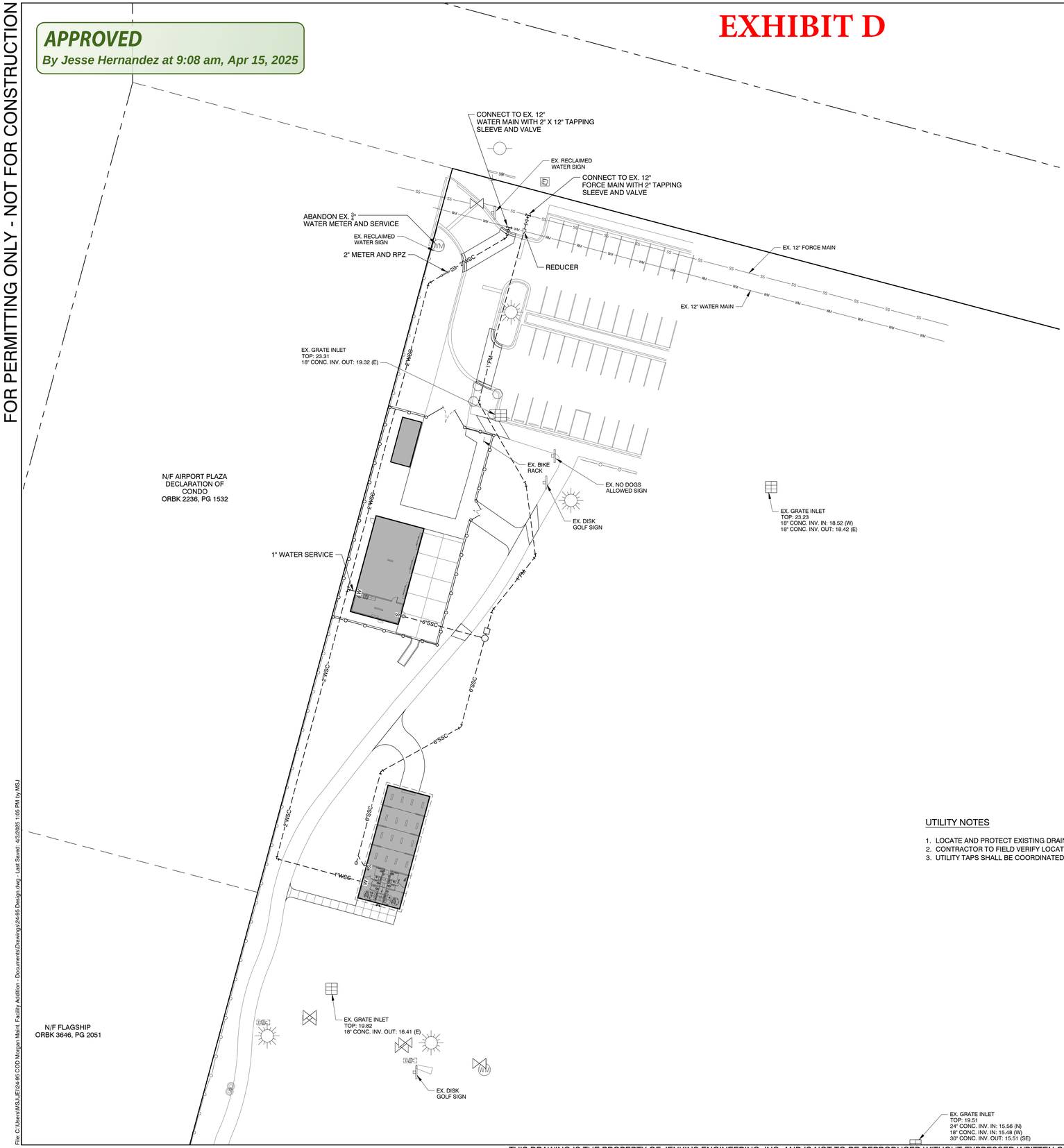

UTILITY NOTES

1. LOCATE AND PROTECT EXISTING DRAINFIELD UNDERGROUND LINES. COORDINATE EXCAVATION ACTIVITIES WITH DESTIN WATER USERS.
2. CONTRACTOR TO FIELD VERIFY LOCATIONS AND DEPTHS OF ALL UNDERGROUND UTILITIES.
3. UTILITY TAPS SHALL BE COORDINATED WITH DESTIN WATER USERS PRIOR TO CONNECTION.

N

0 15' 30' 60' 90'
HORIZONTAL SCALE: 1" = 30'

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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

UTILITY PLAN

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DATE:	02-2025
DESIGNED:	MSJ
DRAWN:	MPF

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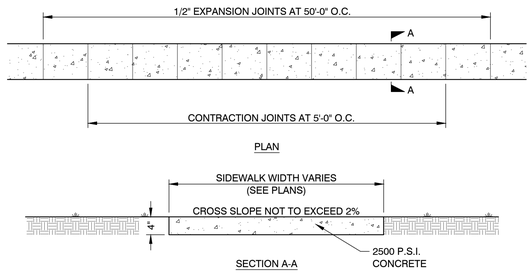
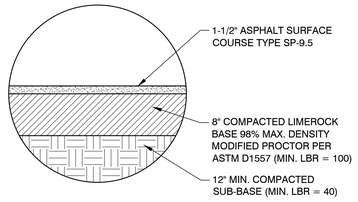
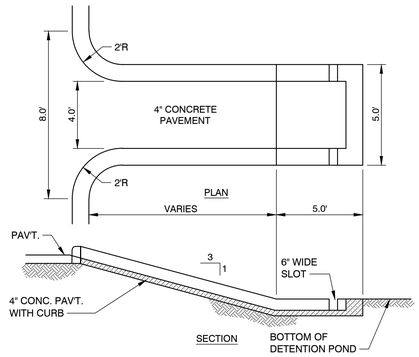


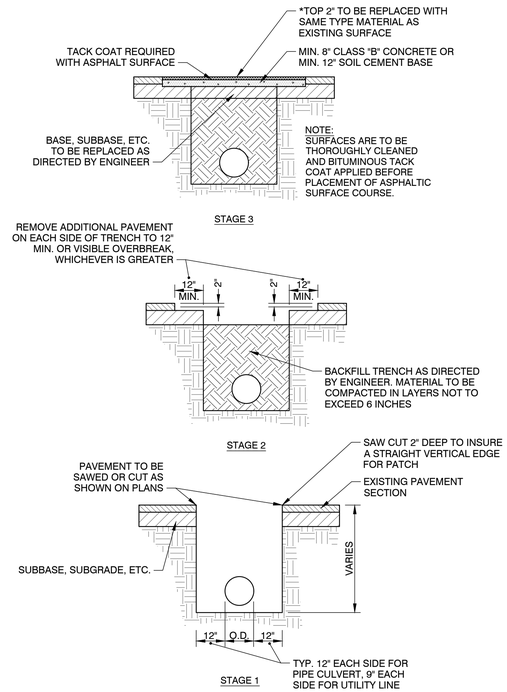
CONCRETE SIDEWALK DETAIL
N.T.S.



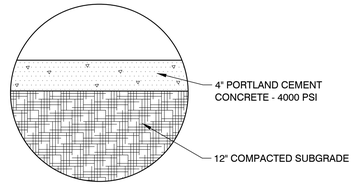
1-1/2" ASPHALT PAVEMENT DETAIL
N.T.S.



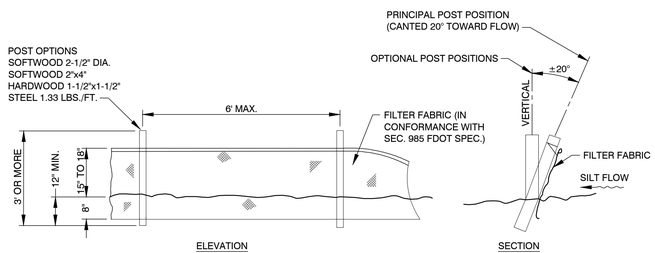
CONCRETE FLUME DETAIL
N.T.S.



PAVEMENT PATCHING DETAIL
(UTILITY INSTALLATIONS BY OPEN CURB ACROSS EXISTING PAVEMENT)
N.T.S.



4" CONCRETE PAVEMENT DETAIL
N.T.S.



TYPE III SILT FENCE DETAIL
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DN: C=US, E=scott@jeicivil.com, O=Jenkins Engineering, Inc.*, CN=M. Scott Jenkins, P.E.*
Reason: I attest to the accuracy and integrity of this document
Date: 2025.04.03 14:08:47-05'00'

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

REV	DATE	DESCRIPTION	BY
1	04/03/2025	REVISIONS PER TRC COMMENTS	MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX
IMPROVEMENTS
DESTIN, FLORIDA

MISCELLANEOUS DETAILS

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FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

APPROVED
By Jesse Hernandez at 9:08 am, Apr 15, 2025

EXHIBIT D

1 SPECIFICATION: CLEARING AND GRUBBING

All site Clearing and Grubbing shall be in accordance with section 110 of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. This work shall be performed in the following areas:

- All street rights-of-way.
- All areas where excavation or embankment are to take place.
- Detention areas.

In addition, certain other areas where underground utilities are to be installed are to be cleared and grubbed to the extent necessary to properly install the utilities. Such work shall be incidental to the contract unit price for the utility to be installed.

1.1 SCOPE:

Site clearing work includes, but is not limited to:

- Removal of trees and other vegetation.
- Topsoil stripping.
- Clearing and grubbing.
- Removing above grade improvements.
- Removing below grade improvements.

1.2 JOB CONDITIONS:

Traffic: Conduct site clearing operations to ensure minimum interference with roads, streets, walks, and other adjacent occupied or used facilities. Do not close or obstruct streets, walks, or other occupied or used facilities without permission from the Owners and/or Local approving authority.

Clearing and Protection in Construction Areas: Preserve trees 6 inches or larger measured breast height (6"dbh) where possible within construction area.

Protection of Existing Improvements: Provide protection necessary to prevent damage to existing improvements indicated to remain in place.

Protect improvements on adjoining properties and on project site.

Restore damaged improvements to original condition as acceptable to the Owner.

1.3 LIMITATIONS:

Clearing will be limited to the extent necessary to allow for construction of the proposed improvements as a result of:

- Need for access to the project site for construction equipment.
- Essential grade changes.
- Surface water drainage and utility installation.
- Location of driveways, buildings, and required parking.

1.4 CLEARING AND GRUBBING:

Remove trees, shrubs, grass, other vegetation, improvements, or obstructions interfering with the installation of new construction. Removal includes digging out stumps and roots. Do not remove items elsewhere on site or premises unless specifically indicated. Disposal of trees, limbs, stumps, and debris shall be the responsibility of the Contractor.

Strip topsoil to whatever depths encountered to prevent intermingling with underlying subsoil or other objectionable material. Cut heavy growths of grass from areas before stripping.

Stockpile topsoil in storage piles in areas shown or where directed by the Owner. Construct storage piles to freely drain surface water. Cover storage piles if required to prevent windblown dust.

Dispose of unsuitable or excess topsoil same as specified for waste material.

1.5 FILLING:

Fill depressions caused by clearing and grubbing operations with satisfactory soil material, unless further excavation or earthwork is indicated.

Place fill material in horizontal layers not exceeding 6" loose depth, and thoroughly compact to density equal to adjacent ground, unless otherwise shown on the plans.

1.6 REMOVAL OF IMPROVEMENTS:

Remove existing above and below grade improvements and abandoned underground piping or conduit necessary to permit construction and other work.

1.7 DISPOSAL OF WASTE MATERIALS:

No burning of any material, debris, or trash will be allowed.

Remove waste materials from project site on a daily basis, and dispose of off-site in an approved area.

2 SPECIFICATION: EXCAVATION, EMBANKMENT AND SUBGRADE

2.1 EXCAVATION, EMBANKMENT AND SUBGRADE:

Section 120 of the Florida D.O.T. Specification. All subgrade fill material, and the top 12 inches in cut area, shall be compacted to 100 percent of maximum density as determined to AASHTO T-99. The Subgrade Compaction (Stabilization) shall conform to Section 160 of the Florida D.O.T. Specifications. In most cases this will consist of compacting existing cleaned soil. However, it is the Contractor's responsibility to assure that the finished roadbed section meets bearing value requirements, regardless of the quantity of stabilizing materials to be added. One field density test shall be taken for each 5000 square feet or fraction thereof.

Where required subgrade density cannot be obtained, unsuitable material shall be removed so that the road base will be constructed on a minimum of 3 feet of suitable, properly compacted material. This work shall be included in the contract lump sum price for earth excavation.

2.2 SOIL CEMENT BASE:

The detailed specifications of the soil cement base course are to be determined by an independent testing laboratory after testing of the material the Contractor proposes to use. Moisture and cement content will be specified by the laboratory. However, as a guide for bid purposes, estimate 12% cement by weight and include a price reduction schedule if tests show less cement is required. The soil cement mix will be at optimum moisture content, i.e., neither mushy nor dry, but containing sufficient moisture to make a firm case when squeezed in the hand. Water should not appear on the hand when so squeezed. This requires 5 to 6 gallons per square yard but actual quantity of water to be added will depend on latent moisture in the base material. From a practical standpoint, the highest moisture content should be maintained that permits packing and finishing without surface checking, shoving or rutting during compaction and finishing operations.

The freshly compacted and finished soil-cement mix must be adequately cured. An application of bituminous material such as RC-2, MC-3, RT-5 or asphaltic emulsion at a rate of 0.15 to 0.20 gal per square yard is preferred as the curing medium. Waterproof paper or moist hay is acceptable if properly maintained.

2.3 SAND-CLAY BASE COURSE:

The following tests shall be performed prior to placing the material on the roadbed:

Composition and gradation	Percent of material passing the 10-mesh sieve
Clay (material smaller than 0.005mm)	8 to 21
Silt (material from 0.005 to 0.005mm)	0 to 10
Combined clay and silt	8 to 25
Limerock Bearing Ration Value (LBR)	Of at least 75
Liquid Limit	Not greater than 25
Plasticity Index	Not greater than 6

The results of these tests shall be submitted to the engineer for approval. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. One density test shall be taken for each 5000 square feet or faction thereof.

CONTINUED ON NEXT COLUMN

Note: Sand Clay base material shall not be used in areas where the seasonal high groundwater table is within two (2) feet of the bottom of the base material.

2.4 LIMEROCK BASE COURSE:

Shall be constructed in accordance with Section 200 of the Florida D.O.T. Specifications for Road and Bridge Construction. The material shall meet the requirements of Section 911 of the Specifications. Tests necessary to determine compliance with Section 911 shall be performed prior to placing the material on the subgrade. These tests include:

Test	Requirement
Liquid Limit	Less than 35
Plastic Index	Non-Plastic
Gradation	97% passing 3.5 inch sieve
Limerock Bearing Ratio	Not less than 100

The results of these tests shall be submitted to the engineer for approval. After approval of the material, the limerock base course shall be placed in accordance with Section 200. The base course shall be compacted to not less than 98 percent of the maximum density as determined by AASHTO T-180. A minimum of three density tests shall be made on each days compaction operations. More frequent tests shall be made as deemed necessary by the Engineer. The base shall be installed to a compacted thickness as shown on the plans, plus or minus one half inch. Deviations from this specification shall be corrected as indicated in the State Specifications.

2.5 GRADED AGGREGATE BASE COURSE:

Shall comply with the requirements of Section 204 of the Florida D.O.T. Specifications. Tests necessary to determine compliance with Section 204 shall be performed prior to placing the material. These tests include:

- Soundness Loss, Sodium, Sulfate: AASHTO T-104.
- Percent Wear: AASHTO T-96 (Grading A).
- Sieve Analysis.
- Limerock Bearing Ratio Value.

The results of these tests shall be submitted to the engineer for approval. After the approval of the material, the graded aggregate base course shall be placed in accordance with Section 204. The base course shall be compacted to a density of not less than 100 percent of the maximum density as determined by AASHTO T-180. At least three density tests shall be made on each day's final compaction operation of each course, and the density determinations shall be made at more frequent intervals if deemed necessary by the Engineer.

2.6 ASPHALT BASE COURSE:

Shall comply with the requirements of Sections 280, 330, 331 and 916 of the Florida D.O.T. Specifications. The design mix for Asphaltic Base Course Type 3 shall conform to the requirements in Tables 331-1 and 331-2. The minimum Marshall stability shall be 1000 lbs./sq. in. as indicated in Table 331-2. Percent bitumen by weight of total mix: 5.0 (minimum). Two copies each of the actual design mix shall be submitted to the Engineer. Written approval of the Asphalt base course design mix must be obtained from the engineer prior to commencing base course construction. Once the design mix has been approved by the engineer, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance. After the approval of the mix design, the Asphalt base course shall be placed in accordance with Section 280 and compacted in accordance with Section 330-10.

NOTE: STORMWATER DRAINAGE SHALL BE CONTROLLED DURING ALL PHASES OF CONSTRUCTION.

3 SPECIFICATION: ASPHALT CONCRETE PAVING

3.1 SCOPE:

This section includes materials and work required for installation of flexible asphaltic concrete pavement for parking and drive areas shown on the plans.

3.2 APPLICABLE PUBLICATIONS:

The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All asphalt construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

Florida Department of Transportation Specifications:
- Section 901 Course Aggregate
- Section 902 Fine Aggregate
- Section 916 Bituminous Materials
- Section 917 Mineral Filler
- Section 300 Bituminous Treatments, Surface Courses and Concrete Pavement
- Section 331 Type S Asphalt Concrete

American Society for Testing and Materials (ASTM) Publications:
- D 1557 Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10 lb (4.54 kg) Rammer and 18-in. (457mm) Drop.
- D 1557 Marshall Stability Mix Design

3.3 SUBMITTALS:

Asphalt Design Mix: Before any asphalt surface is constructed, submit two copies of each of the actual design mix to the Engineer and Owner.

Written approval of the asphaltic concrete design mix must be obtained from the Engineer and Owner prior to commencing asphalt pavement construction.

Material Certificates: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds specified requirements.

Asphalt extraction tests.

Aggregate gradation tests.

Marshall stability tests.

3.4 JOB CONDITIONS:

Weather limitations: Apply prime and tack coats when ambient temperature is above 40 degrees, and when temperature has not been below 35 degrees for 12 hours prior to application. Do not apply when base is wet or contains excess moisture.

3.5 MATERIALS:

Mineral Filler: Rock dust, hydraulic cement, or other inert material complying with Section 917 of the Florida D.O.T. Specification.

Asphalt Cement: The bituminous material shall be AC-20, viscosity grade and comply with Section 916 of the Florida D.O.T. Specification.

Course Aggregate: Comply with Section 901 of the Florida D.O.T. Specification.

Fine Aggregate: Comply with Section 902 of the Florida D.O.T. Specification.

Prime Coat and Tack Coat: The bituminous material for the Prime Coat shall be MC-70. The bituminous material for the Tack Coat shall be AC-20, or Emulsified asphalt, grade RS-2 and comply with the requirements in Section 300 and 916 of the Florida D.O.T. Specifications.

Asphaltic Concrete Design Mixes: Asphalt shall conform to the requirements for Type S Asphalt as indicated in Section 331 of the Florida D.O.T. Specifications.

Mix shall be within sieve analysis and bitumen range given in Section 331 of the Florida D.O.T. Specifications.

Minimum Marshall stability shall be in 1500 lbs./sq. in. as indicated in Table 331-2 of the Florida D.O.T. Specifications.

Percent bitumen by weight of total weight mix: 5.0 - 8.5.

CONTINUED ON NEXT COLUMN

Once design mix has been accepted by Engineer and Owner, sieve analysis tolerances indicated in Table 331-5 are allowable during construction. If sieve analysis values fall outside these tolerances, design mix must be resubmitted for acceptance.

Provide asphalt-aggregate mixture as recommended by local or state paving authorities to suit project conditions. Use locally available materials and graduations which meet Florida D.O.T. Specifications and exhibit satisfactory record on previous installations.

3.6 BASE COURSE PREPARATION:

Prior to construction of the base course, the top 12 inches of subgrade shall be compacted to a minimum soil density of 98% of the Modified Proctor Test Density (ASTM 1557). The subgrade shall be sterilized by a borate or chlorate sterilant containing not less than 25% sodium chlorate and shall be mixed thoroughly with water at the rate of 1-1/2 lbs. of sterilant per gallon of water. The sterilant shall be applied evenly at the rate of 0.2 gallons per square yard to subgrades that are less than 12" below original grades. If prepared base course will not be immediately covered with asphalt on the same day and wind-blown seeds will contaminate the base course surface, the sterilants shall be applied to the base course contaminate the base course.

Remove loose material from compacted base material surface immediately before applying prime coat.

Proof roll prepared base material surface to ensure unstable areas have been corrected and are ready to receive paving.

Prime Coat:

- Apply bituminous prime coat to base material surfaces where asphaltic concrete paving will be constructed.
- Apply bituminous prime coat in accordance with Section 300 of Florida D.O.T. Specifications.
- Apply at minimum rate of not less than 0.15 gal./sq. yd. over compacted base material. Apply material to penetrate and seal, but not flood, surface.
- Cure and dry as long as necessay to attain penetration and evaporation of volatile.

Tack Coat:

- Tack coat shall be applied in accordance with Section 300 of Florida D.O.T. Specifications. Apply to contact surfaces of previously constructed asphalt or portland cement and concrete and surfaces abutting or projecting into asphalt concrete pavement.
- Apply tack coat to full depth asphalt base course and sand asphalt base course. Apply emulsified asphalt tack coat between each lift or later of full depth asphalt and sand asphalt bases and on surface of such bases where asphaltic concrete paving will be constructed.
- Distribute at rate of 0.08 ga./sq. yd. of surface.
- Allow to dry until at proper condition to receive paving.

3.7 PLACING ASPHALT MIX:

Place asphalt concrete mixture on prepared surface, spread, and strike off. Spread mixture at the following minimum temperatures:

- When ambient temperature is between 40 degrees F and 50 degrees F: 285 degrees F.
- When ambient temperature is between 50 degrees F and 60 degrees F: 280 degrees F.
- When ambient temperature is higher than 60 degrees F: 275 degrees F.

Place inaccessible and small areas by hand. Place each course to required grade, cross-section, and compacted thickness.

Paver Placing:

- Place in strips not less than 10'-0" wide, unless otherwise acceptable to the Contracting Officer.
- After first strip has been placed and rolled, place succeeding strips and extend rolling to overlap previous strips.

Joints:

- Construct joints between old and new pavements as detailed in the plans.
- Joints between successive days work shall be constructed to ensure continuous bond between adjoining work.
- Construct joints to have same texture, density, and smoothness as other sections of asphalt concrete course.
- Clean contact surfaces and apply tack coat.

3.8 COMPACTION:

Each lift of asphalt shall be compacted to a minimum of 98% of the Marshall test ASTM D1559. Begin rolling when mixture will bear roller weight without excessive displacement. Compact mixture with hot hand tampers or vibrating plate compactors in areas inaccessible to rollers.

Breakdown Rolling:

- Accomplish breakdown or initial rolling immediately following rolling of joints and outside edge.
- Check surface after breakdown rolling, and repair displaced areas by loosening and filling, if required, with hot material.
- Second Rolling:
- Follow breakdown rolling as soon as possible, while mixture is hot.
- Continue second rolling until mixture has been thoroughly compacted.

Finish Rolling:

- Perform finish rolling while mixture is still warm enough for removal of roller marks.
- Continue rolling until roller marks are eliminated and course has attained maximum density.

Patching:

- Remove and replace paving areas mixed with foreign materials and defective areas.
- Cut out such areas and fill with fresh, hot asphalt concrete.
- Compact by rolling to maximum surface density and smoothness.

Protection:

- After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.
- Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.

3.9 FIELD QUALITY CONTROL:

An independent Testing Laboratory, selected and paid by the contractor shall be retained to perform construction testing of in-place asphalt courses for Asphalt Extraction, Aggregate gradation, Marshall Stability, thickness and surface smoothness.

Thickness: In-place compacted thickness shall not be less than thickness specified on the drawings.

Surface Smoothness: Testing shall be performed on the finished surface of each asphalt concrete course for smoothness, using 10'-0" straightedge applied parallel with, and at right angles to centerline of paved area. The variation of the surface from the edge of the straight edge between any two contact points shall not exceed 1/4". Check surface areas at intervals necessary to eliminate ponding areas. Repair or remove and replace unacceptable paving as directed by the Contracting Officer.

Asphalt content, Aggregate gradation, and Marshall Stability shall be as specified in Section 331 of the Florida D.O.T. Specifications.

4 SPECIFICATION: PORTLAND CEMENT CONCRETE PAVING

4.1 SCOPE:

This section includes sidewalks, curbs, and miscellaneous concrete pavement.

4.2 APPLICABLE PUBLICATIONS:

The publications listed below form a part of this specification to the extent referenced. The publications shall be the most current issue and are referred to in the text by the basic designation only. The following are minimum requirements and shall govern except that all local, state, and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All concrete construction shall be in accordance with applicable sections of the "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

CONTINUED ON NEXT COLUMN

Florida Department of Transportation Specifications:
- Section 345 Portland Cement Concrete
- Section 350 Cement Concrete Pavement
- Section 520 Concrete Gutter, Curb Elements and Traffic Separator
- Section 931 Metal Accessory Materials for Concrete Pavement and Concrete Structures

American Society for Testing and Materials (ASTM) Publications:
- A 615 Deformed and Plain Billet Steel Bars for Concrete Reinforcement
- D 1557 Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-lb. (4.54 kg) Rammer and 18-in. (457mm) Drop.
- D 1751 Preformed Expansion Joint Filler for Concrete Paving and Structural Construction. (Nonextruding and Resilient Bituminous Types)

4.3 SUBMITTALS:

Material Certifications: Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

4.4 MATERIALS:

Forms:

- Steel, wood, or other suitable material of size and strength to retain horizontal and vertical alignment until removed. Use straight forms, free of distortion and defects.
- Use flexible spring steel forms or laminated boards to form radius bends as required.

Form Release Agent:

- Coat forms with nonstaining type coating that will not discolor or deface surface of concrete.

Welded Wire Mesh:

- Welded plain cold-drawn steel wire fabric. Furnish in flat sheets, not rolls, unless otherwise acceptable to Contracting Officer. Welded wire mesh shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Wire fabric shall comply with Sections 931 of the Florida D.O.T. Specifications.

Reinforcing Bars:

- Deformed steel bars, ASTM A 615, Grade 40. Reinforcing bars shall be free from rust, dirt, foreign matter and shall not be stored directly on the ground. Deformed steel bars shall comply with Section 931 of the Florida D.O.T. Specifications.

Concrete Materials:

- Comply with requirements of Sections 345 and 350 of the Florida D.O.T. Specifications for concrete materials, admixture, bonding materials, curing materials, and others as required.

Joint Fillers:

- Resilient premolded bituminous impregnated fiberboard units complying with ASTM D 1751. Joint fillers shall comply with Section 932 of the Florida D.O.T. Specifications.

4.5 MIXING:

Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water-reducing or high-range water reducing admixture (super-plasticizer), air-entraining admixture and water to produce following properties:

- Compressive Strength: Minimum 3,000 psi for curb and walkways and 4,000 psi for pavement, at 28 days. In addition, concrete for pavement shall have a minimum modulus of rupture of 600 psi.
- Slump Range: 3" - 5".
- Air Content: 3% to 6%.

4.6 PREPARATION:

Surface Preparation:

- Remove loose material from compacted base material surface immediately before placing concrete.
- Compact the top 12 inches of subgrade to a minimum soil density of 98% for the Modified Proctor Test (ASTM D 1557) to result in a minimum modulus of subgrade reaction (k) of 150 psi/in. Proof-roll prepared base material surface to check for unstable areas. The paving work shall begin after the unsuitable areas have been corrected and are ready to receive paving. Compaction testing for the base material shall be completed prior to the placement of the paving.

4.7 CONCRETE INSTALLATION:

Form Construction:

- Set forms to required grades and lines, rigidly braces and secured. Install sufficient quantity of forms to allow continuous progress of work and so that forms can remain in place at least 24 hours after concrete placement.
- Check completed formwork for grade and alignment to following tolerances:
- Top of forms not more than 1/8" in 10'-0".
- Vertical face on longitudinal axis, not more than 1/4" in 10'-0".
- Clean forms after each use, and coat with form release agent as often as required to ensure separation from concrete without damage.

Reinforcement:

- Locate, place, and support reinforcement to ensure compliance with plans.

Concrete Placement:

- Comply with requirements of Sections 345, 350, and 520 of Florida D.O.T. Specifications for mixing and placing concrete.

Do not place concrete until base material and forms have been checked for line and grade. Moisten base material if required to provide uniform dampened condition at time concrete is placed. Concrete shall not be placed around manholes or other structures until they are at the required finish elevation and alignment.

Place concrete using methods, which prevent segregation of mix. Consolidate concrete along face of forms and adjacent to transverse joints with internal vibrator. Keep vibrator away from joint assemblies, reinforcement, or side forms. Consolidate with care to prevent dislocation of reinforcing, dowels, and joint devices.

Deposit and spread concrete in continuous operation between transverse joints, as far as possible. If interrupted for more than 1/2 hour place construction joint.

Curbs and Gutters:

Automatic machine may be used for curb and gutter placement at Contractor's option. Machine placement must produce curbs and gutters to required cross section, lines, grades, and jointing as specified for formed concrete. If results are not acceptable, remove and replace with formed concrete as specified.

4.8 JOINT CONSTRUCTION:

Construct expansion, weakened-plane (Contraction), and construction joints true-to-line with face perpendicular to surface of concrete. Construct transverse joints at right angles to centerline, unless otherwise indicated.

Weakened-Plane (Contraction) Joints:

- Provide weakened-plane (contraction) joints, sectioning concrete into areas at 15'-0" o.c. maximum each way.
- Sidewalks shall have contraction joints at 5'-0" o.c.
- Construct weakened-plane joints for depth equal to at least 1/4 concrete thickness.

Tooled Joints:

Form weakened-plane joints in fresh concrete by grooving top portion with recommended cutting tool and finishing edges with jointer.

CONTINUED ON NEXT SHEET

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M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

Digitally signed by M. Scott Jenkins, P.E.
DN: C=US, E=scott@jeicivil.com, O=Jenkins Engineering, Inc., CN="M.Scott Jenkins, P.E."
Reason: I attest to the accuracy and integrity of this document
Date: 2025.04.03 14:09:10-05'00'

REV	DATE	DESCRIPTION	BY
1	04.03.2025	REVISIONS PER TRC COMMENTS	MSJ

DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SPECIFICATIONS I
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APPROVED
By Jesse Hernandez at 9:08 am, Apr 15, 2025

EXHIBIT D

FOR PERMITTING ONLY - NOT FOR CONSTRUCTION

Construction Joints:

Plan concrete placement such that construction joints fall at expansion joints as detailed in the plans.

Expansion Joints:

Provide premolded joint filler for expansion joints abutting concrete curbs, catch basins, manholes, inlets, structures, walks, and other fixed objects.

Locate expansion joints at 40'-0" o.c. maximum for each pavement lane or for curb.

Located expansion joints at 50'-0" o.c. maximum for walkways.

Joint Fillers:

Extend joint fillers full-width and depth of joint, and not less than 1/2" or more than 1" below finished surface where joint sealer is indicated.

Furnish joint filler in one-piece lengths for full width being placed, wherever possible. Where more than one length is required, lace or clip joint filler sections together.

Joint Sealants:

Exterior pavement joint sealants shall be composed of a non-priming, pourable, self-leveling type polyurethane sealant, such as grey shep-calk, or approved eqaual suitable for use in pavements and sidewalks.

4.9 CONCRETE FINISHING:

After striking-off and consolidating concrete, smooth surface by screeding and floating. Adjust floating to compact surface and produce uniform texture.

After floating, test surface for trueness with 10'-0" straightedge (maximum deviation of 1/4 inch). Distribute concrete as required to remove surface irregularities, and refloat repaired areas to provide continuous smooth finish.

Work edges of slabs, gutters, back top edge of curb, and formed joints with an edging tool, and round to 1/2" radius. Eliminate tool marks on concrete surface.

After completion of floating and troweling when excess moisture or surface sheen has disappeared, complete surface finish as follows:

Curbs, Gutters, and Walks:

Broom finish by drawing fine-hair broom across concrete surface perpendicular to line of traffic. Repeat operation if required to provide fine line texture.

Inclined Slab Surfaces:

Provide coarse, nonslip finish by scoring surface with stiff-bristled broom perpendicular to line of traffic.

Paving:

Burlap finish by dragging seamless strip of damp burlap across concrete perpendicular to line of traffic. Repeat operation to provide gritty texture.

Do not remove forms for 24 hours after concrete has been placed. After form removal, clean ends of joints and point up any minor honeycombed areas. Remove and replace areas or section with major defects, as directed.

Protect and cure finished concrete paving in accordance with "Florida Department of Transportation Specifications for Road and Bridge Construction" Section 350-13.

4.10 CLEANING AND ADJUSTING:

Repair or replace broken or defective concrete as directed.

Protect concrete from damage until acceptance of work. Exclude traffic from pavement for at least 14 days after placement. When construction traffic is permitted, maintain pavement as clean as possible by removing surface stains and spillage of materials.

Sweep concrete pavement and wash free of stains, discolorations, dirt, and other foreign material just prior to final inspection.

5 SPECIFICATION: FENCING

The Contractor shall install fencing as shown on the plans and in accordance with the manufacturer's brochure. The following are minimum requirements and shall govern except that all local, state and/or federal codes and ordinances shall govern when their requirements are in excess hereof.

5.1 MATERIAL CERTIFICATES:

Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

5.2 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Height shall be as required as shown on the construction plans.

Fabric shall be #9 gauge, chain link open hearth steel wire, hot-dipped galvanized after weaving with minimum coating of 2.0 ounce of zinc per square foot or aluminum coating with .40 ounces per square foot, woven in 2" diamond mesh.

Line post, top, intermediate and bottom rails, shall be 1-5/8" O.D. steel pipe, weight 2.27 lbs. per foot, hot-dipped galvanized. Set 36" deep in concrete.

Terminal, corner, gate and pull posts shall be 3" O.D. pipe, 5.79 lbs. Set 36" deep in concrete.

Concrete for setting posts shall be Portland Cement complying with ASTM C-150, aggregates complying with ASTM C-33, and clean water. Mix materials to obtain concrete with a minimum 28-day compressive strength of 2,500 psi.

Stretcher bar bands, tie wires, hog rings, couplings, nuts, stretcher bars, bolts, and miscellaneous fastening devices shall be manufacturer's standard for heavy construction fence.

Swing gates shall consist of the following components.

2" O.D. steel pipe 2.72 lbs. per foot, hot-dipped galvanized. Each frame to be equipped with 3/8" diameter adjustable truss rods.

Hinges shall be hot-dipped galvanized pressed steel or malleable iron to suit gate size, non-lift-off type. Hinges shall be offset to permit 180 degrees opening. Provide one (1) pair of hinges per lead.

Latch shall be forked type to permit operation from either side with provisions to lock both sides with padlock.

5.3 ACCEPTABLE MANUFACTURERS:

Cyclone Fence, Page Fence, and Hackney Corporation.

6 SPECIFICATION: TRAFFIC STRIPING AND PAINTING

The Contractor shall paint traffic striping as shown on the plans. The following are minimum requirements and shall govern except that all local, state and/or federal codes and ordinances shall govern when their requirements are in excess hereof. All traffic striping and painting shall be in accordance with Sections 710 and 971 of the "Florida Department of Transportation Roadway and Traffic Design Standards".

6.1 MATERIAL CERTIFICATES:

CONTINUED ON NEXT COLUMN

Furnish copies of materials certificates signed by material producer and Contractor, certifying that each material item complies with, or exceeds, specified requirements.

6.2 TRAFFIC STRIPING AND PAINTING:

Traffic control markings shall be marked on pavement as indicated on drawings.

Paint shall be in sealed containers that plainly show the designated name, formula or specification number, batch number, color, date of manufacture, manufacturer's name, formulation number, and directions, all of which shall be plainly legible at the time of use. The paint shall be homogeneous, easily stirred to smooth consistency, and shall show no hard settlement or other objectionable characteristics during a storage period of six months.

All machines, tools, and equipment used in performance of the work shall be approved and maintained in satisfactory operating condition. Hand-operated push-type machines of a type commonly used for application of paint to pavement surfaces shall be acceptable for marking small street and parking areas. Applicator machines shall be equipped with necessary paint tanks and spraying nozzles, and shall be capable of applying paint uniformly at the coverage specified. Sandblasting equipment shall be provided as required for cleaning surfaces to be painted. Hand-operated spay guns shall be provided for use in areas where push-type machines cannot be used.

New pavement surfaces shall be allowed to cure for a period of not less than thirty days before application of marking materials. All surfaces to be marked shall be thoroughly cleaned before application of the paint. Dust, dirt, and other granular surface deposits shall be removed by sweeping, blowing with methods as required. Rubber deposits, surface laitance, existing paint markings and other coatings adhering to the pavement shall be completely removed with scrapers, wire brushes, sandblasting, approved chemicals, or mechanical abrasion as directed.

Paint shall be applied evenly to the pavement surface to be coated at a rate of 105 plus or minus 5 square feet per gallon. Paint shall be applied as shown on the drawings.

Paint shall be applied to clean, dry surfaces, and unless otherwise approved, only when air and pavement temperatures are above 40 degrees F and less than 95 degrees F. Paint temperature shall be maintained within these same limits. Paint shall be applied pneumatically with approved equipment at rate of coverage specified herein. The Contractor shall provide guidelines and templates as necessary to control paint application. Special precautions shall be taken in marking numbers, letters, and symbols. All edges of marking shall be sharply outlined. The maximum drying time requirements of the paint specifications will be strictly enforced, to prevent undue softening bitumen, and pickup, displacement, or discoloration by tires of traffic. If there is a deficiency in drying of the markings, painting operations shall be discontinued until cause of the slow drying is determined and corrected.

Suitable warning signs shall be placed near the beginning of the work site and well ahead of the work site for alerting approaching traffic from both directions. Small markers shall be placed along newly painted lines to control traffic and prevent damage to newly painted surfaces. Painting equipment shall be marked with large warning signs indication that slow moving painting equipment is in operation.

Markings which must be visible at night shall be reflectorized unless ambient illumination assures adequate visibility.

7 SPECIFICATION: WATER DISTRIBUTION SYSTEM

The Contractor shall provide and install all materials for a potable water distribution system as shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified on these drawings.

7.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Piping less than 4 inches in diameter:
- Polyvinyl Chloride (PVC) 160 psi, SDR 26 — ASTM D-2241
- Polyethylene pipe 160 psi, SDR 9 — ASTM D-3350 & ASTM D-2239
- Polyethylene tubing 200 psi, SDR 9 — ASTM D-3350 & ASTM D-2737

Piping greater than 4 inches in diameter:
- Polyvinyl Chloride (PVC) 150 psi — AWWA C-900 (DR 18)
- Ductile Iron (Class 50) — ANSI A21.51

Joints for PVC pipes:
- Joints shall comply with ASTM D-3139
- No solvent cements or toxic lubricant will be allowed.
- Expansion capability will be provided.

Joints for Ductile Iron pipes:
- Joints shall comply with AWWA C-153 or AWWA C-110

Gate Valves:
- Valves shall comply with AWWA C-509
- 200 psi iron body, bronze mounted, non-rising stems with square operating nuts and a suitable valve box.

7.2 INSTALLATION:

Shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions with the design Engineer (including Field Stake-Out) prior to commencing work. The Contractor shall notify the Engineer at 24 hours prior to installing any portion of the water main distribution system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Connections to the existing system shall be coordinated with the Utility Company. Minimal service interruption shall occur and traffic safeguards shall be taken.

The Contractor shall conduct hydrostatic pressure and leakage tests as follows: Apply 150 psi or 150% of the working pressure whichever is greater to the test line. Duration of the pressure test shall be at least two (2) hours. After 1/2 hour, check pressure, if pressure has dropped, inspect for leaks and correct as required. Repeat tests until there are no leaks or pressure loss. Pressure must hold for two hours.

Note: The Contractor shall notify the Utility Company and the Engineer at least 48 hours prior to conducting pressure and leakage tests. A 3/4 inch hose bib connection will be required for gauge connection.

The Contractor shall sterilize the lines by chlorinating at 40 to 50 ppm, injecting at a corporation stop and operating all valves and accessories. Flush system. Subsequent tests on replacement water shall show a chemical and bacterial count equal to the supply main. Samples shall be taken and tested at the expense of the Contractor, and results shall be acceptable to local, state and federal agencies of interest.

7.3 NOTES:

All water piping and fittings used shall be National Sanitation Foundation (N.S.F.) approved for potable water.

A minimum separation of 10 ft. horizontal, outside to outside and 18 inches vertical is required between all water lines and the sanitary sewer system.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-555, the Engineer of record will be responsible for observation of construction of the Potable Water System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications, said Engineer will report to DEP upon completion of construction and cleaning and disinfecting described above before the system can be placed in service.

All PVC potable water lines and services will be marked with No. 14 copper insulated tracer wire to enable location with a Ferrous Metal Detector. The tracer wire will be placed 12 inches above and throughout the length of all such pipe.

7.4 FIRE HYDRANTS:

All fire hydrants shall be 6 inch, three way hydrants with two 2-1/2 inch hose nozzles and one 4-1/2 inch pumper nozzle, designed for 150 lbs working pressure or 300 lbs hydrostatic pressure and shall conform to the latest specifications of the AWWA All working parts shal be bronze. All hose threads shall be National Standard Threads. Hydrants shall have a mechanical joint end inlet. Hydrants shall be Traffic Breakaway Model. The hydrant main valve shall be a compression type that closes with the water pressure. Hydrants shall have not less than a 5-1/4 inch valve opening. All hydrants shall be equipped with automatic self-oiling reservoirs that lubricate the stem threads and all bearing surfaces each time the hydrant is operated. Hydrants shall be painted one coat of red iron oxide, zinc oxide primer conforming to Steel Structures Painting Council SSPC-paint 25 and two finish coats of silicone alkyd paint conforming to Steel Structures Painting Council

CONTINUED ON NEXT COLUMN

SSPC-paint 21. Fire hydrants shall be painted in accordance with NFPA 291, Recommended Practice For Fire Flow Testing and Marking of Hydrants.

8 SPECIFICATION: SANITARY SEWER SYSTEM

The Contractor shall provide and install all gravity sewer material shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified on these drawings.

8.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Piping:
- PVC Gravity Sewer — ASTM D-3034, SDR-35
- Ductile Iron Pipe (D.I.P.) — ANSI A21.51
- PVC Force Mains (160 psi) — ASTM D-1784 and D-2241

Joints:
- PVC, Rubber Ring — ASTM D-1869
- D.I.P. Joints, Rubber Gasket — ANSI A21.11

NOTE: ALL JOINTS TO BE BELL AND SPIGOT TYPE.

Concrete:
- Poured or Pre-cast — 4000 psi at 28 days

8.2 INSTALLATION:

Shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. Trenches shall be properly prepared; pipe shall be supported over its full length and bell holes hand dug as required. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions and report all discrepancies (including field stake-out) prior to commencing work. The contractor shall notify the Engineer at least 24 hours prior to installing any portion of the sanitary sewer system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Manholes, cleanouts and the like shall be located, built and sized as shown on these drawings. Connections with existing sewer systems shall be coordinated by the Contractor with the utility company.

A minimum separation of 10 ft. horizontal measured outside to outside and 18 inches vertical is required between sanitary sewer lines and all water lines.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-604, the Engineer of record will be responsible for observation of construction of the Sanitary Sewer System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications said Engineer will report to DEP upon completion of construction before the system can be placed in service.

The Contractor shall coordinate all tests with the utility company and the Engineer. All lines, fittings and manholes shall be clean and dry before conducting tests. Tests and subsequent corrections shall be at the expense of the Contractor.

8.3 GRAVITY SEWERS:

Leakage tests by exfiltration and/or infiltration will be made on all pipe. The Engineer shall have the option determining which test shall be employed. Generally, if the groundwater table is below the bottom of the pipe, an exfiltration test shall be used. Duration of test shall be not less than two (2) hours. Visible leaks encountered shall be corrected regardless of leakage test results. Leakage as measured by either the infiltration or exfiltration test shall not exceed 0.157 gallons per inch diameter per 100 feet of pipe per hour. When leakage exceeds the maximum amount specified, satisfactory correction shall be made and retesting accomplished.

Deflection testing shall be done on all flexible pipe at the direction of the Engineer. Testing shall be done using a mandrel having a diameter equal to 95 percent of the inside diameter of the pipe. When a deflection device is used in lieu of the mandrel, such device shall be approved by the Engineer prior to use. No pipe deflection shall exceed 5 percent.

8.4 FORCE MAINS:

The Contractor shall conduct hydrostatic pressure and leakage tests as follows:

Apply 100 psi or 150% of the working pressure, whichever is greater, to the test line. Duration of the pressure test shall be at least two (2) hours. After 1/2 hour, check pressure, if pressure has dropped, inspect for leaks and correct as required. Repeat tests until there are no leaks or pressure loss. Pressure must hold for two hours.

Note: The Contractor shall notify the Utility Company and the Engineer at least 24 hours prior to conducting pressure and leakage tests.

Force mains shall have thrust blocks designed for 100 psi test pressure. Force mains shall be colored other than white to distinguish from water lines. Force mains in the right-of-way shall have 30 inches (minimum) cover over the crown.

All sanitary sewer force mains will be marked with No. 14 copper insulated tracer wire to enable location with a Ferrous Metal Detector. The tracer wire will be placed 12 inches above and throughout the length of all such pipes.

8.5 MANHOLES:

Shape: All manholes will be eccentric or as specified on the drawings.

Setting Manhole Castings: The frame of the casting shall be set in a full mortar bed composed of one part Portland Cement to two parts of fine aggregate.

Concrete: The minimum compressive strength required at twenty-eight days is 4000 lbs. per sq. inch. The minimum amount of water shall be used to produce a workable mix and shall not exceed six (6) U.S. Gallons per sack of cement. Concrete shall conform to ASTM C-94.

Pre-cast Reinforced Concrete Manhole Sections: Pre-cast reinforced concrete manhole sections shall conform to ASTM C-478. All joints for pre-cast sections shall be approved by the Engineer.

Castings: Cast iron frames and covers shall conform to the drawings in all essentials of design. All castings shall be made of clean, even grain, tough gray cast iron. The quality of iron in the castings shall conform to the current ASTM Specification A-48 for Class 20 Gray Iron Castings. The weight of castings shall be as shown in the plans. Castings shall be smooth, true to pattern, and free from projections, sand holes, or defects. A raised work "SEWER" shall be cast on the upper non-skid surface of all manhole covers. The portio of the frame and cover which forms the cover seat shall be machined so that no rocking of the cover is possible. The castings shall be coated with coal tar pitch varnish. On roadways the frame and cover shall be set flush with and in the plane of the surface. In other locations they shall be set to grades determined by the Engineer. A shop drawing of the manhole frame and cover must be approved by the Engineer for all covers and frames furnished on the project.

Water-Proofing: Both concrete and pre-cast sections below grade shall be painted on the outside with either two coats of bitumastic paint or a heavy layer of emulsified asphalt to water-proof completely. Manholes shall be inspected for water tightness prior to being placed in service. All incoming and outcoming sewer lines shall be plugged and the manhole filled with water to a level to create a minimum positive head of two feet or above the highest section joint. If the water level drop exceeds 1/8" per vertical foot of manhole depth in 5 minutes, the manhole shall have failed the test.

8.6 GENERAL:

Grout all riser joints and entry pipes.
Provide neat cement seals for pre-cast units.
Minimum radius allowed is 20 inches.
Invert grouting shall be uniform and smooth-sloped to center line of pipe.

Note: Roof drains, foundation drains and all other clean water connections to the sanitary sewer system are prohibited.

9 SPECIFICATION: STORM SEWER SYSTEM

The Contractor shall provide and install all storm sewer material shown on the drawings and in this specification. In addition, he shall obtain all permits and conduct all tests required by local, state and federal authorities and as specified.

CONTINUED ON NEXT COLUMN

9.1 MATERIALS:

All materials and equipment incorporated in the work shall be new, clean, and free of visual defects unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the Contract Documents. All work not conforming to these requirements may be considered defective.

Corrugated Polyethylene Pipe: Shall comply with section 948 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Pipes 12 inches to 24 inches in diameter shall comply with ASTM F-405 and ASTM F-667. Joints shall be by means of dimpled band. If used outside of dry wells, joints shall be wrapped in filtercloth 2 feet in width and with 2 feet of overlap on the diameter. This pipe, in the perforated form, shall be used inside dry wells. It may be used outside dry wells only when used with a filter sock. Perforations shall be 1/4 inch diameter and spaced 10 inches on center in the valley of the corrugations.

Polyvinyl-Chloride Pipe: Shall comply with section 948 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Polyvinyl-Chloride Pipe shall meet the requirements of ASTM D 3034, SDR-35, or ASTM F 949, profile wall without perforations. Polyvinyl-Chloride Pipe for use as underdrain shall conform to the requirements of ASTM F 758 or ASTM F 949. Also, PVC underdrain manufactured from PVC pipe meeting ASTM D 3033 or ASTM D 3034, perforated in accordance with the perforation requirements given in AASHTO M 36, or AASHTO M 196 will be permitted.

Reinforced Concrete Pipe: Shall comply with requirements of ASTM C-76, Class III, unless otherwise indicated on the Drawings, and shall be installed with rubber gasketed joints complying with ASTM C-443. Install rubber gaskets in strict accordance with pipe manufacturer's recommendations.

Manholes: Precast reinforced concrete manhole sections shall conform to ASTM Specification C-478. Construct manholes of precast concrete sections as required by Drawings to size, shape, and depth indicated, but never less than 4'-0" inside diameter. All joints for precast sections shall be approved by the engineer.

Inlets and Catch Basins: Precast reinforced concrete Inlets and Catch Basin sections shall conform to ASTM C-478. Construct Inlets and Catch Basins of precast concrete construction as required by drawings to size, shape and depth indicated.

Main and Lateral Pipes: Neatly cut off main and lateral pipes flush with inside of manhole or inlet where they enter structure walls. Dress all irregularities and rough edges with non-shrinking group (inside and outside).

Where pipes enter or exit manholes, a "Kor-N-Seal" molded neoprene boot with stainless steel internal and external bands as manufactured by the National Pollution Control Systems. Inc., Nashua, New Hampshire, or a polyurethane joint with a short transition joint as manufactured by Moorform Corporation, Centralia, Illinois, or an approved equal (or superior) connection shall be provided.

Cast Iron Frames, Covers, and Grates: After completion of manhole inlet, set cast iron frame in full mortar bed after adjusting to required elevation. Cast iron frames and covers shall conform to the drawings in all essentials of design. All castings shall be made of clean, even grain, tough gray cast iron The quality of iron in the castings shall conform to the current ASTM Specification A-48 for Class 20 Gray Iron Castings. The weight of castings shall be as shown in the plans. Castings shall be smooth, true to pattern, and free from projections, sand holes, or defects. A raised word "STORM SEWER" shall be cast on the upper non-skid surface of all manhole covers. The portion of the frame and cover which forms the cover seat shall be machined so that no rocking of the cover is possible. The castings shall be coated with coal tar pitch varnish. On roadways the frame and cover shall be set flush with and in the plane of the surface. In other locations they shall be set to grades determined by the Engineer. The frame and cover shall be heavy duty traffic bearing.

Plastic Filter Fabric: Plastic Filter Fabric shall be the non-woven type and shall comply with sections 514 and 985 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein.

Concrete: Concrete shall comply with Section 345 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction" unless modified herein. Minimum compressive strength at 28 days shall be 4,000 psi.

9.2 DETENTION AREAS AND GRASSED SWALES:

Swales must be landscaped with seeding, sodding, or sprigging, which does not inhibit the infiltration rate of the soil. Engineer requires 48 hours notice prior to landscaping of infiltration areas to make appropriate inspections.

The system will require periodic maintenance for continued proper operation. This will include, as a minimum: A) removal of silt debris from surface infiltration areas and catch basins, and B) maintenance of vegetative cover in surface infiltration areas.

9.3 STORMWATER DRYWELLS:

Drywells shall be constructed to the dimensions as detailed in the plans. The washed granular material shall have of a void ratio of not less than 0.4 and the gradation shall conform to section 901 of the latest edition "Florida Department of Transportation Specifications for Road and Bridge Construction". The dry well shall be completely wrapped in woven (as opposed to spun) filter cloth with a minimum 2 feet of overlap at field joints. The dry well shall contain perforated pipes as detailed in the plans.

9.4 INSTALLATION:

The Contractor shall comply with all local, state and federal regulations. The Contractor shall provide proper facilities for handling and laying pipe and accessories. Trenches shall be properly prepared; pipe shall be supported over its full length and bell holes hand dug as required. No pipe will be laid in unsuitable weather or in water. The Contractor will verify all field dimensions and report all discrepancies (including field stake-out) prior to commencing work. The contractor shall notify the Engineer at least 24 hours prior to installing any portion of the storm sewer system. He shall also stake all service connections and provide as-built dimensions to the Engineer. Manholes, cleanouts and the like shall be located, built and sized as shown on these drawings. Connections with existing storm sewer systems shall be coordinated by the Contractor with the Utility Authority. Adequate traffic control shall be provided.

A minimum separation of 10 ft. horizontal measured outside to outside and 18 inches vertical is required between storm sewer lines and all water lines.

When trench excavation depth exceeds five feet, the Contractor shall provide trench protection (shields, sloping, shoring, etc.) and shall comply with OSHA Standard 29 CFR, Section 1926.650 Subpart P.

In accordance with rules of the Florida Department of Environmental Protection (DEP), Chapter 62-25, the Engineer of record will be responsible for observation of construction of the Storm Sewer System. The Engineer shall be notified at commencement and completion of construction. To assure compliance with plans and specifications, said Engineer will report to DEP upon completion of construction before the system can be placed in service.

9.5 TESTS:

The Contractor shall coordinate all Tests and Inspections with the Utility Authority and the Engineer. All lines, fittings and manholes shall be clean and dry before the Inspector is summoned. Tests and subsequent corrections shall be at the expense of the Contractor.

Non-Perforated Storm Sewers: Leakage tests by exfiltration and/or infiltration will be made on all pipe as deemed by the Engineer. The Engineer shall have the option determining which test shall be employed. Generally, if the groundwater table is below the bottom of the pipe, an exfiltration test shall be used. Duration of test shall be not less than two (2) hours. Visible leaks encountered shall be corrected regardless of leakage test results. Leakage as measured by either the infiltration or exfiltration test shall not exceed 0.2 gallons per inch diameter per 100 feet of pipe per hour. When leakage exceeds the maximum amount specified, satisfactory correction shall be made and retesting accomplished.

Deflection testing shall be done on all flexible pipe at the direction of the Engineer. Testing shall be done using a mandrel having a diameter equal to 95 percent of the inside diameter of the pipe. When a deflection device is used in lieu of the mandrel, such device shall be approved by the Engineer prior to use. No pipe deflection shall exceed 5 percent.

9.6 EROSION PROTECTION:

New and existing drainage structures shall be protected from soil erosion sedimentation by placing baled hay around structures.

Staked baled hay and silt fence barriers shall be installed downhill from any earthwork activity, and in all areas subject to soil erosion, prior to start of construction.

Soil erosion sedimentation shall be controlled during all phases of construction.

ALL SOIL EROSION SEDIMENTATION SHALL BE RETAINED ON SITE.

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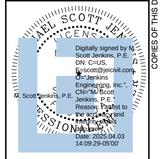

M. SCOTT JENKINS, P.E.
FL. REGISTRATION NO. 58073

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1	04/09/2025	REVISIONS PER TRC COMMENTS
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DAG ARCHITECTS

MORGAN SPORTS COMPLEX IMPROVEMENTS
DESTIN, FLORIDA

SPECIFICATIONS II
NOT VALID UNLESS BEARING ENGINEER'S ORIGINAL SIGNATURE

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DATE: 02-2025
DESIGNED: MSJ
DRAWN: MPF

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IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

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08 OF 08

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ITEM # 2025-462

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.C.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Daniel Butler, Principal Planner
Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 10, 2025

SUBJECT: Shores at Crystal Beach Park: Concept Review

I. BACKGROUND: On Monday, April 7, 2025, City Council directed Staff to review the newly revised plan provided by Okaloosa County Staff on Friday, April 4 and to provide a list of City Ordinances that the concepts did not comply with, and bring back for discussion at the second meeting in April.

II. DISCUSSION: Staff have reviewed the plans provided by Okaloosa County on April 4, 2025. The County has addressed most staff comments regarding the non-compliant aspects of the site and has submitted a letter detailing the remaining items. **However, there are two (2) corrections that were not addressed in either the revisions or the submitted letter. They are as follows:**

- **LDC Section 8.06.04.G**. - Curbing and/or wheel stops for vehicle parking spaces. All vehicle parking spaces must be equipped with suitable curbs or wheel stops to protect sidewalks, walls, fences, landscaped areas, and to prevent parking where not permitted.
    - This is applicable to the LSV Parking Lot and could be implemented without issue.

- **LDC Section 8.04.03.F** - Accessways that are not joint accessways shall be a minimum of ten feet from the side property line, measured from closest edge of the paving to the property line.
    - This is applicable to the westernmost egress of the standard vehicle parking area; however, to achieve this would mean the removal of the westernmost six (6)

parking stalls.

City Council will need to assess and provide direction to the County and City Staff with regard to the remaining design elements of the project.

COMPREHENSIVE PLAN CONSISTENCY: The proposed project is consistent with Comprehensive Plan Policy 5-1.4.3: Continue Intergovernmental Coordination and Natural Resource Management; Policy 5-1.4.13: Protect Natural Resources; Policy 6-1.1.1: Conserve Through Land Acquisition; Policy 6-1.4.2: Provide Public Shoreline Access; Policy 6-1.11.4: Enhance Waterfront Access1-2.4.2; & Policy 7-1.1.7: Increase Access Points to Gulf Beaches

A. Link to Strategic Goals / Objectives: II. Enhanced Quality of Life and Safety for Families
III. Economic Development and Revitalization

B. Effect on Budget (EOB): This item has already been budgeted for.

C. Level of Service (LOS): This beach access will have a minimal impact on the surrounding level of service.

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: As directed by City Council on April 7, 2025, Staff reviewed the plans provided by Okaloosa County on April 4, 2025 and provided feedback regarding elements of the new plans that are not compliant with the City's Land Development Code (LDC). County and City Staff are requesting direction and guidance on the remaining identified design elements of the proposed beach access.

IV. RECOMMENDED MOTION: I move that the City Council direct the County Staff to revise the Shores at Crystal Beach plans to include:

- Curbing/wheel stops for the LSV parking
- Proceed with a Variance Request submittal for the accessway setback
- Accept the throat distance as designed
- Align/reconstruct sidewalks as required by the Code, and
- Adopt a standard for LSV parking spaces in a City-owned public parking lot.

OR

ALTERNATIVE MOTION: I move that the City Council approve/ approve with conditions/approve with modifications/deny the Shores at Crystal Beach 60% plans as submitted.

Attachments:

1. Shores at Crystal Beach 60 Percent Plans_4.4.25
2. County Response to

ITEM # 2025-462

Staff Comments

NOTE:
SEE SHEET C-104 FOR GEOMETRY NOTES.

DENOTES GEOMETRIC POINT (SEE SHEET C-104 FOR GEOMETRIC DATA TABLES)

BM-6
BM-7
BENCHMARK (SEE DATA TABLE, SHT. C-101)
SCENIC HWY 98
EXISTING ASPHALT ROAD (TYP.)
(100' RIGHT-OF-WAY)
EXISTING CONCRETE PAVEMENT
EXISTING CURB AND GUTTER (TYP.)
RELOCATE STOP BAR
12" CONCRETE RIBBON CURB (TYP.)(SEE DETAILS, SHT. C-501)
CROSSWALK (TYP.)
DETECTABLE WARNING DOMES (TYP.)
CONCRETE SIDEWALK (TYP.)(SEE DETAILS, SHT. C-512)
10' (MIN.) FRONT LANDSCAPE BUFFER (TYP.)
DO NOT ENTER SIGN
STOP SIGN AND RIGHT TURN ONLY SIGN
STOP SIGN
STOP BAR
EXISTING CONCRETE DRIVE (TYP.)
EXISTING 6' CONCRETE SIDEWALK (TYP.)
GOLF CART/LOW SPEED VEHICLE (LSV) ONLY SIGN
ROW
LANDSCAPE AREA (TYP.)
NO PARKING SIGN
12" CONCRETE RIBBON CURB (TYP.)(SEE DETAILS, SHT. C-501)
CONCRETE SIDEWALK (TYP.) (SEE DETAILS, SHT. C-512)
PROPERTY LINE (TYP.)
WEST ASPHALT PARKING LOT (19 STD SPACES) (1 ADA SPACE) (SEE PAVEMENT SECTION, C-300)
CONCRETE BUMPER GUARD (TYP.) (SEE DETAILS, SHT. C-511)
6 STD SPACES
7 STD SPACES
17 LSV SPACES
EAST ASPHALT GOLF CART/LOW SPEED VEHICLE (LSV) PARKING LOT (34 LSV SPACES) (SEE PAVEMENT SECTION, C-300)
BOLLARD (TYP.) (4 REQ'D.) (SEE DETAILS, SHT. C-501)
1 ADA ACCESSIBLE PARKING SPACE WITH PAVEMENT MARKINGS AND SIGNAGE (TYP.) (SEE DETAILS, SHTS. C-702 THRU C-705)
NO PARKING ZONE PAVEMENT MARKING (TYP.) (SEE DETAILS, SHT. C-701)
16' SINGLE ARM SWING GATE (BY OTHERS)
DO NOT ENTER SIGN
ONE WAY SIGN
EMERGENCY VEHICLE ONLY SIGN
BOLLARD (TYP.) (11 REQ'D.) (SEE DETAILS, SHT. C-501)
BIKE RACK (5 SPACES) (SEE DETAILS, SHT. C-502)
WOODEN STAIRS (TYP.) (SEE STRUCTURAL PLANS)
WOODEN ADA RAMP (TYP.) (SEE STRUCTURAL PLANS)
EXISTING COVERED PAVILION (TYP.)
EXISTING RESTROOM
LITTLE ADVENTURES OUTPOST (COUNTY/CITY ADDRESS DESIGN & LOCATION)
GEOGRID EMERGENCY VEHICLE BEACH ACCESS DRIVE (SEE PAVEMENT SECTION, C-300)
WOODEN BOARDWALK (TYP.) (SEE STRUCTURAL PLANS)
EXISTING WOOD RAMP (TYP.)
5' (MIN.) SIDE LANDSCAPE BUFFER (TYP.)
RESTROOM FACILITY (SEE ARCHITECTURAL PLANS)
PUBLIC SHOWER WITH FOOT WASH (TYP.)(3 REQ'D.) (SEE DETAILS, SHT. CU-502)
WOODEN DUNE WALKOVER (TYP.) (SEE STRUCTURAL PLANS)
SCALE: 1" = 10'

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
1401 PANAMA CITY BEACH PARKWAY - SUITE 110,
PANAMA CITY BEACH, FL 32413 (850) 230-8150
ENGINEERING BUSINESS: EB-0000340
PENSACOLA - PANAMA CITY BEACH - TALLAHASSEE - MOBILE

SEAL

SHORE AT CRYSTAL BEACH EXPANSION

NO.	DATE	APPR.	REVISION / ACTION TAKEN

This drawing is the property of BASKERVILLE-DONOVAN, INC. and is not to be reproduced in whole or in part. It is not to be used on any other work and is to be returned upon request.

NOT RELEASED FOR CONSTRUCTION
BY: XXX DATE: XX/XX/XX

PROJECT NO: 12105.02
DESIGNED BY: RAS
DRAWN BY: JJ
CHK'D BY: RLW
PROJ. MGR.: JCP
DATE: APRIL 2023

GEOMETRY PLAN

C-103

County Administrator's Office

State of Florida

City of Destin Team
4200 Indian Bayou Trail
Destin, Fl 32541 (Letter Emailed)

April 3, 2025

Dear Destin Team,

First, thank you for your "concept review" comments on the Shores at Crystal Beach project and the follow-up clarifications. Overall, the comments were very helpful. Some comments related to landscaping like shrubs and tree would be addressed via a landscaping plan once we got past an agreed upon site plan layout.

Also, having been a certified planner in my career, I understand the dichotomy of the Council's comments on the project and can appreciate both Council viewpoints. Please know, for County staff, the issue was never about not following the rules, but more the fact that we worked directly with the City Manager, Asst. City Manager, City Attorney, City Engineer and City Development Director in many meetings, over several revisions, over several years and believed we were designing the project as requested. For example, it was the City staff that insisted on the LSV parking and were ok with the dimensions.

All that being said, we know all of those folks are any no longer with the City and that we are where we are. Four years after the demolition ceremony our goal remains the same, to work with the City to find a financially sound and practical path to create and open these beach/park areas for residents and visitors alike, per our interlocal agreement.

An updated plan is attached. Remaining discussion points specific to each parking/beach area are included.

Please let us know anything else you see that needs to be addressed in these plans, so that we are prepared to address on Monday, if necessary.

Most Sincerely,

Craig Coffey

Craig Coffey
Deputy County Administrator - Operations

Okaloosa County Administration Building
1250 N Eglin Parkway, Suite 102
Shalimar, Florida 32579

Western Parking Area (Regular Parking):

The elimination of 4 parking spaces has allowed the County to meet the City standards with the following discussions items below. Overall, the plan has been modified to move stop bars, adjust radii, increased the western landscape area to 5ft, added bollards, added a landscape island, and made other modifications as requested.

1. 40ft Clearance - There is a 40ft clearance standard at the throat of an entrance. The City Engineer can approve a smaller distance at his discretion and it is not considered a variance. For this parking area it is at a distance of 36.52ft and (35.77ft for other lot). We understood this was waived by the City Engineer for both locations' years ago. Please let us know if the former engineer's waiver is still valid in this instance. However, if deemed necessary by the City Council, we will make further modifications.

2. Sidewalk - Per a newer City standard a sidewalk is now required 8ft with a 4ft area. While we can widen the sidewalks in front of these areas to 8ft wide, however we question the approach, appearance, and safety in doing this piecemeal. We have showed the existing dimension as requested at 6ft and other locations it could be as low as 5ft. We would suggest retrofitting this sidewalk as a comprehensive, properly designed City CIP sidewalk project. If we do only these few sections piecemeal, the 8ft sections will like stand out as a patchwork; it could lead to safety problems for users with back and forth transitions; and this condition is likely to exist for a long time (decade+) as the area is built out. We could also pledge the estimated funds from the City and County through the project for a period of time. However, if deemed necessary by the City Council we will make these sidewalk segments 8ft as requested.

3. Landscaping, Lighting, Signage Other - When a site plan layout gets settled on we will meet the City standards for shrubs, trees, lighting, signage, etc.

Eastern Parking Lot (LSV or Golf Cart Parking)

In general, this parking area required very few changes if an LSV parking regulation is approved. It will ultimately come down to what parking area the City of Destin wants to build an LSV lot as the County was requested to design or a traditional parking lot?

1. All the previous discussion items apply to this lot as well.

2. LSV Parking Dimensions vs. Compact Car Parking Spaces. The County has laid out a LSV parking lot per the request and per the specific dimensional guidance by the City staff leadership at the time. Per your recent comments, we have recently been advised there is no LSV parking lot standard in you land development code, only a compact car standard. Having an LSV parking lot (although it can only be used by local visitors and residents) made perfect sense to us in this area after the center parcel was not acquired. It also made perfect sense that such a standard would likely not exist in the land

development code of the City as only a City or County would build such a large number of these spaces in a park area and likely not very often.

The standard provided in the comments, a compact car parking lot, may work for a few spaces, but likely does not work in practice for an entire lot. Also, LSV (golf carts) are really different than compact cars in size, speed, and function. There would be major concerns inter-mixing LSV and compact cars (or full-size car), and likely present major safety and functional issues. Additionally, if you were to redesign using the parking us compact car space standards provided in the City's code you have essentially lost 60% of the parking, cutting local user beach access by more than half. You would then just design a traditional lot, which would essential look and function just like the City's existing lot in front of the Crystal Beach Pavilion (see below). This is an option.

There are several different ways the Council could address this eastern parking area. The Council could adopt a LSV parking lot standard into the land development code for public properties in areas with permitted golf cart usage on local streets. The code would be modeled after the dimensions of this lot. Conversely, the Council could grant a blanket variance for only this one parking lot for smaller, slower (LSV) vehicles. The last and likely least beneficial option of the City and County would be to redesign this lot for traditional parking. This would provide 9-10 spaces meeting code, essentially looking like the existing City lot next door (see below). In working with the City, we are good with any of these solutions.

3. Sidewalk realignment - We are good with realigning the sidewalk on the City ROW/property, but it is jogged to properly align with the property to the east and is shown as it presently exists for that reason. Realignment will cause physical alignment issues with the driveway on the property to the east, removal of several trees in the ROW (appears that was the reason for the jog). It could potentially affect the irrigation and the driveway on the private property to the east. From a liability and functional standpoint shifting the transition midway through this parking lot or dead ending the sidewalk at the eastern property line would not work either. Additionally, it will be a large public cost. with minimal beneficial gain. While we respectfully disagree with suggested realignment, we will comply with whatever the Council determines.

ITEM # 2025-248

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.D.

TO: City Council

THRU: Kimberly Kopp, City Attorney
Larry Jones , City Manager

FROM: Krystal Strickland, Finance Director

DATE: April 16, 2025

SUBJECT: Destin Fire District-Beach Safety Contract 2025

I. BACKGROUND: The City of Destin and the Okaloosa County TDC have contributed funding toward Beach Safety and Lifeguard Services to help ensure the safety and enjoyment of the city's beaches. Since Fiscal Year 2005, the City of Destin has specifically funded Lifeguard Services through the Destin Fire Control District (DFCD). Since 2007, the City has paid $1000,000 per year for lifeguard services. Fiscal Year 2025 marks the first increase in many years, with an approved budget of $282,175 for Beach Safety and Lifeguard Services.

II. DISCUSSION: The attached interlocal agreement contains a Scope of Services which describes the services to be provided to the City of Destin beaches for the $282,175 payment by the City for FY2025.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): Council adopted a budget of $282,175 to cover lifeguard services for FY 2025.

	0152140-534521 General Fund Public Safety - Lifeguard Svcs
FY 25 Adopted Budget*	$ 282,175
Budget Amendments (Grants)	-
Revised Budget	282,175
Previous Expenses/Encumbrances	-
Available Program Budget	282,175
This Agreement +(-)	(282,175)
FY 25 Remaining Program Budget	$ -

C. Level of Service (LOS): This agreement will provide beach safety for residents and visitors and will promote public safety.

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: The City of Destin has provided funds to the Destin Fire Control District since FY 2005 to fund Beach Safety and Lifeguard Services to ensure the safety and enjoyment of the city's beaches by residents and visitors. The proposed interlocal agreement between the City of Destin and the Destin Fire Control District, outlines the Scope of Services that will be provided for Spring Break and the one hundred (100) days of summer based on the city's contribution to these services and will enhance the service level provided by TDC funds from Okaloosa County.

IV. RECOMMENDED MOTION: I move to authorize the Mayor to execute the Interlocal Agreement between the Destin Fire Control District and the City of Destin to provide Beach Safety and Lifeguard Services on the City of Destin beaches for FY2025.

Attachments:

1. Beach Safety - Interlocal Agreement City of Destin - Beach Safety 2024 - 2025 (002)
2. 2024-2025 City of Destin requested

INTERLOCAL AGREEMENT FOR BEACH SAFETY AND LIFEGUARD SERVICES

THIS INTERLOCAL AGREEMENT (the "Agreement") is made and entered into on the effective date below, by and between the CITY OF DESTIN, a political subdivision of the State of Florida (hereinafter referred to as "the City") and DESTIN FIRE CONTROL DISTRICT, an independent special district (hereinafter referred to as "the District").

WHEREAS, the City finds that enhancing the safety of its beaches is an essential component of promoting the City as a tourist destination; and

WHEREAS, the presence of lifeguards will promote safety and encourage enjoyment of the beaches; and

WHEREAS, the City desires beach safety and lifeguard services; and

WHEREAS, the District has offered to render certain beach safety and lifeguard services as more fully described in this Agreement, and has the qualifications, experience and resources to perform such services; and

WHEREAS, the City determines it would be in the best interest of the health, safety and welfare of its citizens and visitors to enter into this Agreement with the District for the rendering of those services described in this Agreement.

NOW, THEREFORE, acting pursuant to their statutory authority and in consideration of the mutual covenants and agreements of the parties, the City and the District agree as follows:

SECTION I.
AUTHORITY

1.1 This Agreement is entered into pursuant to the provisions of Section 163.01, Florida Statutes, (hereinafter referred to as the "Act") and other applicable provisions of law.

SECTION II.
PARTIES

2.1 The parties to this Agreement are the City and the District.

SECTION III.
FINDINGS

3.1 The recitals set forth above are hereby approved and incorporated herein.

SECTION IV.
TERM OF AGREEMENT

4.1 The term of this Agreement shall be for one (1) fiscal year effective October 1, ~~2023~~ 2024, through September 30, ~~2024~~ 2025.

4.2 Termination. In the event the City declares a financial emergency as defined by the Florida Auditor General, the City shall provide a thirty (30) day notice and be relieved of any obligations as it pertains to this Agreement and the District will no longer provide the Scope of Services as outlined in **EXHIBIT A**.

SECTION V.
COMPENSATION

5.1 The City agrees to pay the District for full and timely performance of its obligations hereunder, a total amount of ~~ONE~~ TWO HUNDRED EIGHTY TWO THOUSAND DOLLARS ($~~100~~282,000.00) the fiscal year beginning October 1, ~~2023~~ 2024 ("~~2024~~2025 Contract Amount").

5.2 Payment will be made in equal amounts by the 15th of each month for the services provided as described in the Scope of Services as set forth in **EXHIBIT A**.

SECTION VI.
SCOPE OF WORK

6.1 The District shall provide beach safety and lifeguard services as more fully described in the Scope of Services set forth in **EXHIBIT A** attached hereto and incorporated by reference.

6.2 The District shall provide a point-of-contact for the services provided under this Agreement. The point of contact shall be available to the City at all times as necessary for the proper performance of this Agreement by the District.

6.3 The District shall place the City of Destin's logo ("Logo") on equipment and vehicles used to provide services under this Agreement. Said Logo shall be provided by the City and shall be non-permanent. Additionally, the District agrees to work with the City to enhance marketing efforts of the City of Destin. Such marketing efforts shall include, but not be limited to, social media development and interaction, public relations and publicity initiatives, webpage links and landing pages, and photograph and video.

SECTION VII.
RECORDS AND REPORTING

7.1 For the services performed under this Agreement, the District shall maintain books, records, documents, and other evidence according to generally accepted governmental accounting principles, procedures, and practices which sufficiently and properly reflect all costs and expenditures of any nature, incurred by the District in connection with the services performed under this Agreement or otherwise paid or to be paid from either incremental revenues or the proceeds of increment obligations, and said books, records, documents and other instruments shall be retained by the District for a period of three (3) full years after termination of this Agreement. However, notwithstanding the above, no books, records, documents or other evidence reflecting all costs and expenditures incurred under this Agreement shall be destroyed until proper authorization for the disposal has been received pursuant to Florida Law.

IF THE DISTRICT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE DISTRICT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT OFFICE OF THE CITY CLERK, City of Destin 4200 Indian Bayou Trail Destin, Florida 32541: (850) 837-4242 rbailey@cityofdestin.com.

7.2 The District must comply with the public records laws, Chapter 119, Florida Statues, specifically the District must:

a. Keep and maintain public records required by the City to perform the service.
b. Upon request from the City's custodian of public records, provide the City with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in chapter 119 Florida Statutes or as otherwise provided by law.
c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the District does not transfer the records to the City.

7.3 Upon completion of the contract, transfer, at no cost, to the City all public records in possession of the District or keep and maintain public records required by the City to perform the service. If the District transfers all public records to the public agency upon completion of the Agreement, the District shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the District keeps and maintains public records upon completion of the Agreement, the District shall meet all applicable requirements for retaining the public records. All records stored electronically must be provided to the public agency, upon the request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

SECTION VIII.
AUDIT

8.1 The City shall have the right from time to time at its sole expense to audit the compliance by the District with the terms, conditions, obligations, limitations, restrictions and requirements of this Agreement and such right shall extend for a period of three (3) years after termination of this Agreement.

8.2 The City shall have full access, for inspection, review, and audit purposes, to all items referred to in Section VII above and shall comply with all public records laws.

SECTION IX.
REPRESENTATIONS AND WARRANTIES

9.1 The City does hereby represent and warrant to the District that it has all requisite power, authority, and authorization to enter into this Agreement, has taken all necessary actions required to enter into this Agreement, and to fulfill any and all of its obligations, duties, and responsibilities provided for or required of it by this Agreement, whether exercised individually or collectively.

9.2 The District does hereby represent and warrant to the City that it has all requisite power, authority, and authorization to enter into this Agreement, has taken all necessary actions required to enter into this Agreement, make any payment contemplated hereby, and to fulfill any and all of its obligations, duties, and responsibilities provided for or required of it by this Agreement, whether exercised individually or collectively.

SECTION X.
AMENDMENTS

10.1 Neither this Agreement nor any portion of it may be modified or waived orally. The provisions hereof may be amended or waived only pursuant to an instrument in writing, approved by the parties hereto. Any party to this Agreement shall have the right, but not obligation, to waive any right or rights, limitation or limitations, or condition or conditions herein reserved or intended for the benefit of such party without being deemed to have waived other rights, limitations, or conditions. However, any such waiver shall be valid only if expressly granted in writing as described above.

SECTION XI.
DISPUTE RESOLUTION

11.1 The parties shall attempt to resolve any disputes that arise under this Agreement in good faith and in accordance with the provisions of the Florida Governmental Conflict Resolution Act as set forth in Sections 164.101-164.1061, Florida Statutes ("FGCRA").

11.2 To the extent that the parties are unable to resolve this dispute through the provisions of the FGCRA, then within thirty (30) days, the parties shall be required to participate in mediation. The cost of the mediation shall be borne equally between the parties. The mediator shall be mutually agreed upon by the parties.

11.3 In the event that the matter is not resolved through the mediation process, each party shall be free to pursue any of its available remedies.

11.4 Attorneys' Fees and Recoverable Costs

a. In the event of a legal action or other proceeding arising under this Agreement or a dispute regarding any alleged breach, default, claim, or misrepresentation arising out of this Agreement, whether or not a lawsuit or other proceeding is filed, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs, whether incurred before suit, during suit, or at the appellate level. This Section shall apply to any disputes brought under the FGCRA.

b. Recoverable Costs. The reasonable costs that the prevailing party shall be entitled to recover pursuant to Agreement shall include any costs that are taxable pursuant to any applicable statute, rule, or guideline (including, but not limited to, the Statewide Uniform Guidelines for Taxation of Costs).

SECTION XII.
SEVERABILITY

12.1 If any one or more of the covenants, agreements or provisions of this Agreement shall be held contrary to any express provision of law or contrary to any policy of express law, then the remainder of this agreement shall remain in full force and effect.

SECTION XIII.
CONTROLLING LAW

13.1 All covenants, stipulations, obligations and agreements of the City and the District contained in this Agreement shall be deemed to be covenants, stipulations, obligations and agreements of each of the City and the District to the full extent authorized by the Act and provided by the Constitution and laws of the State of Florida. The laws of the State of Florida shall govern any and all provisions of this Agreement and any proceeding seeking to enforce or challenge any provision of this Agreement. Venue for any proceeding pertaining to this Agreement shall be exclusively in Okaloosa County, Florida.

SECTION XIV.
NOTICE

14.1 If written notice to a party is required under this Agreement, such notice shall be given by hand delivery, recognized overnight delivery service, or by first class mail, registered and return receipt requested.

As to the City as follows:

~~Louis Zunguze~~ Larry Jones
~~Interim~~ City Manager
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541

As to the District as follows:

Chief Kevin Sasser
Fire Chief
Destin Fire Control District
848 Airport Road
Destin, Florida 32541

SECTION XV.
NO MEMBER LIABILITY

15.1 Neither the members of the governing body of the City, the District, nor any official executing this Agreement, shall be liable personally or shall be subject to any accountability for reason of the execution by the City, the District or any executing authority of the City or the District for any act pertaining thereto.

SECTION XVI.
FORCE MAJEURE

16.1 A party's timely performance of its obligations under this Agreement, only to the extent it is specifically affected thereby, shall be suspended, without forfeiture of any performance bond or the incurring of any financial liability, when and only for as long as performance of such obligations is prevented by reasons of any of the following cases: (i) acts of God, including without limitation severe weather events, (ii) operation of law, and (iii) any other event beyond the reasonable

control of the party whose performance is affected, to the extent not caused by such party's willful or negligent acts or omissions, except in those cases where the party could not have reasonably foreseen and reasonably avoided the occurrence. The party affected by any such event shall give written notice thereof to the other party as soon as practicable after it becomes aware of such an event and, to the extent practicable, shall specify the anticipated length of the delay. The affected party shall use reasonable efforts to minimize the impact of that delay on that party's performance. Neither party shall be liable to the other for damages caused by such events. This provision shall not apply to obligations to make payments under Section V of this Agreement.

SECTION XVII.
FILING

17.1 The City and the District are hereby authorized and directed after approval of this Agreement by the City and the District and the execution thereof by the duly qualified and authorized officers of each of the parties hereto, to file this Agreement with the Clerk of the Circuit Court of Okaloosa County, Florida for recording in the public records of Okaloosa County, Florida as provided in Section 163.01(11), Florida Statutes.

SECTION XVIII.
SOVEREIGN IMMUNITY

18.1 The parties further agree that nothing contained herein is intended to nor shall be construed a waiver of the City or District's rights and immunities under the common law or Section 768.28, Florida Statutes, as amended from time to time.

SECTION XIX.
INSURANCE, LIABILITY AND INDEMNIFICATION

19.1 The District shall be an independent contractor in regard to the services provided herein and shall not be deemed to be the agent of the City.

19.2 During the term of this Agreement, the District shall have in force general liability insurance with limits of at least $1,000,000.00 per occurrence and $3,000,000.00 aggregate naming the City as an Additional Insured and Certificate Holder covering any liability, claim, damage or lawsuit, excluding claims for a taking of property or inverse condemnation, resulting from the actions of the District or its employees, officers or agents in the performance of its responsibilities under this Agreement.

19.3 The District agrees that it shall be fully responsible for all claims, liabilities, damages, costs, actions, suits or proceedings at law or in equity which may occur as a result of the wrongful or negligent acts of its officers, employees, representatives, and agents. The District shall indemnify and hold the City harmless from any and all liability resulting from the wrongful or negligent acts of officers, employees, ~~representative~~representatives, and agents.

19.4 Any contractor or consultant engaged by the District for work under this Agreement shall be required to protect, defend, indemnify and hold the District and City harmless from all claims, demands, causes of action or liability resulting from injury to or death of persons or damage to or loss of property sustained as a consequence of the Agreement and arising from the said contractor's or vendor's operations or as a proximate result of the acts or omissions of the

contractor, consultant or their employees. Such agreement by the contractor or consultant shall include their indemnification as to any assessment of an administrative fine or penalty by a governmental entity for a violation of conditions of any required permit related to their actions or failure to act in carrying out their contractual duties. The District shall require the provisions of this section to be included in all contracts between the District and its contractors and consultants for work or services to occur under this Agreement.

SECTION XX.
CONSTRUCTION

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

[Remainder of the page left intentionally blank]
[Signatures appear on the following page]

IN WITNESS WHEREOF, the parties hereto, by and through the undersigned, have entered into this Agreement on the date and year first above written.

DESTIN CITY COUNCIL
DESTIN, FLORIDA

By:_____
Bobby Wagner
Its: Mayor

Dated: _____

ATTEST:

By: _____
Rey Baily
Its: City Clerk

Approved as to form and legal sufficiency:

_____
Kimberly Romano Kopp
Its: City Attorney

DESTIN FIRE CONTROL DISTRICT

By:_____
~~Richard D. Moore~~ James Thomas Green
Its: Chairman

Dated: _____

ATTEST

By: _____

Kathryn Wagner
Its: District Clerk

Approved as to form and legal sufficiency:

_____

Dana C. Matthews II
Matthews & Jones, LLP
Its: District Attorney

EXHIBIT A

SCOPE OF SERVICES

The District shall supply two (2) lifeguards with towers at Norriego Point Beach Park and one (1) lifeguard with tower and one (1) lifeguard with a Jet Ski at O'Steen Beach Trail during the specified time frames as described below. The District shall supply Lifeguard Chairs at June Wwhite Ddecker Park, Shirah Street Beach Trail, Shores at Crystal Beach (Hutchinson Street), and Pompano Beach Trail (Old Pier) during the specified time frames below.

The beach safety and lifeguard services shall include, but not be limited to, beach safety education; supervising beach areas from assigned lifeguard locations; patrol vessel; performing rescue and accident prevention activities at the beach and in the open water environment; monitoring and advising beach and water users of local, state and federal laws, rules, and ordinances; providing and coordinating emergency medical and water-rescue activities and emergency response.

Priority duties include:

- The District will provide service for the O'Steen Beach Trail (Harbor 9 annmd Harbor Officer) and Norriego Point Beach Park (Norriego East and Norriego West)from ~~the Saturday~~Saturday Friday , ~~May 27~~ 24~~th~~May 23, 2025 through Monday ~~Sunday~~, September 1 ~~August 13~~ 17th ~~from 8:00am to 6:00pm.~~ O'~~s~~Steen Beach Trail (Harbor 9) will be in service from 9:45 a.m.-7:00 p.m. and (Harbor Officer) from 9:15 a.m.-4:30 p.m. Norriego Point Beach Park will in service from 9:30 a.m.-7:30 p.m.
- The District will supply service for the Lifeguard Chairs at June White Decker Park, Shirah Street Beach Trail, Shores at Crystal Beach (Hutchinson Street), and Pompano Beach Trail (Old Pier) from Friday May 23, 205-Sunday, August 10, 2025 from 9:00 a.m.-6:00 p.m.
- The District shall assess the prevailing surf conditions daily, in accordance with United States Lifesaving Association ("USLA") and International Life Saving Federation ("ILSF") standards determine the appropriate beach safety flag and based on that assessment, change the beach flags to reflect the appropriate color and provide lifesaving services. The flag color will be posted no later than 9:30 a.m. daily on the Destin Beach Safety Facebook page.

- Implement the District's beach safety standard operating guidelines so as to best minimize risk to the public and for the safe and efficient operation of lifeguarding service.
- Closely monitoring all aquatic users within designated areas of supervision.
- Maintaining a proactive approach to beach and water safety by advising the public, when necessary, of dangers and providing advice to best minimize risk.
- Educating the public on beach safety and the beach flag system.
- Establishing a social media page that is proactively updated with the current beach flag status and is used to message beach safety information to the public during the season.
- Carrying out the rescue of any person(s) in difficulty and informing other services if and when backup is required.
- The District will provide a monthly invoice to the City with key metrics of the District's services for that month.
- Carrying out the other duties such as Emergency Medical Response and Minor First Aid, Dry-Land and In-Water Missing Person Searches, and Safety Interventions and Preventive Actions as required prevent/treat death of injury, minimizing risk, and maintaining public safety. Providing written reports of incidents and Daily Activity Reports (DAR's) for required beach statistics.
- Monitoring the condition of lifeguard equipment and repair/replace as necessary.
- Undertaking scheduled cleaning and maintenance of surf rescue equipment and facilities on a daily, weekly and monthly basis and repair/replace as needed.
- Maintain personnel training, curriculum, and equipment standards that meet or exceed the standards established by the United States Lifesaving Association's Lifesaving Agency Certification Program.
- Provide an annual comprehensive report to the City Manager which includes, but is not limited to, the following performance measures: (1) the number of personnel used to deliver lifeguard services, (2) the cost of all personnel services, (3) lifesaving activities for the season to include preventative actions and rescues performed, and (4) drowning fatalities in guarded and unguarded areas. The report shall be submitted no later than the end of business on August 11, 2025~~7th~~. If mid-year requests for statistics are needed, the City Manager's office will coordinate with the Beach Safety Division.

DESTIN FIRE CONTROL DISTRICT

Beach Safety Budget - City of Destin

For Fiscal Year Ending September 30, 2025

	2023-2024 BUDGET	2024-2025 Estimated 9/30/2025	Change	%
ANNUAL REVENUE				
Contribution to Beach Safety - City	$ 100,000	$ 282,000	$ 182,000	182.00%
TOTAL ANNUAL REVENUES	$ 100,000	$ 282,000	$ 182,000	182.00%
ANNUAL EXPENDITURES				
Capital acquisition - equipment	$ -	$ -	$ -	0.00%
Communication devices	$ 3,091	$ 2,791	$ (300)	-9.71%
Drug and background tests and physicals	$ 2,043	$ 2,043	$ -	0.00%
Dues and fees	$ 1,424	$ 1,410	$ (14)	-0.98%
Equipment repair and maintenance	$ -	$ -	$ -	0.00%
Equipment supplies	$ 606	$ 600	$ (6)	-0.99%
Fuel	$ -	$ -	$ -	0.00%
Insurance-workers comp	$ 10,822	$ 11,177	$ 355	3.28%
Insurance-liability	$ 5,173	$ 5,117	$ (56)	-1.08%
Office	$ -	$ -	$ -	0.00%
Payroll benefits	$ 14,431	$ 29,299	$ 14,868	103.03%
Payroll tax	$ 15,591	$ 16,103	$ 512	3.28%
Training	$ 656	$ 656	$ -	0.00%
Uniforms	$ -	$ 1,835	$ 1,835	100.00%
Utilities	$ 359	$ 355	$ (4)	-1.11%
Wages	$ 203,800	$ 210,490	$ 6,690	3.28%
TOTAL ANNUAL EXPENDITURES	**$ 257,996**	**$ 281,876**	$ 23,880	9.26%
OVERAGE / (SHORTAGE)	**$ (157,996)**	**$ 124**	$ 158,120	-100.08%

ITEM # 2025-473

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.E.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: David Prichard, Community Development Director
Steve O'Connor, Deputy Community Development Director

DATE: April 14, 2025

SUBJECT: Beach Patrol Plan Post Spring Break Update

I. BACKGROUND: At the March 17th City Council Meeting, Council requested Staff to bring an update on how the Beach Patrol Plan worked through the main weeks of Spring Break. Further, Council requested that a plan be developed to better improve situational awareness, communication, coordination, and synchronization with the Sheriff's Office.

II. DISCUSSION: Vending or soliciting on the beach within the city limits of the City of Destin is prohibited. Over the last few years, there has been an increase in this prohibited activity along the beaches, which Staff have previously attempted to mitigate and stop. However, all previous efforts have not produced acceptable results. In January, the Council requested that Staff develop a plan to address this issue and have it ready and implemented by Spring Break. That plan was developed and implemented in early March by assigning a Code Officer to a special Beach Duty that includes patrolling the beach on a daily basis as activity is needed. Since implementing the Beach Patrol Plan Code has made conduced the following interactions concerning prohibited activity on the beach.

- Commercial Event on the beach citation warning - 1
- Soliciting/Vending on the Beach citation warning - 6
- Soliciting/Vending on the Beach citation fine - 2
- Beach Vending complaint - 4 investigated (unable to cite due to the activity not being observed)
- Beach Chairs impeding foot traffic citation/verbal warning - 3
- Animals on the beach verbal warning - 2

This is only a snapshot of the activity the Beach Officer has done, as there are numerous interactions with the public that proved educational concerning large holes, vending, and general safety on the beach.

To address the coordination with the Sheriff's office, the Sheriff's deputies are aware of the City's prohibition of beach vending. There were several events where Sheriff's Deputies engaged with vendors to inform them the activity was prohibited and contacted the Code Compliance Beach Officer to support and either provide a warning or monetary fine as applicable. In speaking with the Sheriff's Office and the Code Compliance Beach Officer, the coordination and synchronization have been working well and seamlessly by using cell phone communication.

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

III. CONCLUSION: Staff believes a good foundation is in place to work from and, in coordination with the Sheriff's Office, staff will continue to monitor processes and adjust as needed. The most glaring point of improvement will be getting more Code Staff to improve response times, or add a second Beach Patrol Officer to be able to patrol both sides of Destin's beaches at the same time.

IV. RECOMMENDED MOTION: Informational Only

Attachments:

None

ITEM # 2025-468

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.F.

TO: City Council

THRU: Kimberly Kopp, City Attorney
Larry Jones , City Manager

FROM: Larry Jones , City Manager

DATE: 4/15/2025

SUBJECT: Henderson Beach State Park - Findings Regarding Dogs on the Beach

I. BACKGROUND: During the Regular City Council meeting held on April 7, 2025, Council member Hebert requested the City Manager to:

Councilmember Hebert requested that the City Manager reach out to representatives at Henderson Beach State Park to inquire about their policies regarding dogs on the beach. Specifically, she asked the City Manager to:

- **Clarify the current rules at Henderson Beach, particularly regarding why dogs are allowed on the beach for campers but not for other visitors using the park facilities.**
- **Explore the possibility of Destin residents who pay for an annual beach pass or possess a resident sticker being allowed to bring their dogs onto the beach at Henderson, similar to how dog access is handled in Walton County.**
- **Report back at the next meeting with findings from the park, so the council can continue discussion and consider possible options for allowing dogs on certain portions of the Gulf beach.**

II. DISCUSSION: City Manager Larry Jones reached out to Brian Addison, Manager of Henderson Beach State Park, in response to Council Member Hebert's inquiry about allowing dogs on the beach. Mr. Addison clarified that dogs are not permitted on the Henderson State Park beach unless they are service animals. He also noted that this policy is set at the State Park level.

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

III. CONCLUSION:

IV. RECOMMENDED MOTION: Informatiional only.

Attachments:

None

ITEM # 2025-468

ITEM # 2025-474

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.G.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Jeffrey Cozadd, Projects, Grants and Contracts Manager
Krystal Strickland, Finance Director

DATE: 4/16/2025

SUBJECT: Kimley-Horn Proposal - SS4A Grant Opportunity - Pedestrian Underpass near Stahlman Intersection

I. BACKGROUND: Kimley-Horn made a presentation to council on April 7th regarding intelligent intersections and measures to improve traffic flow. The presentation indicated that Kimley-Horn could assist the city with the preparation and submission of grant applications for various projects that could improve traffic flow and increase pedestrian safety.

II. DISCUSSION:

City staff have continued discussions with Kimley-Horn regarding the proposed pedestrian underpass near the Stahlman Avenue intersection. During these discussions, staff were advised that the project may be eligible for funding through the Federal Department of Transportation's **Safe Streets and Roads for All (SS4A)** grant program. This grant could potentially fund both the design and construction phases, with this year's application deadline set for **June 26th**.

Kimley-Horn, who has successfully prepared SS4A grant applications for other municipalities, has submitted a task order to assist with the preparation of an application specifically for the design and construction of the underpass (see attached). The SS4A Emerald Coast Safety Action Plan that was recently completed by Kimley-Horn will support the necessary justification for this grant project request.

Okaloosa County has expressed support for the project and is open to utilizing County surtax funds to help meet the required **20% local match**. The total project cost—including design, construction, and CEI (Construction Engineering and Inspection)—is currently estimated at **$10 to $15 million**.

The proposal from Kimly-Horn will include working closely with the city to complete all standard forms, responding to key questions, preparing a project narrative, summary budget preparation, completing the self-certification worksheets, creating supporting maps, application submission, and various meetings with the City staff. Kimly-Horn will also develop an estimated budget and schedule for the project. **The cost of these services will be $38,750.**

A. Link to Strategic Goals / Objectives: I. Financailly sound city providing service excellence
II. Enhance quality of life and safety for families
V. Improve mobility and connectivity

B. Effect on Budget (EOB): The engineering department has available $75,000 for engineering professional services in the 2025 adopted budget.

Aclarian: 001.5412.531000
$75,000 2025 Adopted Budget
0 Expenditures/Encumbrances to date
$75,000 Available Budget for engineering professional services

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

D. Legislative Sponsor: Dewey Destin

E. Business Impact Statement:

III. CONCLUSION: Eliminating North/South pedestrian crossings at the Stalhman/98 intersection will improve both safety and traffic flow. Creating a pedestrian underpass near that location will offer many benefits to the city. Staff recognize this as an excellent opportunity to fund a major capital project. Staff recommend that Council approve this Proposal and allow Kimley-Horn to work closely with city staff in the preparation and submission of an SS4A application for the pedestrian underpass.

IV. RECOMMENDED MOTION: I move that Council approve the proposal from Kimley-Horn to prepare and submit an SS4A application for the pedestrian underpass near Stahlman intersection.

Attachments:

1. SS4A FY25 City of Destin - KHA Proposal

Kimley»Horn

April 16, 2025

Jeff Cozadd
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

Re: Letter Agreement for Professional Services for SS4A Grant Support
Destin, Florida

Mr. Cozadd:

Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") is pleased to submit this Letter Agreement (the "Agreement") to **City of Destin** ("Client") for providing professional services associated with the above referenced project. The services outlined below will be in accordance with the Professional Planning and Grant Consulting Services Contract dated March 13, 2025.

Project Understanding

Kimley-Horn understands the following:

- The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program. The United States Department of Transportation (USDOT) FY25 Notice of Funding Opportunity (NOFO) opened on March 28, 2025.
- Client is considered "a political subdivision of a State or territory" and is therefore eligible for SS4A grants.
    - *Quotation from SS4A FY25 NOFO*
- Client desires to pursue an SS4A Implementation Grant to implement strategies or projects that are consistent with an existing Action Plan. USDOT encourages Implementation Grant applicants to include supplemental planning and demonstration activities in their application. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Applicants for Implementation Grants can self-certify that they have one or more plans in place that together are substantially similar to and meet the eligibility requirements for an Action Plan.
    - *Quotation from SS4A FY25 NOFO*
- Client desires to pursue one (1) Implementation Grant for the following:
    - Pedestrian underpass near the intersection of Stahlman Avenue and US 98
- Implementation Grants for FY 2025 must be submitted by 5:00 PM EDT on Thursday, June 26, 2025.
    - *Quotation from SS4A FY25 NOFO*

Scope of Services

<u>Task 1 – Grant Support</u>

- Consultant will coordinate with Client to prepare the following:

- Standard Forms (SF)
    - Application for Federal Assistance (SF-424)
    - Budget Information for Construction Programs (SF-424C)
    - Assurances for Construction Programs (SF-424D)
    - Disclosure of Lobbying Activities (SF-LLL)

- Key Information Questions
  - Responses to approximately 30-35 questions
- Project Narrative
  - Overview
  - Location
  - Response to Selection Criteria
  - Project Readiness
  - Associated data analysis and research
- Summary Budget Narrative
  - Budget, including SS4A funding Federal share and non-Federal share funds
- Self-Certification Eligibility Worksheet
  - Demonstration that City is included in a compliant Action Plan
- Supporting maps and/or figures
- Submit up to one (1) draft application to Client for review. Based upon Client conformed and consolidated comments revise the application and submit final documentation to Client.
- Consultant will attend up to two (2) virtual meetings with the Client during the development of this task.

Consultant will coordinate with Client to address the Implementation Grant selection criteria as stipulated within the NOFO for FY25 SS4A.

Consultant will be responsible for submittal via the Valid Eval online platform.

Task 2 – Estimated Budget

- Consultant will prepare an estimated budget for the project to include in the application package.
- Consultant will utilize information provided by the Client in the development of the estimated budget.
- Submit up to one (1) draft estimated budget to Client for review. Based upon Client conformed and consolidated comments revise the estimated budget and submit final documentation to Client.
- Consultant will attend up to one (1) virtual meetings with the Client during the development of this task.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates. This includes any substantial changes to the FY 2025 NOFO that are not outlined in this agreement.

Information Provided By Client

We shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives.

Schedule

Kimley-Horn will perform the services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

Fee and Expenses

Kimley-Horn will perform the services in Tasks 1 and 2 for the total lump sum fee below. Individual task amounts are informational only.

Task Number & Name		Fee	Type
1	Grant Support	$29,100.00	Lump Sum
2	Estimated Budget	$9,650.00	Lump Sum
	Total	$38,750.00	

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

Closure

In addition to the matters set forth herein, our Agreement shall include and be subject to, and only to, the Professional Planning and Grant Consulting Services Contract (RFQ-24-12-CD), which are incorporated by reference.

We appreciate the opportunity to provide these services. Please contact me if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Signed:
Printed Name: Shawn Kalbli .
Title: Associate

Signed:
Printed Name: Lindsay Slautterback
Title: Project Manager

CITY OF DESTIN

SIGNED: _____

PRINTED NAME: _____

TITLE:_____

DATE: _____

ITEM # 2025-475

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.H.

TO: City Council

THRU: Larry Jones , City Manager

FROM: Larry Jones , City Manager

DATE: April 16, 2025

SUBJECT: SRS Master Plan Workshop - Potential Dates

I. BACKGROUND: During the Regular City Council meeting held on April 7, 2025, the following motion was passed:

A. SRS Master Plan - Final Discussion

Councilmember Schmidt's motion instruct staff to return with option holding a workshop during the Jun summer timeframe to further discuss item was seconded by Councilmem Hebert and passed 7-0.

II. DISCUSSION: The City Manager coordinated with staff to identify potential dates for the SRS Master Plan Workshop, as requested by the Council. The proposed dates for the workshop are May 12, 2025, and June 9, 2025.

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:

IV. RECOMMENDED MOTION:

Attachments:

None

ITEM # 2025-476

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.I.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Krystal Strickland, Finance Director

DATE: April 16, 2025

SUBJECT: Purchasing Resolution 22-10 Update

I. BACKGROUND: During the Regular City Council meeting on April 7, 2025, Council passed the following motion regarding the discussed Purchasing Resolution 22-10:

> **Councilmember Bagby moved to update Resolution 22-10 to include changes previously recommended by the council, along with two new changes: one adding a vendor appeal process, and the other correcting the purchase order threshold. Motion was seconded by Councilmember Hebert and passed 7-0.**

Councilmember Bagby proposed two specific changes to the resolution:

1) **Section B, sub-paragraph V: The current language allows for the tempo permanent removal of vendors who have defaulted.**

Recommendation: Staff includes a mechanism allowing vendors to appeal their r especially regarding permanent disqualification.

2) **In Article Two, a typographical error listed the threshold for requiring a purch order as "$5" instead of the intended "$5,000."**

Recommendation: Correct the threshold to $5,000.

II. DISCUSSION: In accordance with the Council's direction, the following documents are attached to this item:

- A process outlining the removal of vendors for cause, which will be included in the resolution if approved
- Resolution 22-10, including the recommended revision to update the threshold amount to $5,000

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence

B. Effect on Budget (EOB):

C. Level of Service (LOS):

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. vendor removal appeal process.2 (003)
2. Purchasing Resolution 22-10 clean version 11.2 with edits2 (005)

Suggested edits to B. 2. V. of the purchasing policy regarding removal of vendors for cause, as requested by Council on 4/7/2025

The City Manager, or their designee, shall have authority to remove temporarily or permanently the names of vendors who have defaulted on their quotations, attempted to defraud the City, or who have failed to meet established specifications, delivery dates or other circumstances deemed worthy of removal. Reason for such removal shall be provided to the vendor at the time of such action.

Temporary removal shall remain in force until the stated reason for removal has been resolved to the satisfaction of the City Manager of their designee.

Appeal Mechanism for Permanent Removal:

A vendor who has been permanently removed from the City's vendor list may appeal the decision through the following process:

Step One – Appeal to the City Manager:

The vendor may submit a written appeal to the City Manager at any time after notification of removal. The appeal must include a detailed explanation of the circumstances, any supporting documentation, and the reason(s) the vendor believes the removal should be reconsidered. The City Manager shall review the appeal, consult with relevant staff, and issue a written decision within fifteen (15) business days.

Step Two – Appeal to the City Council:

If the vendor is unsatisfied with the City Manager's decision, the vendor may submit a written request to appeal to the City Council within ten (10) business days of receiving the City Manager's decision. The appeal shall be scheduled for consideration at the next reasonable City Council meeting. The City Council shall have final authority to uphold, modify, or overturn the decision based on the written record and any presentation by the vendor or staff, as deemed appropriate.

The removal shall remain in effect during the appeal process unless otherwise directed by the City Manager or the City Council.

RESOLUTION 22-10

A RESOLUTION OF THE CITY OF DESTIN, FLORIDA, RELATING TO THE AMENDMENT OF COMPREHENSIVE PURCHASING PROCEDURES; PROVIDING FOR AUTHORITY; PROVIDING FOR DESIGNATION OF PURCHASING AGENT AND SPECIFIC DUTIES; PROVIDING FOR PURCHASING PROCEDURES FOR PURCHASES NOT EXCEEDING $35,000; PROVIDING FOR PURCHASING PROCEDURES FOR PURCHASES EXCEEDING $35,000; PROVIDING FOR DIVISION OF PURCHASE LIMITATION; PROVIDING FOR EMERGENCY PURCHASES; PROVIDING FOR FEDERALLY FUNDED PROCUREMENTS; PROVIDING FOR THE ESTABLISHMENT OF A PURCHASING MANUAL; PROVIDING FOR EXEMPTIONS FROM FORMAL BID REQUIREMENTS; PROVIDING FOR EXEMPTION TO RESOLUTION; PROVIDING A NO BID RECEIVED PROCEDURE; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Destin is desirous of amending its comprehensive purchasing thresholds and procedures, which provides for objective criteria used in the City of Destin's purchasing.

WHEREAS, the City of Destin maintains that it is financially prudent to adopt these procedures by resolution due to continuous changes in the economy and growth within the City of Destin whereas the procedures were previously in Resolution 19-07 and 18-05.

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

SECTION 1. AUTHORITY. The authority for the enactment of this resolution is Chapter 166.021, Florida Statutes, Section 1.01 and Section 3.14 of the City Charter.

SECTION 2. PURCHASING PROCEDURES AMENDED. Purchasing Procedures of the City is hereby amended as follows:

Article 1. Purchasing agent designated; specific duties and authority:

A. Authority

1. The City Charter designates procurement authority in the City Council and City Manager

2. Procurements and contracts are, by default, subject to this Resolution, unless specifically exempted by a vote of the City Council. However, if the City Council identifies an item it wishes to exempt from the Resolution, then any motion shall identify that the procurement shall be exempted because it is necessary to protect the health, safety, and welfare of the Citizens of Destin, which shall be identified in the applicable Resolution. Additionally, if a bidding document is required for the procurement, such as a Request for Proposals (RFP) or a Request for Bids (RFB) or a Request for Qualifications (RFQ), then the document shall contain detailed instructions of how it will be administered. If the bidding document lacks directions as to any parts of its administration, then the applicable

portions of this document shall act as default rules and procedures.

3. Any bid challenges to an exempted procurement shall follow the City's default challenge procedures.

4. Any procurements that are issued as part of any state or local grant programs, will require furnishing of the City's procurements policies as part of the application process or qualification process, shall not be eligible to be exempted from the standard procedures set forth below.

B. Purchasing Agent and Categories

1 The City Manager or City Manager's designee shall be the purchasing agent for the City. All procurements made under this Resolution must only adhere to binding Florida Law, City Law, ~~or~~ and Federal Law, and are not to be limited by any rules of any voluntary trade associations or voluntary professional associations (if a certain profession legally mandates membership in a trade or professional association, then the trade or professional association is not voluntary).

2. The City Manager or City Manager's designee shall be responsible for:

i) The purchase of supplies, materials and equipment, and contractual services required by any office, department or agency of the City.

ii) The storage and distribution of all supplies, materials and equipment required by any office, department or agency of the City.

iii) Establishing written specifications, whenever practicable, for supplies, materials and equipment and contractual services required by any office, department or agency of the City. Such specifications to the extent practicable should be definite and certain. Such specifications should be designed to permit full and open competition.

iv) Maintaining, whenever practicable, a perpetual inventory record of all materials, supplies or equipment stored in storerooms or warehouses of the City.

v) Soliciting and maintaining an up-to-date list of qualified vendors who have requested their names to be added to the bidder's invitation list. The purchasing agent shall have authority to remove temporarily or permanently the names of vendors who have defaulted on their quotations, attempted to defraud the City or who have failed to meet established specifications or delivery dates.

vi) Obtaining purchases and contractual services in an environment of full and open competition as is practicable.

C. Capital Purchases

Capital assets may be purchased (acquired) or constructed. Capital assets are defined by the City as assets with an initial cost more than the following:

Equipment	$10,000
Buildings and Improvements	$10,000

Infrastructure	$10,000
Improvements – Other	$10,000
Land	All

Article 2. Purchasing thresholds, categories and procedures:

The purchase process is controlled by three components: (1) dollar amount, (2) approving authority, (3) budgeted status.

- Dollar Amount categories apply to the total amount to be purchased and/or the total amount to be expended over an initial contract term.
- Purchase Approval thresholds apply to the established level of approving authority (i.e. Department Head, Finance Director, City Manager or City Council).
- Budgeted status applies to items that have been budgeted or have an approved purchase order.

An encumbrance (Purchase Requisition/PO) will be required for purchases over $5,000,~~000 if provision of goods or services will be provided in more than 30 days.~~if delivery of goods or services is past 30 days.

Pursuant to Florida Statute 166.241(2) the adopted budget must regulate expenditures of the ~~municipality~~ city and no ~~an~~ officer, employee or agent of the city~~a municipal government~~ may ~~not~~ expend or contract for expenditures in any fiscal year except pursuant to the adopted budget.

Unless otherwise provided by Florida Law or other provisions of the city's Code of Ordinances, resolutions or polices or such policies are waived as provided in City Law, all purchases by the City of commodities, contractual services and construction services shall be processed and approved in accordance with the following procurement thresholds:

~~Specific items in the adopted budget may be approved by the City Manager if less than $35,000~~
Items specified in the adopted budget are subject to the following approval process: Items not in an approved budget are subject to the same approval process, but may only be processed when accompanied by a corresponding budget amendment.

Budgeted Items

Level	Dollar Threshold	Procedure	Authority to Approve
Level One	Individual item and/or total purchase up to $1,000	A quote via telephone, internet or in person is ~~suggested~~ required. City's purchasing card should be used when possible.	Department Director
Level Two	Individual item and/or total purchase $1,001 to $5,000	Two written quotes indicating vendor, contact info, price. ~~May include quotes from internet research~~.	Department Director and Finance Director
Level Three	Individual item and/or total purchase $5,001 to $35,000	Three written quotes with PO documentation.	Department Director, Finance Director and City Manager
Level Four	Individual item and/or total purchase over $35,000	Formal bid solicitation in form of Request for Proposals (RFP) or Request	Department Director, Finance Director, City

		for Bids (RFB), ~~or piggy-back upon state contract or~~ Request for Qualifications (RFQ) as per F.S. 287.055, or alternate bid solicitation~~.~~ Resulting contract must be encumbered.	Manager and City Council

~~The City Manager may approve non-budgeted items, not to exceed $25,000, without Council approval.~~

~~Non-Budgeted items~~

~~Level~~	**~~Dollar Threshold~~**	**~~Procedure~~**	**~~Authority to Approve~~**
~~Level One~~	~~Individual item and/or total purchase up to $1,000~~	~~A quote via telephone, internet or in person is suggested. City's purchasing card should be used when possible.~~	~~Department Director~~
~~Level Two~~	~~Individual item and/or total purchase $1,001 to $5,000~~	~~Two written quotes indicating vendor, contact info, price. May include quotes from internet research.~~	~~Department Director and Finance Director~~
~~Level Three~~	~~Individual item and/or total purchase $5,001 to $25,000~~	~~Three written quotes with PO documentation.~~	~~Department Director, Finance Director and City Manager~~
~~Level Four~~	~~Individual item and/or total purchase of $25,001 to $35,000~~	~~Three written quotes with PO documentation and City Council approval.~~	~~Department Director, Finance Director, City Manager and City Council~~
~~Level Five~~	~~Individual item and/or total purchase over $35,001~~	~~Formal bid solicitation in form of Request for Proposals (RFP) or Request for Bids (RFB) or piggy-back upon state contract or Request for Qualifications (RFQ) as per F.S. 287.055. Resulting contract must be encumbered.~~	~~Department Director, Finance Director, City Manager and City Council~~

Article 3. Division of purchases limitation:

No contract or purchase shall be subdivided to avoid the purchasing requirements of Articles 2 of this Resolution.

Article 4. Emergency purchases:

1. Natural Disasters. If the State of Florida or the City declares a state or civil emergency, all normal purchasing procedures, and requirements, as set forth herein shall be suspended and the following procedures shall apply:

A. The City Manager or City Manager's designee shall be empowered to secure any needed emergency supplies, materials and equipment, or contractual services using the most efficient and effective procurement methods as in the best interest of the City. If the cost of any purchase exceeds the current formal bid threshold, a full report of such purchase shall be made to the
City Council at the earliest available City Council meeting.

B. With the approval of the City Manager, the head of any department may purchase any needed emergency supplies, materials and equipment, or contractual services, using the most effective procurement method, as determined by the department head, who made the emergency purchase necessary. If the cost of any purchase exceeds the budgeted or non-budgeted dollar threshold, a full report of such purchase shall be made to the City Council at the earliest available City Council meeting.

C. The City Manager may request other governmental entities to purchase for the City any needed emergency supplies, materials and equipment, or contractual services or the City may purchase from another governmental entity any needed emergency supplies, materials and equipment, or contractual services such governmental entity has available. If the cost of any purchase exceeds the budgeted or non-budgeted dollar threshold a full report of such purchase shall be made to the City Council at the earliest available City Council meeting.

2. All other emergencies. In the event of an emergency, which is not declared a state or civil emergency, such as an equipment failure, catastrophic damage to city property, or other similar unexpected event, all normal purchasing and requirements directly related to such emergency shall be suspended and with the approval of the City Manager, the head of any department may purchase any required emergency supplies, materials and equipment, or contractual services. The head of such department shall send to the City Manager a copy of the delivery record, if applicable, together with a full written report of the circumstances of the emergency. If the cost exceeds the budgeted or non-budgeted dollar threshold, a full report of each such purchase shall be made to the City Council at the earliest available City Council meeting.

Article 5. Federally Funded Procurement Rules:

Purchases using Federal Funds (i.e. FEMA, US Treasury RESTORE, CARES, ARPA) must conform to applicable Federal law, including: 2 CFR Part 200 "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards" and comply with all requirements as amended from time to time. Contracts utilizing Federal funds shall include all required Federal contract clauses.

Article 6. Purchasing Manual:

For the purposes of clarifying operating instructions, the City Manager shall have the authority to establish and amend from time to time, a Purchasing Manual, the contents of which shall be consistent with this Resolution.

Article 7. Exemptions to Bid Requirements:

The following situations are exempt from formal competitive bid requirements of Article 2, except that the City Council shall approve all purchases and contracts for supplies, materials, equipment, or contractual services exceeding the budgeted or non-budgeted dollar threshold:

1. Professional Services: Contracts for professional services involving professions defined in F. S. 287.055 Consultants' Competitive Negotiation Act are not subject to competitive bidding. A written contract or engagement letter in each instance shall be required. A request for qualifications (RFQ) is highly recommended.

2. Sole-Source Supplies: Sole source supplies, available from only one source, such as unique, patented, or franchised supplies are exempt but must be memorialized in memo format approved by the City Manager.

3. Alternate bid solicitations: to be presented to council for consideration, waiving the city's standard solicitation process:

a. Bids and contracts from other entities: Where the City Council finds that it is in the best interest of the City to use formal written contracts or competitive bids of other governmental entities that have been a result of an appropriate solicitation process (aka "piggy-backing").

b. ~~4.~~ Cooperative Purchasing: Orders or contracts for supplies, materials, services and equipment that are cooperative purchases with or through third party entities specializing in government procurements, when deemed by approving authority to be in the best interest of the citiy. ~~with other units of government, when, in the discretion of the City Manager, the best interests of the City would be better served thereby .~~

5. State Contract: Orders or contracts for supplies, materials and equipment which are the subject of contracts with the State of Florida, as set forth in Section 287 of the Florida Statutes, as amended from time to time, or with the United States Government, in the discretion of the City ~~Manager (also known as "piggy-backing").~~

6. Computer Equipment and Peripherals: Orders or contracts for personal computers, printers, associated parts, and software and communications services. All purchasing of IT hardware and software must be approved by the IT director or his designee prior to purchasing to ensure uniformity throughout the City.

7. Unique Circumstances: Under unique circumstances in which the City Manager and/or the City Council finds that compliance with the purchasing procedures will harm or prejudice the City.

Article 8. Exemption to Purchasing Resolution:

The following situations are exempt from this purchasing resolution and are within the approval authority of the City Manager or City Manager's designee:

1. Emergency Purchases: As defined in Article 4 above.

2. Seminar registrations and professional membership dues, fees, and publications.

3. Purchase of local utility services, which services are considered a sole source supplier.

4. Purchase of print and electronic media for the Library.

5. Postage expenses, when billed by a vendor at the currently prevailing rates established by the U.S. Postal Service.

6. Advertising.

Article 9. No Bid Received Procedure:

Where no bid has been received after initial publication of a bid/proposal, the approving authority is authorized to utilize alternate procurement means to solicit products or services. ~~City Manager is authorized to solicit products or services or seek other alternatives for purchasing, such as cooperative purchasing agreements.~~

Section 3. SEVERABILITY. Each separate provision of this resolution is deemed independent of all other provisions herein so that if any portion or provision of this ordinance is declared invalid all other provisions thereof shall remain valid and enforceable.

Section 4. EFFECTIVE DATE. This resolution shall take effect upon its adoption by Council and signature of the Mayor.

ADOPTED THIS ——— DAY OF APRIL 21, 2025 ~~NOVEMBER2022~~.

By: _____

~~Gary Jarvis~~Bobby Wagner, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

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

_____

~~Kyle Bauman~~Kimberly Romano Kopp, City Attorney

ITEM # 2025-469

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.J.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Michael Burgess, Public Works Director

DATE: 4/14/2025

SUBJECT: Update regarding Westbound Right-Turn Lane from Highway 98 to Airport Road – Lane Delineator Installation Status

I. BACKGROUND: At the April 7, 2025, regular City Council meeting, Council Member Braden made the following request:

> **Councilmember Braden moved that the city requests FDOT to implement safety measures on the westbound right turn lane from Hwy 98 onto Airport Road, such as installing lane delineators, barriers, or similar traffic control devices to prevent vehicles from improperly cutting across traffic and ensure improved traffic flow and public safety in that area. The motion was seconded by Councilmember Trammell and passed 7-0.**

II. DISCUSSION: Following Council's direction, City Manager Larry Jones instructed staff to contact FDOT regarding potential safety improvements for the westbound right-turn lane from Highway 98 onto Airport Road.

The City received the following response from FDOT:

As discussed, we have a field review scheduled for May 8th to review some items along the corridor in the Destin area. While we are there, we will look at the Airport Road request. We did handle a request that came thru the CTST back in September, where we installed "Right Lane Ends, 350 FT".

Once you have the crash reports, please forward to me for review. We will compare them to Signal 4.

If you have any questions, please feel free to contact me. Thanks.
Brian Pettis
Traffic Operations
Traffic Services Program Manager
Desk (850) 330-1275
Cell (850) 703-0871

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:

IV. RECOMMENDED MOTION:

Attachments:

None

MINUTES
TOWN CENTER COMMUNITY
REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
MARCH 19, 2025 - 5:30 PM
DESTIN CITY HALL ANNEX CHAMBERS

1. CALL TO ORDER:

Chairman Wernet called the meeting to order at 5:30 PM on Wednesday, March 19, 2025, at the Destin City Hall Annex Council Chambers with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present	Members Absent	Staff Present
Lockwood Wernet	Kyle Davis	Kim Montgomery Deputy Clerk
Corlene Ziegler		Daniel Butler Principal Planner
Margie Avery		
Iris Bethea		
Preston Greene		

3. AGENDA APPROVAL:

Motion by Chairman Wernet to amend the agenda to add Council member Sandy Trammell under Current Business, Item A., with Committee member Ziegler providing the second, the motion passed 5-0.

4. MINUTES FOR APPROVAL: February 19, 2025

Motion by Chairman Ziegler to approve the minutes of the February 19, 2025 meeting as written with Committee member Green providing the second. The motion passed with a 5-0 vote.

5. CURRENT BUSINESS:

- **Sunshine Laws/Public Records Act - Councilmember Sandy Trammell**

  - Briefed the members with information regarding the Sunshine Laws.
  - Discussed Robert's Rules of Order and how items that are not on the agenda cannot be discussed and recommended in the form of a motion, and as a result, is why they now include the agenda approval at the beginning of the meeting for members to add items for discussion and possible recommendation to City Council.
    - Chair may make and second motions.
    - Members should use "Point of Order" to refocus discussion when needed.
    - Motions require a motion, a second, discussion, and vote.
    - Items requiring motions must be on the agenda, otherwise, discussion only.

- Spoke of the need for the members to attend their monthly meetings and how she was tasked by the Council to get the committees fully vested with members, have quorums to be able to meet, and have functioning committee meetings.
    - Attendance & Communication
    - Meeting Prep:
        - Monthly meetings are the third Wednesday of each month.
        - Submit agenda items by the first Wednesday of each month..
        - Respond to attendance emails, lack of quorum can cancel meetings.
        - Direct any questions or requests to staff (Daniel, Cindy).
        - Meeting materials, including budget info, are available online.
- Explained how the minutes are just a summary of what was discussed however their motions are verbatim.
- Spoke of how once a motion for a recommendation is made, even if they vote against it, if it passes, they as a committee stand behind the recommendation and are not to speak against it, especially to the City Council.
- Introduced the staff members and their duties to the new committee members.
- Explained the necessary timeline to get items to staff to be placed on their next meeting agenda for discussion.
- Spoke of their Town Center CRA Master Plan and encouraged the members to get familiar with it.

➢ Code of Ethics

➢ Members must complete and submit a signed Code of Ethics form.

- **Key Principles:**

    - Represent all citizens, not personal or business interests.
    - Avoid using city roles for personal benefit (e.g., parking privileges or influence).
    - Maintain open-mindedness and prioritize what's best for Destin as a whole.
    - Avoid behavior that violates public trust (e.g., intoxication during meetings).
    - Do not exercise individual authority outside of official meetings.
    - Support committee decisions once made by consensus, even if you dissented.
    - If dissenting, request that your reasoning be included in the official minutes.

➢ Sunshine Law & Public Records

- Applies to all meetings, emails, texts, and documents related to city business.

➢ **Important Rules:**

- Use city email accounts only—avoid personal accounts.
- Never hit "Reply All" on city email communications.

- Forward any personal texts or messages related to city business to your city email.

- Two or more members cannot discuss city business outside a public meeting (even casually at restaurants or events).
- Violations include heavy penalties: fines, potential jail time, and ethics violations.
- Public records include any form of documentation (notes, maps, photos, software).
- Be cautious with informal comments or offensive notes—even handwritten ones are public records.

➢ **Curing a Violation:** If you mistakenly discuss committee business with another member, disclose the discussion openly at the next meeting to correct the record.

➢ **Voting Conflicts**

- **Definition:** Occurs when a member, or someone closely related, stands to gain or lose financially from a committee decision.
  - **Action Required:**
    - Declare the conflict before voting.
    - Fill out and submit the appropriate disclosure form.
    - Conflict details are attached to the meeting minutes for transparency.
  - **Guidance:** When in doubt, contact the city attorney or staff liaison

➢ Committee Operations & Planning

- **Work Plan & Annual Report:**
  - Begin drafting work plans to review in September.
  - Finalize and submit in November to align with the city's budgeting timeline.
  - Work plans can be short-term or multi-year projects.
- **Structure of Work Plans:**
  - Strategic Goal
  - Objective
  - Performance Objective
  - Measurable Outcomes
  - Action Plan
  - Process Improvement (review/monitoring)
  - Stakeholders (internal/external)
  - Process Owner (person responsible for tracking progress)
- **Examples Discussed:**
  - Christmas lights, 5K runs, banners, Linear Park support, grant searches, etc.
- **Projects & Ideas:**
  - Use their Master Plan as a foundation for project ideas.
  - Members can bring up community concerns or ideas—e.g., safety improvements—but should clarify if they fall under this committee's scope

➢ CRA Focus and Coordination

- **Committee Role:**
  - Advise on Town Center CRA development aligned with the master plan.
  - Focus on projects that benefit the entire Town Center area.
  - Work can include events, improvements, advocacy, and funding support.

- **Collaboration:**
  - Other committees (Parks & Rec, Public Works & Safety) may be involved in overlapping projects.
  - Joint meetings are allowed when relevant to multiple groups.
  - Advocacy and relationship-building (e.g., with Parks Foundation or other stakeholders) are encouraged.

Fundraising & Budget

- **Spending CRA Money:**
  - Fundraisers must be pre-approved by Council to earmark funds properly.
  - Otherwise, funds go into the general fund and may not be retrievable quickly.
- **Existing Projects:**
  - Example given – Main Street Banners on the street poles. The committee can revisit or expand existing efforts, using staff knowledge of past projects.

Final Notes

- The City Council is eager for the CRA Advisory Committee to propose meaningful projects.
- Members are encouraged to think outside the box while staying within the master plan and Sunshine guidelines.
- Read the CRA Master Plan, brainstorm actionable goals, assign process owners, and ensure all goals are documented in the work plan.

6. February Development and City Projects - Update Daniel Butler

Mr. Butler provided a brief summary of the upcoming projects that are currently under review in the district.

- Cross Town Connector
- Linear Pathway

7. MEMBER COMMENTS:

- **Chairman Wernet**
  - Work Plan/Annua Report
    - Examples of work plan items was provided to the new members with instructions to have them added under their name to discuss.
- **Committee member Green** – Commented that he is a lifelong resident of Destin, and how his family has been in the restaurant business, and currently he is the owner of Crackings, and is excited for opportunity to make Destin better.
- Committee member Ziegler - Spoke of how she is now the Commander at the Destin American Legion and retired Postmaster from the Destin USPS.
- Committee member Avery – Commented that she owns a business locally and work from home as an accountant.
- Committee member Bethea – Commented that she is the owner of Destin Roofing, Inc., and is looking forward to learning the process and hopefully it can be helpful to the community.

8. ADJOURNMENT:

Having no further discussions, the meeting was adjourned at 7:10 PM.
Adopted and approved _____ day of _____2025.

_____ _____
Lockwood Wernet Chairman Kim Montgomery Deputy City Clerk

ITEM # 2025-236

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Announcement
AGENDA OUTLINE NUMBER: 4.L.

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Announcements

I. BACKGROUND:

II. DISCUSSION:

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

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

None

ITEM # 2025-342

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Ordinance
AGENDA OUTLINE NUMBER: 5.A.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Noell Bell, Chief Building Official
Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 14, 2025

SUBJECT: Second Reading Ordinance 25-01-LC- Amending Article 20 "Building Regulations" of the Land Development Code relating to contractor insurance and contractor revocations. Removing Section 20.08.00 "Contractors" from the Land Development Code.

I. BACKGROUND: This ordinance is part of the ongoing **Land Development Code (LDC) rewrite** and focuses on **removing contractor-related provisions** from the LDC, specifically from **Article 20**. The rationale is that contractor regulations **better belong in the Code of Ordinances** under **Chapter 13: Licenses, Permits, and Miscellaneous Business Regulations** within **Article IV: Local Licenses of Contractors**. This realignment ensures that regulations are categorized appropriately, making them clearer for stakeholders, particularly contractors and regulatory bodies.

II. DISCUSSION: Ordinance 25-01-LC will delete the following sections from **Chapter 20** of the LDC:

1. **2.08.00 – Contractors**
2. **20.08.01 – Insurance**
3. **20.08.02 – Revocation**

This aligns with the proposed **Ordinance 25-02-CC**, which re-establishes these sections in the **Code of Ordinances**.

A. Link to Strategic Goals / Objectives: 1B - Develop initiatives to enhance organizational development and service excellence
1B4 – Land Development Code revision

1B7 – Key Functions/Services: Continuous improvement of effectiveness and efficiency.

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Objective: To ensure proper categorization of contractor-related regulations.
Outcome:Deleting contractor regulations from the **LDC** and ensuring they are properly located in **Chapter 13 of the Code of Ordinances**

The Local Planning Agency met on March 7, 2025 and voted 7-0 to recommend approval of Ordinance 25-01-LC Remove contractor regulations from Land Development Code (LDC).

City Council approved the Ordinance on first reading at the April 7, 2025 City Council meeting.

IV. RECOMMENDED MOTION: I move that the City Council adopt **Ordinance 25-01-LC**.

Attachments:

1. ORD. 25-01-LC-Chapter 20. ART IV - Contractors_
2. Business Impact Statement 25-01-LC

ORDINANCE NO. 25-01-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA; AMENDING ARTICLE 20 "BUILDING REGULATIONS" OF THE LAND DEVELOPMENT CODE RELATING TO CONTRACTOR INSURANCE AND CONTRACTOR REVOCATIONS; REMOVING SECTION 20.08.00 "CONTRACTORS" FROM THE LAND DEVELOPMENT CODE; PROVIDING FOR A BUSINESS IMPACT ESTIMATE AS REQUIRED BY STATE LAW; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE CITY LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section l.0l (b) of the City Charter and Section 166.021, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City Council desires to remove from the Land Development Code the regulations set forth in Section 20.08.00 relating to contractor insurance and contractor revocation of permits, licenses or registration; and

WHEREAS, the City Council will additionally amend the Code of Ordinances to include updated and efficient regulations relating to contractors, by separate publicly noticed ordinance(s); and

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

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

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

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

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

SECTION 3. AMENDMENTS TO CHAPTER 20, LAND DEVELOPMENT CODE

Chapter 20 of the Land Development Code is hereby amended as follows:

***

Article 20 – BUILDING REGUALTION

***

20.08.00. Reserved ~~Contractors.~~

~~20.08.01. *Insurance.* All contractors shall furnish proof of compliance with the following:~~

~~(1) The applicant has a public liability insurance policy for the ensuing year with an insurance company authorized to do business in the State of Florida with the following minimum liability limits:~~

	~~Liability~~	~~Property Damage~~
~~General Contractor~~	~~$300,000~~	~~$50,000~~
~~Building Contractor~~	~~300,000~~	~~50,000~~
~~Residential Contractor~~	~~100,000~~	~~25,000~~
~~Sheet Metal Contractor~~	~~100,000~~	~~25,000~~
~~Air Conditioning Contractor~~	~~100,000~~	~~25,000~~
~~Roofing Contractor~~	~~100,000~~	~~25,000~~
~~Mechanical Contractor~~	~~100,000~~	~~25,000~~
~~Pool Contractor~~	~~100,000~~	~~25,000~~
~~Plumbing Contractor~~	~~100,000~~	~~25,000~~
~~Underground Utility and Excavation Contractor~~	~~100,000~~	~~25,000~~
~~Solar Contractor~~	~~100,000~~	~~25,000~~
~~Pollutant Storage System Specialty Contractor~~	~~100,000~~	~~25,000~~
~~Specialty Contractors, unless specified otherwise~~	~~100,000~~	~~25,000~~

~~a. The policy shall contain a provision adding the City of Destin as an additional insured or a provision holding the City of Destin, its officers, agents, employees, assigns, mayor and councilmen, both individually and collectively harmless from any liability caused by the negligence, carelessness, or wanton act of the contractor or his agents, employees or~~

~~assigns. If the policy does not contain either provision, the contractor shall sign a hold harmless form provided by the City of Destin.~~

~~b. The policy shall contain a provision or statement from the company that the policy will not be canceled without ten days' prior notice to the City of Destin. If at any time the said liability policy becomes canceled or terminated, the certificate so issued shall become null and void.~~

~~(2) The applicant has worker's compensation insurance for the ensuing year with an insurance company authorized to do business in the State of Florida or an exemption certificate accepted by State of Florida Department of Labor and Employment Security, Bureau of Workers' Compensation Compliance.~~

~~20.08.02. *Revocation.* The city may suspend or revoke any permit, license or contractor registration for the following:~~

~~(1) Fraud, deceit or misrepresentations in obtaining a permit, city license or contractor registration;~~

~~(2) Incompetence or negligence in conducting work which is in violation of existing codes;~~

~~(3) Fraudulent departure from or willful disregard of plans or specifications in any material manner, without the consent of the owner or his duly authorized representative, or the commission of any fraudulent act by the contractor which results in injury to the owner or supplier;~~

~~(4) A contractor permitting any other person, firm, corporation or other entity to use the contractor's certificate of competency for the purpose of obtaining permits or performing work under such certificate of competency.~~

***

SECTION 4. BUSINESS IMPACT ESTIMATE. Prior to enactment of this Ordinance, a business impact estimate was prepared and posted in accordance with section 166.041, Florida Statutes.

SECTION 5. INCORPORATION INTO LAND DEVELOPMENT CODE. This ordinance shall be incorporated into the City of Destin's Land Development Code and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 6. CONFLICTING PROVISIONS. City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 7. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 8. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

ADOPTED THIS _____ DAY OF _____, 2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

_____
Rey Bailey, City Clerk

_____
Kimberly Romano Kopp, City Attorney

First Reading: _____
Second Reading: _____

Community Development Department

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

Business Impact Statement for Proposed Ordinance 25-01-LC

1. Summary of proposed Ordinance 25-01-LC

An Ordinance amending Chapter 20 of the Land Development, related to Contractors Insurance and Revocation of permits, licensees and registration.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the city.

a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

None.

b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

None.

c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

None.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

None.

4. Any additional information the board determines may be useful.

None.

ITEM # 2025-343

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Ordinance
AGENDA OUTLINE NUMBER: 5.B.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Noell Bell, Chief Building Official
Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 14, 2025

SUBJECT: Second Reading Ordinance 25-02-CC – Amending Chapter 13 of the Code of Ordinances "License, Permits, and Miscellaneous" to address contractor insurance and contractor revocations.

I. BACKGROUND: Staff identifies a needed structural adjustment in the City of Destin's regulations by transferring contractor-related provisions from the **Land Development Code (LDC)** to the **Code of Ordinances** under **Chapter 13: Licenses, Permits, and Miscellaneous Business Regulations, Article IV: Local Licenses of Contractors**. This realignment ensures that regulations are categorized appropriately, making them clearer for stakeholders, particularly contractors and regulatory bodies.

II. DISCUSSION: The proposed changes include:

1. Re-establishment of **Sections 13-80 & 13-81** in the **Code of Ordinances**.

2. Relocation of Contractor Regulations from the **LDC to Chapter 13, Code of Ordinance**, under **Article IV: Local Licenses of Contractors**.

3. Major Changes to Language:
*__Removal__ of minimum insurance coverage limits since they are already governed by Florida Statutes.
*__Change__ in policy cancelation notification period:
Original requirement: **10** days' notice to the City.
Proposed requirement: **30** days' notice to the City.

4. Minor Clarifications for better readability and legal consistency

A. Link to Strategic Goals / Objectives: 1B Develop initiatives to enhance organizational development and service excellence
1B4 Land Development Code revision
1B7 Key Functions/Services: Continuous improvement of effectiveness and efficiency.

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION:

- **Objective:** To ensure proper categorization of contractor-related regulations.
- **Legislative Impact:** The deleted sections from the LDC will be reinstated in the **Code of Ordinances**, with minor revisions.

The Local Planning Agency met on March 7, 2025 and voted 7-0 to recommend approval of Ordinance 25-02-CC Remove contractor regulations from Land Development Code (LDC).

City Council approved the Ordinance on first reading at the April 7, 2025 City Council meeting.

IV. RECOMMENDED MOTION: I move that City Council adopt **Ordinance 25-02-CC**.

Attachments:

1. ORD.25-02-CC Chapter 13.Art.IV - Contractors
2. Business Impact Statement 25-02-CC

ORDINANCE NO. 25-02-CC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA; AMENDING CHAPTER 13 OF THE CODE OF ORDINANCES "LICENSES, PERMITS AND MISCELLANEOUS" TO ADDRESS CONTRACTOR INSURANCE AND CONTRACTOR REVOCATIONS; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE CITY CODE OF ORDINANCES; PROVIDING FOR A BUSINESS IMPACT ESTIMATE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section l.0l (b) of the City Charter and Section 166.021, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City Council desires to remove from the Land Development Code the regulations set forth in Section 20.08.00 relating to contractor insurance and contractor revocation of permits, licenses or registration; and

WHEREAS, the City Council desires to additionally amend the Code of Ordinances to include updated and efficient regulations relating to contractors, by this separate publicly noticed Ordinance 25-02-CC;

WHEREAS, the City Council desires to amend the Code of Ordinances relating to contractor insurance and contractor revocation of permits, licenses or registration; and

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

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

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

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

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

AMENDMENTS TO CHAPTER 13, LICENSES, PERMITS AND MISCELLANEOUS BUSINESS REGULATIONS

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ARTICLE IV. LOCAL LICENSING OF CONTRACTORS

***

~~**Secs. 13-80—13-100. Reserved.**~~

Sec. 13-80 – Contractors Insurance

All contractors shall furnish proof of compliance with the following:

(1) The applicant has a public liability insurance policy for the ensuing year with an insurance company authorized to do business in the State of Florida.

(2) Liability limits shall at minimum be that required of Florida Statutes.

a. The policy shall contain a provision adding the City of Destin as an additional insured or a provision holding the City of Destin, its officers, agents, employees, assigns, mayor and councilmen, both individually and collectively harmless from any liability caused by the negligence, carelessness, or wanton act of the contractor or his agents, employees or assigns. If the policy does not contain either provision, the contractor shall sign a hold harmless form provided by the City of Destin.

b. The policy shall contain a provision or statement from the company that the policy will not be canceled without thirty days' prior notice to the City of Destin. If at any time the said liability policy becomes canceled or terminated, the certificate so issued shall become null and void.

(3) The applicant has worker's compensation insurance for the ensuing year with an insurance company authorized to do business in the State of Florida or an exemption certificate accepted by State of Florida Department of Labor and Employment Security, Bureau of Workers' Compensation Compliance.

Sec. 13-81 – Contractor Revocation.

Revocation. The city may suspend or revoke any permit, license or contractor registration for the following:

(1) Fraud, deceit or misrepresentation in obtaining a permit, city license or contractor registration;

(2) Incompetence or negligence in conducting work which is in violation of existing codes;

(3) Fraudulent departure from or willful disregard of plans or specifications in any manner, without the consent of the owner or his duly authorized representative, or the commission of any fraudulent act by the contractor which results in injury to the owner or supplier;

(4) A contractor permitting any other person, firm, corporation or other entity to use the contractor's certificate of competency for the purpose of obtaining permits or performing work under such a certificate of competency.

Sec. 13-82 – 13-100 Reserved.

***

SECTION 4. BUSINESS IMPACT ESTIMATE. Prior to enactment of this Ordinance, a business impact estimate was prepared and posted in accordance with section 166.041, Florida Statutes.

SECTION 5. INCORPORATION INTO LAND DEVELOPMENT CODE. This ordinance shall be incorporated into the City of Destin's Land Development Code and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 6. CONFLICTING PROVISIONS. City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 7. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 8. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

ADOPTED THIS _____ DAY OF _____, 2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

_____
Rey Bailey, City Clerk

_____
Kimberly Romano Kopp, City Attorney

First Reading: _____
Second Reading: _____

Community Development Department

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

Business Impact Statement for Proposed Ordinance 25-02-CC

1. Summary of proposed Ordinance 25-02-CC

An Ordinance amending Article IV in the Code of Ordinance under Chapter 13 Licenses, Permits and Miscellaneous Regulations related to Local Contractors Insurance and Revocation of permits, licenses and registration.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the city.

a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

None.

b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

None.

c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

None.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

None.

4. Any additional information the board determines may be useful.

None.

ITEM # 2025-466

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: April 21, 2025
TYPE OF AGENDA ITEM: Public Hearing
AGENDA OUTLINE NUMBER: 5.C.

TO: City Council

THRU: Larry Jones , City Manager
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Deputy Community Development Director

DATE: April 2, 2025

SUBJECT: Second reading of Ordinance 25-09-LC - Amending Section 7.16.00 *Alcoholic Beverage Dispensing* of the Land Development Code; Creating an exception to the separation requirement from churches for certain tax-exempt organizations that specifically benefit veterans of the U.S. Armed Forces.

I. BACKGROUND: The Land Development Code currently contains separation requirements between churches and businesses that derive 50 percent of their gross revenue from the sale or dispensing of alcohol. The proposed ordinance would create an exception for 501(c)(19) organizations, which are tax-exempt organizations that specifically benefit veterans of the U.S. Armed Forces, to locate near churches notwithstanding whether or not such businesses derive revenue from the sale or dispensing of alcohol.

This item will be reviewed by the LPA on April 17, 2025, which is the publication date of this City Council agenda. Therefore, LPA recommendation will be provided to Council on April 21st.

II. DISCUSSION: The language below is the current language set forth in the LDC, with the new, proposed language underlined for Council consideration:

7.16.00. - Alcoholic beverage dispensing.

7.16.01. *Purpose*. The purpose of this section is to regulate where businesses principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises can be located in the City. The phrase "principally engaged" shall mean a business that derives more than 50 percent of its gross revenue from the sale or dispensing of alcohol. Notwithstanding the foregoing, under no circumstances shall a 501(c)(19) tax-exempt organization that specifically benefits veterans of the U.S. Armed Forces be considered to be

"principally engaged" in the dispensing of alcoholic beverages by the drink for consumption on or off the premises.

7.16.02. *Minimum separation distance.* Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is not permitted to be located within 500 feet from a church, similar place of worship, school, preschool, or cemetery. The measurement of the minimum separation distance line shall be from the nearest point of the property line of the church, similar place of worship, school, preschool, or cemetery to the front door of the building containing the liquor licensee. If the applicant feels that the City's determination of the distance requirement is in error, the applicant has the right to provide to the City a survey indicating the distance from the boundary line of the church, similar place of worship, school, preschool, or cemetery in question to the front door of the building in question. The survey must be prepared, signed, dated, and sealed by a professional surveyor registered in the State of Florida.

7.16.03. *Exceptions to the minimum separation distance.* The following are exceptions to the requirements of section 7.16.01:

1. Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is permitted to be located within 500 feet from a church, similar place of worship, school, preschool, or cemetery provided such business (1) is located in the North Harbor Mixed Use Zoning District, or the South Harbor Mixed Use Zoning District; (2) is located at an address where a business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises was licensed by the State to engage in such business either on or before the effective date of this ordinance; or (3) is located at an address where a business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises was licensed by the State to engage in such business before the church, or similar place of worship, school, preschool, or cemetery was established at the location in question.
2. Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is permitted to be located within 500 feet from a church, similar place of worship, school, preschool, or cemetery if such church, similar place of worship, school, preschool, or cemetery was established after a business principally engaged in the dispensing of alcoholic beverages was established at that location.

A. Link to Strategic Goals / Objectives:
B. Effect on Budget (EOB): None.
C. Level of Service (LOS):
D. Legislative Sponsor: Council Member Rodney Braden
E. Business Impact Statement:

III. CONCLUSION: The proposed ordinance would provide a limited exception for 501(c)(19) organizations, as explained above.

IV. RECOMMENDED MOTION: I move to adopt Ordinance 25-09-LC.

Attachments:

1. 25-09-LC Separation 501c19

ORDINANCE NO. 25-09-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING SECTION 7.16.00 "ALCOHOLIC BEVERAGE DISPENSING", OF THE LAND DEVELOPMENT CODE; CREATING AN EXCEPTION TO THE SEPARATION REQUIREMENT FROM CHURCHES FOR CERTAIN TAX-EXEMPT ORGANIZATIONS THAT SPECIFICALLY BENEFIT VETERANS OF THE U.S. ARMED FORCES; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section l.0l (b) of the City Charter, Section 166.021, Florida Statutes and Chapter 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City's future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City; and

WHEREAS, the Land Development Code currently contains separation requirements between churches and businesses that derive 50 percent of their gross revenue from the sale or dispensing of alcohol; and

WHEREAS, the City Council desires to allow 501c(19) organizations, which are tax-exempt organizations that specifically benefit veterans of the U.S. Armed Forces, to locate near churches notwithstanding whether or not such businesses derive revenue from the sale or dispensing of alcohol; and

WHEREAS, the City Council desires to provide for the health, safety and welfare of its citizens by modernizing and simplifying the LDC; and

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

WHEREAS, the Local Planning Agency held a public hearing, with all required public notice on for the purpose of providing recommendations to the City Council with regard to this Ordinance amending the Land development Code and recommended that the City Council adopt the Ordinance amending the Land Development Code; and

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

notice.

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

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

SECTION 3. 7.16.00. - Alcoholic beverage dispensing.

7.16.01. *Purpose*. The purpose of this section is to regulate where businesses principally engaged in the dispensing of alcoholic beverages by the drink for consumption on <u>or off</u> the premises can be located in the City. The phrase "principally engaged" shall mean a business that derives more than 50 percent of its gross revenue from the sale or dispensing of alcohol. <u>Notwithstanding the foregoing, under no circumstances shall a 501(c)(19) tax-exempt organization that specifically benefits veterans of the U.S. Armed Forces be considered to be "principally engaged" in the dispensing of alcoholic beverages by the drink for consumption on or off the premises</u>.

7.16.02. *Minimum separation distance.* Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is not permitted to be located within 500 feet from a church, similar place of worship, school, preschool, or cemetery. The measurement of the minimum separation distance line shall be from the nearest point of the property line of the church, similar place of worship, school, preschool, or cemetery to the front door of the building containing the liquor licensee. If the applicant feels that the City's determination of the distance requirement is in error, the applicant has the right to provide to the City a survey indicating the distance from the boundary line of the church, similar place of worship, school, preschool, or cemetery in question to the front door of the building in question. The survey must be prepared, signed, dated, and sealed by a professional surveyor registered in the State of Florida.

7.16.03. *Exceptions to the minimum separation distance.* The following are exceptions to the requirements of section 7.16.01:

A. Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is permitted to be located within 500 feet from a church, similar place of worship, school, preschool, or cemetery provided such business (1) is located in the North Harbor Mixed Use Zoning District, or the South Harbor Mixed Use Zoning District; (2) is located at an address where a business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises was licensed by the State to engage in such business either on or before the effective date of this ordinance; or (3) is located at an address where a business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises was licensed by the State to engage in such business before the church, or similar place of worship, school, preschool, or cemetery was established at the location in question.

B. Any business principally engaged in the dispensing of alcoholic beverages by the drink for consumption on or off the premises is permitted to be located within 500 feet from a church,

similar place of worship, school, preschool, or cemetery if such church, similar place of worship, school, preschool, or cemetery was established after a business principally engaged in the dispensing of alcoholic beverages was established at that location.

***

SECTION 4. BUSINESS IMPACT ESTIMATE. Prior to enactment of this Ordinance, a business impact estimate was prepared and posted in accordance with section 166.041, Florida Statutes.

SECTION 5. INCORPORATION INTO LAND DEVELOPMENT CODE. This ordinance shall be incorporated into the City of Destin's Land Development Code and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 6. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 7. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 8. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

ADOPTED THIS ____DAY OF _____, 2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

_____
Rey Bailey, City Clerk

_____
Kimberly Romano Kopp, City Attorney

First Reading: April 7, 2025
Second Reading: _____