DESTIN CITY COUNCIL MEETING
MAY 5, 2025
ANNEX COUNCIL CHAMBERS
6:00 PM

*****Core Value of the Month - Teamwork*****

CALL TO ORDER

*** INVOCATION**

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. OCSO Spring Break Report - Captain Jason Fulghum
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. Extension of Tyler Technologies Contract to Overlap MGO
   B. Approval of minutes of April 7, 2025, Regular City Council Meeting
4. **CITY MANAGER REPORTS** Announcements
   A. Lien Reduction Request - 4555 Wood Wind Drive
   B. Lien Reduction Request - 30 Moreno Point Road, #302A Destin, FL
   C. Resolution 25-10 Schedule of Fees
   D. Employee Manual Update
   E. Destin Community Center - Exterior Building Condition Assessment (BECI)
   F. FY26 Budget Calendar
   G. Land Development Code Approval Process
   H. Draft Minutes of Standing Committees and Boards - Informational Only
   I. Announcements
5. **PUBLIC HEARINGS**
   A. First Reading of Ordinance 25-08-LC relating to the imposition of mobility fees; providing for adoption of a mobility fee study and table of mobility fees; providing for mobility fee discounts; and providing for city enforcement.
6. **COMMENTS / PRESENTATIONS FROM MAYOR, COUNCIL, AND CITY ATTORNEY**
   A. Councilmember Braden
   B. Councilmember Trammell

C. Councilmember Destin

D. Councilmember Bagby

1) Seek Attorney General's Opinion on Public Release of Tourist Development Tax Collection Information

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 # 2025-586

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Announcement
AGENDA OUTLINE NUMBER: 1.A.

TO: City Council

THRU: Larry Jones , City Manager

FROM: Tamara Leigh Young, Public Information Director

DATE: 4/30/2025

SUBJECT: OCSO Spring Break Report - Captain Jason Fulghum

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 # 2025-366

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Consent Agenda
AGENDA OUTLINE NUMBER: 3.A.

TO: City Council

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

FROM: Andy Peters, Director of Information Technology
Krystal Strickland, Finance Director

DATE: April 7, 2025

SUBJECT: Extension of Tyler Technologies Contract to Overlap MGO

I. BACKGROUND:

The City is transitioning to MyGovernmentOnline (MGO) as its new Permitting and Licensing software, with a planned go-live date of May 13, 2025 for Permitting, August for Code Compliance, and September for additional data transfer. To ensure data integrity and facilitate a seamless transition, it is best practice to maintain the existing software solution, provided by Tyler Technologies, concurrently with the new system for an overlap period. Due to the complexity of these two systems, a period of 6 months overlap is recommended.

II. DISCUSSION:

The City's current contract with Tyler Technologies concludes in June 2025, coinciding with the anticipated go-live of the first module of MGO. Following the transition, a large number of open permits will continue to be managed within Tyler Technologies until they are fully processed and closed. Additionally, approximately 2.5 Terabytes of historical data will require migration from Tyler Technologies to MGO after the new system's implementation.

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence
II. Enhanced quality of life and safety for families
III. Economic development and revitalization
IV. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB):

A six-month extension of the Tyler Technologies contract through December 2025 is estimated to cost $54,290.

105.5243.552000 Tech Fund-ProtectiveInspections-Operating Supplies (software)
$137,320 FY 2025 Budget
< 70,460> Expenditures & Encumbrances to date

$66,680 Current Available Budget
<54,290> This Contract Extension
=======
$12,390 Available Budget if contract extension approved.

C. Level of Service (LOS):
D. Legislative Sponsor:
E. Business Impact Statement:

III. CONCLUSION:

To adequately support these activities, Staff requests a six-month extension of the Tyler Technologies contract through December 2025, at a cost of $54,290 for continued access to the Tyler Energov software packages.

IV. RECOMMENDED MOTION: I move to Amend the FY 2025 Budget with an increase of $54,290 as outlined in the attached budget amendment described above.

I move to approve a six month extension to Tyler Technologies' software as a service contract.

Attachments:

1. Destin FL Amend 030725

AMENDMENT

This amendment ("Amendment") is effective as of the date of signature of the last party to sign as indicated below ("Amendment Effective Date"), by and between Tyler Technologies, Inc. with offices at One Tyler Drive, Yarmouth, Maine 04096 ("Tyler") and the City of Destin, Florida, with offices at 4200 Indian Bayou Trail, Destin, Florida 32541-4305 ("Client").

WHEREAS, Tyler and Client are parties to an agreement dated June 17, 2022 ("Agreement"); and

WHEREAS, the Term of the Agreement expires June 30, 2025 ("Expiration Date");

NOW THEREFORE, in consideration of the mutual promises hereinafter contained, Tyler and Client agree as follows:

1. SaaS Term. The term of the Agreement is hereby renewed for a six (6) month period commencing on the day following the Expiration Date (for the purposes of this Amendment, the "Renewal Term"). After the completion of the Renewal Term, the Agreement will expire, unless otherwise mutually agreed by the parties in writing.

2. SaaS Fees. SaaS fees for the Renewal Term, as set forth in the Investment Summary attached hereto as Exhibit 1, are due on the commencement date of the Renewal Term.

3. Users Limits. The SaaS fees may be based on user limits indicated in the Agreement. Should the number of users be exceeded, Tyler reserves the right to re-negotiate the SaaS fees based upon any resulting changes in the pricing categories.

4. This Amendment shall be governed by and construed in accordance with the terms and conditions of the Agreement.

5. Except as expressly indicated in this Amendment, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the dates set forth below.

Tyler Technologies, Inc.	City of Destin, Florida
By:_____	By:_____
Name:_____	Name:_____
Title:_____	Title:_____
Date:_____	Date:_____



Exhibit 1
Amendment Investment Summary

The following Amendment Investment Summary details the software, products, and services to be delivered by us to you under the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in the Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Empowering people who serve the public®

Remittance
Tyler Technologies, Inc.
(FEIN 75-2303920)
P.O. Box 203556
Dallas, TX 75320-3556

Questions
Tyler Technologies - ERP & Schools
Phone: 1-800-772-2260 Press 2, then 1
Fax: 1-866-673-3274
Email: ar@tylertech.com

THIS IS NOT AN INVOICE
PROFORMA

Company	Order No.	Date	Page
045	224038	03/06/2025	1 of 4

To: CITY OF DESTIN
ATTN: ACCOUNTING
4200 TWO TREES ROAD
DESTIN, FL 32541
United States

Ship To: CITY OF DESTIN
ATTN: ACCOUNTING
4200 TWO TREES ROAD
DESTIN, FL 32541
United States

Customer Grp/No.	Customer PO#	Payment Terms	Currency Code	Ship Via	Salesperson Cd
1 1131		Net 30	USD	MISC	

Contract Date	No.	Item/ Description/ Comments	Quantity	U/M	Unit Price	Total Cost
Contract No.: DESTIN, FL						
17/Jun/2022	1	Renewal: Accounting GL/BG/AP **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	4,015.46	4,015.46
17/Jun/2022	2	Renewal: Accounts Receivable **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,098.50	1,098.50
17/Jun/2022	3	Renewal: Business Licenses **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,034.64	1,034.64
17/Jun/2022	4	Renewal: Business Management Suite **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	5	EA	309.00	1,545.00
17/Jun/2022	5	Renewal: Capital Assets **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,153.09	1,153.08
17/Jun/2022	6	Renewal: Cash Management **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	784.86	784.86
17/Jun/2022	7	Renewal: Civic Access - Business Management **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,547.06	1,547.06
17/Jun/2022	8	Renewal: Civic Access - Community Development **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,547.06	1,547.06
	9	Renewal:	20	EA	283.77	5,675.30



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Company	Order No.	Date	Page
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Contract Date	No.	Item/ Description/ Comments	Quantity	U/M	Unit Price	Total Cost
17/Jun/2022		Community Development Suite **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**				
17/Jun/2022	10	Renewal: Concurrent Users **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	20	EA	515.00	10,300.00
17/Jun/2022	11	Renewal: Content Manager Core **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months** :	1	EA	2,575.00	2,575.00
17/Jun/2022	12	Renewal: e-Reviews **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	3,093.61	3,093.60
17/Jun/2022	13	Renewal: Enterprise ERP Office **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	784.86	784.86
17/Jun/2022	14	Renewal: Enterprise Permitting & Licensing Core Foundation Bundle - Subscription **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,547.06	1,547.06
17/Jun/2022	15	Renewal: Tyler Forms Processing Doc Origin Software **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,030.00	1,030.00
17/Jun/2022	16	Renewal: General Billing **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	581.95	581.95
17/Jun/2022	17	Renewal: GIS **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	20	EA	103.00	2,060.00
17/Jun/2022	18	Renewal: HR Management **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	2,716.11	2,716.11
17/Jun/2022	19	Renewal: Inventory **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,153.09	1,153.08



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Company	Order No.	Date	Page
045	224038	03/06/2025	3 of 4

Contract Date	No.	Item/ Description/ Comments	Quantity	U/M	Unit Price	Total Cost
17/Jun/2022	20	Renewal: Payroll **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	3,643.63	3,643.62
17/Jun/2022	21	Renewal: Project & Grant Accounting **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	838.94	838.94
17/Jun/2022	22	Renewal: Purchase Orders **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,153.09	1,153.08
17/Jun/2022	23	Renewal: Report Toolkit **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	412.52	412.52
17/Jun/2022	24	Renewal: Requisitions **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	784.86	784.86
17/Jun/2022	25	Renewal: Workforce Mobile **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	7	EA	88.58	620.06
05/Apr/2023	26	Renewal: Workforce Mobile **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	6	EA	99.56	597.33
05/Apr/2023	27	Renewal: Community Development Suite **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	2	EA	289.99	579.97
05/Apr/2023	28	Renewal: GIS **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	2	EA	115.77	231.53
19/Mar/2024	29	Renewal: Enterprise Permitting & Licensing View Only License - Subscription **Cycle Start: 07/01/2025, End: 12/31/2025; Term: 6 months**	1	EA	1,184.50	1,184.50

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Company	Order No.	Date	Page
045	224038	03/06/2025	4 of 4

Does not include any applicable taxes **Order Total:** 54,289.03

Comments: Upon acceptance please email your purchase order to PO@tylertech.com

REGULAR MEETING
DESTIN CITY COUNCIL
APRIL 7, 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 Torey Geile
Councilmember Terésa Hebert
Councilmember Sandy Trammell
Councilmember Kevin Schmidt
Councilmember Dewey Destin
Councilmember Jim Bagby
Councilmember Rodney Braden

Destin City Staff

City Manager Larry Jones
Finance Director Krystal Strickland
Parks & Rec Deputy Director Ryan Reed
Projects/Grants/Contract Manager Jeffrey Cozadd
Public Information Director Tamara Young
City Attorney Kimberly Kopp
City Clerk Rey Bailey
Public Works Director Michael Burgess
Building Official Noell Bell
Planner Jesse Harnandez
IT Director Andy Peters

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Bobby Wagner called the meeting to order at 6:00 PM. The mayor called for a moment of silence, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Mr. Max Fogarty's request for an exception to Livery Vessel Moratorium for 35-foot captained pontoon due to substantial hardship has been added under the City Manager Report section of the agenda.

Motion by Councilmember Hebert, seconded by Councilmember Trammell, to approve the agenda, as amended, passed 7-0.

1. PROCLAMATIONS / RECOGNITIONS / SPECIAL / PUBLIC PRESENTATIONS / ANNOUNCEMENTS

A. Lindsay Slautterback from Kimley-Horn

Ms. Lindsay Slautterback, Transportation Planner, and Mr. Jared Wall, Civil Engineer from Kimley-Horn provided a brief overview of ECRC's Smart Regions Plan.

Ms. Slaughterback introduced the ECRC Smart Regions Plan, part of the Seven Layer Cake Initiative, focused on promoting transportation efficiency, technology integration, and safety across the region, including Destin. Key goals include:

- Safer mobility for vulnerable road users (pedestrians and cyclists)
- Congestion reduction (notably along US 98)
- Economic growth and opportunity
- Resilient infrastructure (especially post-hurricanes)
- Energy and fiscal efficiency

The presenters highlighted US 98, specifically near Stahlman Avenue, as a major congestion point with significant bottlenecks and safety issues, supported by traffic and crash data analysis. They discussed technology solutions such as:

- Pedestrian hybrid beacons, passive pedestrian detection
- Active traffic management (including CCTV and dynamic message signs)
- Advanced traveler information systems
- Queue warning systems to reduce rear-end collisions
- Data analytics (RIUS platform) for real-time and historical traffic analysis

Mr. Wall noted that 112 crashes have occurred in the area over the past five years, mostly rear-end collisions during daytime, indicating queue-related congestion. Potential short-term solutions include traffic signal timing optimizations and responsive signal systems, while long-term strategies may incorporate active monitoring and traveler information dissemination.

Councilmember Hebert noted that increased distracted driving (cell phone use) lead to crashes.

Mr. Wall acknowledged that distracted driving worsens congestion-related crash risks. Their focus is on reducing congestion and queue formations to mitigate crash opportunities.

Councilmember Geile expressed frustrations with drivers staying in passing lanes; asked for solutions.

Mr. Wall explained that data tracks speeds and congestion patterns but not specific lane behaviors. He offered no direct solution for lane misuse but acknowledged the challenge.

Councilmember Destin highlighted the urgency to act. He asked about deployment timelines for active traffic management systems.

Mr. Wall estimated equipment lead times of 6-9 months, emphasizing that low-cost solutions could be quickly deployed once procured.

Councilmember Bagby expressed concern about long-term project viability and funding sources and questioned the use of $3M in surtax funds.

Ms. Slaughterback explained that the funds could serve as a 20–25% local match for a Safe Streets and Roads for All (SS4A) federal grant, potentially leveraging up to $12 million for planning and/or infrastructure like tunnels.

Councilmember Trammell asked about city versus county control of traffic signals.

It was clarified that although the county currently controls the signals, the City of Destin could reclaim control if desired.

The mayor inquired about extending pedestrian crossing signal times at crosswalks.

Mr. Wall stated that adjustments to pedestrian signal timings are possible with current equipment and would require coordination with the County.

B. Arbor Day Celebration Proclamation

The mayor read the Proclamation designating April 25, 2025, as Destin Arbor Day, and then presented it to the members of the Parks & Recreation Committee.

2. PUBLIC COMMENTS

Ms. Tammy Weidenhamer noted that 13 members of the Weidenhamer family participated in organizing and running the Pooch Palooza event over the weekend. She gave special thanks to Ms. Autumn Weidenhammer, Chair of the Parks and Recreation Committee, for her diligent organization and coordination with the city to make the event successful. She expressed her gratitude to the City staff for their hard work and excellent event execution, and to the Okaloosa County Sheriff's Office for participating in and showcasing their canine, which was very well received by attendees. She extended her thanks to the city council members who attended the event. She emphasized that the event fostered a strong sense of community, was very enjoyable, and expressed eagerness for its return next year.

3. CONSENT AGENDA

A. Authorization to Purchase - Tractor, Mowers, and Aerifier Attachment for Grounds/Field Maintenance - Renewal-Replacement
B. Resolution 25-08 for SUN Trail at Crosstown Grant Agreement
C. RFP# 25-05-PW, Disaster Debris Management, Authorization to Advertise
D. SUB-001448-2024 – Destin Cross Town Connector – Final Plat Approval
E. Reimbursement to Councilmember Jim Bagby for expenses related to attendance at the Florida League of Cities Leadership Course from March 6-8, 2025, in Kissimmee, Florida.
F. 600 Magnolia Drive, Residential Marine Construction, HWB-001529-2025
G. 84 Indian Bayou Dr, Residential Marine Construction, HWB-001554-2025
H. Approval of minutes of February 18, 2025 Regular City Council Meeting
I. Approval of minutes of March 3, 2025 Regular City Council Meeting
J. Approval of minutes of March 17, 2025 Council Executive Session

Councilmember Bagby moved for approval of Consent Agenda items 3A through 3J, as listed above, seconded by Councilmember Hebert. Motion passed 7-0.

4. CITY MANAGER REPORTS

Added Agenda Item: Request for exception to Livery Vessel Moratorium for 35-foot captained pontoon due to substantial hardship.

A walk-on item was discussed regarding a request from Mr. Max Fogerty for an exception to the livery vessel moratorium. The City Attorney explained that although this item was not included in the current agenda package, it was part of the March 17th agenda and postponed to the current meeting. She described that the request a 35-foot vessel operating under a BTR through Parrot Head Yachts since 2021. The applicant had invested over $50,000 and sought the exception based on prior reliance on ordinances.

Mr. Fogerty addressed the council, emphasizing his commitment to legal operations and improving the tourism industry, stating he wished to be a "shining example" of doing business correctly in Destin.

Councilmember Schmidt expressed support, noting he had worked with Mr. Fogerty over several years and commended his persistence in achieving compliance.

Councilmember Geile inquired about the parking analysis, prompting the City Attorney to explain that while the detailed review would have post-approval, the applicant would be required to comply with all codes including parking and bathroom facilities.

Mr. Fogerty confirmed he had rented four parking spots for customers and an additional spot for the captain at Gilligan's.

Motion by Councilmember Schmidt, seconded by Councilmember Trammell, to approve the request as presented passed 7-0.

A. SRS Master Plan - Final Discussion

The City Manager presented the item explaining that the final deliverable for the SRS Master Plan was included in the council packet for review. No action was required at this meeting unless council members had recommendations for staff to move forward with any components of the plan.

The mayor emphasized the significant financial hurdle involved and suggested that the council consider directing staff and lobbyists to pursue funding opportunities, including through Triumph funds and business or community partnerships, for phases of the project the council prioritizes.

Councilmember Schmidt agreed with the mayor, further emphasizing the importance of moving forward to honor taxpayer investment in the plan. He recommended a multi-phase approach spread over the next 10 to 20 years, suggesting staff present ideas during the upcoming

budget and capital planning cycle. He stressed pursuing funding through Triumph, grants, and other local and state resources.

Councilmember Trammell supported the idea of giving staff more specific directions. She proposed that the council schedule a workshop or additional meeting to discuss priorities and identify where to start implementing the plan.

Councilmember Bagby agreed to hold a workshop. He also raised concerns about specific elements of the plan, like having two amphitheaters close together, suggesting prioritization would be necessary. He expressed skepticism that Triumph funding would be viable, noting it requires substantial job creation.

Councilmember Schmidt's offered a motion to instruct staff to return with options for holding a workshop during the June or summer timeframe to further discuss this item was seconded by Councilmember Hebert and passed 7-0.

B. STR Compliance Solutions RFP

The City Manager introduced this item concerning the Short-Term Rental (STR) Compliance Solutions Request for Proposal (RFP). He explained that this proposal stems from a previous council discussion back in November and is intended to issue an RFP to manage short-term rental registrations and compliance efforts. The City Manager noted that with an anticipated increase of 4,000–5,000 units, especially once condominiums are included, the workload would be significant and better handled by an external party. The anticipated management cost would be around $50 per unit per year, which, when compared to a potential $300 fee per unit, could yield approximately $1.2 million in revenue for the city after expenses. He also suggested engaging the Clerk of Court as a potential service provider and proposed running both options in parallel for comparison.

Councilmember Bagby then shared that he had spoken with the Clerk of Court prior to this meeting and scheduled a follow-up meeting for next week. He highlighted the Clerk's existing efficiency (98–99%) in identifying and collecting bed taxes from short-term rentals and noted that the Clerk's Office is allowed to retain up to 3% of collections by state statute, typically charging only actual costs. Given the Clerk's capabilities, including a crawler tool that identifies non-compliant properties, Councilmember Bagby recommended postponing action on the RFP until after his meeting with the Clerk of Court to explore a potentially more efficient and cost-effective option.

Councilmember Destin moved to table this item to the next council meeting, seconded by Councilmember Trammell. Motion passed 7-0.

C. Shores at Crystal Beach Park Concept Review

The City Manager provided an update on the Shores at Crystal Beach Park concept review, noting that staff have now received feedback from the county on the city's initial comments. This feedback is currently under staff review to assess code compliance and determine if variances are needed. Two revised plans were submitted by the county – one requiring no variances and the other

with minor variances. No action is recommended at this meeting, and a more detailed report will be presented at the next meeting.

D. RFB 25-02-REC, Pickleball Project Bid

The City Manager reported that two bids were received for the pickleball project. The lowest responsible and responsive bidder was BGN, with a total bid of $686,070.90. This amount includes: Base bid: $644,620.90 and Alternate items (shade structures and parking): $41,450. He recommended moving forward with negotiating a contract with BGN and will present the contract for approval once finalized. Additionally, there is a $300,000 funding commitment from the Tourist Development Council, pending final approval by the Board of County Commissioners in early May. No issues are anticipated with the funding approval.

Councilmember Bagby moved to award the bid for RFB 25-02-REC – Pickleball Project to BGN Contractors based on the city's bid committee's recommendation and to negotiate a contract with BGN, seconded by Councilmember Hebert. Motion passed 7-0.

E. Discussion Concerning Minor Development Order for Improvements to the Existing Captain Royal Melvin Park

The City Manager clarified that no action is required but the council can consider optional improvements. Options include:

- Installing a 10-foot sidewalk to meet current code compliance.
- Adding an ADA-compliant parking space on-site.
- Keeping existing configurations or considering driveway closure.

Councilmember Hebert opposed unnecessary upgrades, arguing the project is grandfathered due to previous federal funding and compliance at the time of construction. She expressed concern about jeopardizing future federal funding if changes are made unnecessarily.

Councilmember Braden criticized the idea that parking across the street suffices and pointed out the legal and ethical need for direct handicapped access. He supported future enhancements like a handicap boarding ramp for vessels.

The City Attorney emphasized that ADA compliance requires handicap parking on-site if feasible, but minimal changes to a federally funded project are preferable.

The Building Official clarified that handicap parking is only required if parking spaces are provided. Because the park originally did not provide designated parking spaces, a handicap parking spot was not mandatory then.

Councilmember Bagby moved that the city enters discussions with the adjacent property owners to explore the possibility of securing one handicapped-accessible parking space at the north end of their lot, adjacent to the city's park, seconded by Councilmember Trammell. Motion <u>failed</u> 2-4 (Council members Bagby and Trammell voted "yes"; Council members Schmidt, Geile, Hebert, and Braden voted "no"; Councilmember Destin abstained from voting).

Councilmember Braden's motion to make no changes to the park was seconded by Councilmember Hebert and passed 6-0. Councilmember Destin abstained from voting.

Councilmember Trammell moved to direct the City Manager to have the City Engineer study the stormwater runoff on the base of the park, seconded by Councilmember Bagby. Motion <u>failed</u> 3-4 (Council members Trammell, Bagby, and Braden voted "yes"; Council members Destin, Hebert, Geile, and Schmidt voted "no").

F. Purchasing Resolution 22-10 Discussion

The City Manager noted that Resolution 22-10 had been previously discussed, and that staff had since incorporated the council's recommended changes. The updated version of the resolution is now being presented for the council's review, with an opportunity to suggest any further modifications. Any additional recommendations made during this review would be addressed and brought back for final consideration at the next meeting.

Councilmember Bagby proposed two specific changes to the resolution:

1) Section B, sub-paragraph V: The current language allows for the temporary or permanent removal of vendors who have defaulted.

<u>Recommendation</u>: Staff includes a mechanism allowing vendors to appeal their removal, especially regarding permanent disqualification.

2) In Article Two, a typographical error listed the threshold for requiring a purchase order as "$5" instead of the intended "$5,000."

<u>Recommendation</u>: Correct the threshold to $5,000.

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.**

G. Draft Minutes of Standing Committees and Boards - Informational Only.

H. Announcements

1) The city's new Community Development Director will begin work next Monday April 14th.

2) The City Engineer will start in early May. He is currently in the process of selling a house and transitioning his child out of school.

3) Letters were sent regarding House Bill 991 and Senate Bill 1242 concerning CRA legislation, per prior council direction. Feedback indicates both bills are being heavily revised in the committee, and any versions that make it to the floor are expected to differ significantly from their original forms.

4) "No Trespassing" signs have been installed on Norriego Point. Captain Fulghum from the Okaloosa County Sheriff's Office reported that there have been no incidents or issues since installation.

5) Easter Egg Hunt scheduled for Saturday, April 19th at 9:00 a.m. at Morgan Sports Center.

6) Arbor Day ceremony will be held on Friday, April 25th at 10:00 a.m. at Kell-Aire Nature Walk, including a tree planting. This event is pen to the public.

7) The Destin Library received a $3,000 grant from Florida Humanities for the 2025 Summer Reading Program.

8) The Destin Library will be closed on Friday, April 11th for its annual staff training day.

9) Beach Access Improvement Project: Phase 2 (Tarpon Improvement Project). Nine bids were received. The county plans to present the project to its board on April 15th.

10) The city received a $2,782.50 matching grant from the Florida Department of Agriculture for the purchase of 12 trees:

- 8 trees to be planted at Kell-Aire South
- 4 trees to be planted at Destin Dog Park
- Tree species include Live Oak, Holly, Willow, and Maple
- Confirmed: No palm trees included.

11) Primrose Centennial Celebration: The Primrose will celebrate its 100th birthday on May 3rd. The Destin History and Fishing Museum will host a birthday party from 12:30 p.m. to 2:30 p.m. Event is open to the public.

5. PUBLIC HEARINGS

A. Second Reading Ordinance 24-05-CN - Abandonment of a segment of environmental preservation area in Pine Ridge Trace Subdivision.

The City Attorney read proposed Ordinance 24-05-CN by title and then presented it to the city council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR ABANDONMENT OF A SEGMENT OF ENVIRONMENTAL PRESERVATION AREA IN PINE RIDGE TRACE SUBDIVISION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance.

Mr. Tim Krueger of 604 Harbor Lane reflected his experience from approximately five years ago when he proposed a right-of-way vacation, facing strong community opposition and a hostile atmosphere. He noted the irony that one of his main opponents is now requesting a similar vacation for her own benefit. Despite past grievances — including public opposition, accusations against him, and hurtful signs placed around the neighborhood — Mr. Krueger expressed that he would not oppose her current application. He emphasized that it does not personally impact him, much like his own proposal had not impacted others. While recalling the emotional pain and hardship the past controversy caused his family, he chose to take the "higher road," advocating for community support and urging the council to approve the application if it serves the community's best interest. He concluded by reminding the applicant and the council that "people who live in glass houses shouldn't throw stones."

Having no further comments from the public, the mayor closed the public hearing and sent the matter over to the city council for their discussion and consideration.

Councilmember Braden moved to adopt Ordinance 24-05-CN, seconded by Councilmember Bagby.

Councilmember Hebert announced she would abstain from voting due to property ownership.

Councilmember Destin announced he would abstain from voting due to family property ownership.

Motion passed 5-0. Council members Hebert and Destin abstained from voting.

B. Second Reading Ordinance 24-16-CN - Abandonment of the Environmental Preservation area in Pine Ridge Trace Subdivision.

The City Attorney read proposed Ordinance 24-16-CN by title and then presented it to the council on second reading.

> AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR ABANDONMENT OF THE ENVIRONMENTAL PRESERVATION AREA IN PINE RIDGE TRACE SUBDIVISION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the mayor closed the public hearing and sent the matter over to the city council for their discussion and consideration.

Councilmember Braden moved to adopt Ordinance 24-16-CN and execute the easement agreement with Destin Water Users, Inc., seconded by Councilmember Bagby.

Councilmember Hebert announced she would abstain from voting due to property ownership.

Councilmember Destin announced he would abstain from voting due to family property ownership.

Motion passed 5-0. Council members Hebert and Destin abstained from voting.

C. First 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.

The City Attorney read proposed Ordinance 25-01-LC by title and then presented it to the city council on first reading.

> 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.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the mayor closed the public hearing and sent the matter over to the city council for their discussion and consideration.

Motion by Councilmember Bagby, seconded by Councilmember Trammell, to approve Ordinance 25-01-LC on first reading and bring it back for second reading on April 21, 2025, passed 7-0.

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

The City Attorney read proposed Ordinance 25-02-CC by title and then presented it to the city council on first reading.

> 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.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the mayor closed the public hearing and sent the matter over to the city council for their discussion and consideration.

Motion by Councilmember Bagby, seconded by Councilmember Trammell, to approve Ordinance 25-02-CC on first reading and bring it back for second reading on April 21, 2025, passed 7-0

E. First 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.

The City Attorney read proposed Ordinance 25-09-LC by title and then presented it to the city council on first reading.

> 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.

The mayor opened a public hearing to receive comments for or against the proposed ordinance.

Mr. Ed Smith, broker-owner of Remax Coastal Properties at 725 Harbor Boulevard, addressed the City to support the AMVETS organization. He highlighted that AMVETS has been operating in Destin for 40 years as a 501(c)(19) nonprofit, dedicated to supporting U.S. armed forces members. He emphasized that AMVETS is a member-only social organization that actively donates to numerous local causes, including Destin High School, Shoreline Church, and First Baptist Church, among others. Mr. Smith advocated for the approval of AMVETS' relocation to a new site, noting that this move is essential for their continued good work within the community and that few suitable locations are available.

Having no further comments from the public, the mayor closed the public hearing and sent the matter over to the city council for their discussion and consideration.

Motion by Councilmember Braden, seconded by Councilmember Hebert, to approve Ordinance 25-09-LC on first reading passed 7-0.

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

A. Councilmember Braden
B. Councilmember Trammell
C. Councilmember Destin
D. Councilmember Bagby

E. Councilmember Hebert

1) Dogs allowed on the beach – Discussion

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.

F. Councilmember Geile

1) Projects Status/Updates

Councilmember Geile inquired about the status of the harbor dredging project.

Projects/Grants/Contract Manager Jeffrey Cozadd responded by stating that they are actively working on securing the necessary engineering support services to advance the project. He confirmed that progress is being made and mentioned ongoing discussions with several engineering firms to obtain the support needed.

G. Councilmember Schmidt

Councilmember Schmidt reported two incidents involving illegal livery vessel pickups at a city dock. The first incident was submitted through the city's code enforcement system but was immediately closed without any action. A few days later, a second incident occurred at the same location; this time, the complaint included Florida registration numbers of the offending vessel, yet the case was again closed quickly. Councilmember Schmidt expressed concern about the lack of enforcement and asked for ideas to improve the situation, suggesting that a dedicated code enforcement officer be assigned to monitor the docks. He stressed that when community members submit evidence, such as photos, through the city's complaint system, that evidence should be sufficient to issue official warnings or violations.

Councilmember Bagby highlighted the critical importance of clear and complete photographic evidence to support enforcement. He emphasized that photos should capture the vessel's registration number, a visible time stamp, and proof that the violation occurred at a specific city dock. Without such comprehensive documentation, he warned that enforcement actions might not withstand legal scrutiny. Councilmember Bagby supported the idea of installing cameras at city facilities to ensure violations are properly documented, noting that signs should be placed strategically to appear in footage.

The City Attorney explained that under state law, a code enforcement officer can issue a notice of violation if they reasonably believe a violation occurred, even if they did not personally

witness it. However, for an immediate citation, the officer must see the violation in person. When relying on photos submitted by the public, due process must be maintained; the submitter would need to testify about the accuracy of the evidence at a hearing. The City Attorney affirmed that as long as the evidence leads to a reasonable belief of a violation, notices can be issued following proper legal procedures.

Councilmember Destin discussed the use of trespass warnings as an enforcement tool. He explained that on private property, warning violators about trespassing and then pursuing arrests if they return has proven effective. He suggested that the city could adopt a similar approach for its public docks, preventing unauthorized commercial activities. Councilmember Destin also recalled that a previous council had approved stronger dock enforcement measures, but implementation had been inconsistent or ineffective.

Captain Fulghum of the Sheriff's Office added that trespass warnings could indeed be issued at city-owned properties, provided the city authorizes it. He clarified that sufficient, identifiable photo evidence would be necessary for him to issue such warnings. He also noted that the new live-feed cameras at locations like Joe's Bayou could help capture the needed evidence. He also supported the installation of clear signage prohibiting commercial activity at the docks and recommended including warnings of penalties to strengthen enforcement efforts.

Next, Motion by Councilmember Schmidt, seconded by Councilmember Hebert, to appoint Ms. Aubrey Santucci to the Parks and Recreation Committee passed 7-0.

Motion by Councilmember Schmidt, seconded by Councilmember Hebert, to appoint Mr. Ryan Holloway to the Harbor and Waterways Board Committee passed 7-0.

1) Ordinance 05-04-LC - Mobile Vending

Motion by Councilmember Schmidt to direct staff to update the LDC to allow mobile vending in the city's rights-of-way died for lack of a second.

2) Visioning/Strategic Summary

Councilmember Schmidt reflected on the recent council vision session, expressing personal dissatisfaction with some aspects of its outcomes. Despite his concerns, he acknowledged the importance of updating the council's objectives, especially considering the progress already made on several of them. He emphasized that both council and staff need to refresh their goals and objectives.

He proposed that during the second council meeting in May, each councilmember should bring two or three priority items they would like to see added to the council's list of objectives. He clarified that it would be acceptable if the list grew long, given that some objectives may span several years to complete. He suggested that this exercise would help guide the council's and staff's work moving forward.

Councilmember Bagby agreed with the need to update the objectives but expressed a preference for a workshop rather than using a regular council meeting. He emphasized the importance of collective decision-making and prioritization—preferring that the council agree on

a top 10 list rather than just listing individual members' goals without order or prioritization. He cautioned against a disorganized approach where many unprioritized projects accumulate without a clear directive or funding strategy, noting the importance of council consensus and practical budgeting.

Councilmember Schmidt reiterated that he did not intend for the May meeting to involve lengthy discussions about each objective. Instead, the goal would be simply for each member to present their priorities, which would then guide subsequent actions through regular governmental processes like the budget workshops.

He resisted the idea of an additional visioning workshop, referencing the prior vision session as having already served that purpose, and stressed the need to move forward without unnecessary delay. He also acknowledged concern raised about councilmember availability and indicated flexibility in possibly shifting the update process to June if necessary. He concluded by stressing the need to act and update objectives rather than continuing to discuss the same issues year after year without tangible progress.

Councilmember Schmidt formally requested that this item be scheduled under his name on the agenda for the second council meeting in May. He further asked that each council member submit two or three updated priorities or objectives for council consideration, noting that the current objectives need revision, as many have already been successfully completed. Additionally, he requested that city staff review and update their departmental objectives accordingly.

H. Mayor Wagner

1) Request for Micro Transit RFP for Beach Communities

Mayor Wagner proposed reviving a micro-transit service concept for the Crystal Beach area, aimed at helping residents and visitors travel from short-term rentals, hotels, and resorts to beaches and businesses without the need for a personal vehicle. The service would operate similarly to ride-hailing apps like Uber and would remain south of Highway 98. Mayor Wagner explained several funding possibilities, including advertising, business subscriptions, government contributions (through the TDC), and nominal rider fares. He requested the council's support to direct staff to draft a Request for Proposal (RFP) to explore this service, either by contracting directly with a third party or by collaborating with the County's EC Rider program.

Several council members favored collaboration with EC Rider to minimize the city's financial burden, especially considering that many short-term rental properties already have golf carts for guest use, potentially limiting the demand for a new paid transportation option.

Councilmember Schmidt moved to direct the City Manager to have staff draft an RFP for the implementation of a micro transit pilot program in the Crystal Beach Area, with the intention of working in conjunction with EC Rider and Okaloosa County to explore an interlocal agreement. The RFP should outline potential operational models, including fare-based or free-to-ride options, with the possibility of county subsidy and integration with EC Rider's existing public transportation services. The motion was seconded by Councilmember Hebert and passed 7-0.

2) FDOT Hwy 98 Redesign Letter of Support

Mayor Wagner also raised concerns about safety at an intersection near Rooms to Go and requested council support to draft a resolution of support for FDOT to address the issue. He noted that FDOT was preparing to repave Danny Wuerffel Way later in the year and that incorporating the intersection modifications into that existing project would save significant time and costs. Any proposed changes would still be subject to a public workshop to gather community input.

Councilmember Bagby provided further comments regarding the intersection, including confirming through a question to Captain Fulghum that the recent fatal accident near the location would not have been prevented by closing the median as it was caused by excessive speed. He emphasized that while the intersection is ranked as the tenth most dangerous in the city, addressing it now by including the modifications in the upcoming resurfacing project would be prudent. He shared that FDOT, and county officials indicated the project would cost approximately $100,000 and that folding it into the existing resurfacing work would avoid the need for a separate, costly mobilization.

Councilmember Bagby moved to direct the City Manager to have staff draft a resolution of support for the closure of the intersection at Hwy 98 near Rooms to Go, and for the council to authorize the mayor to sign that resolution and transmit it to Okaloosa County and FDOT. Furthermore, the city will work with the county to adopt a parallel resolution to ensure timely coordination with the FDOT resurfacing project scheduled for late summer. The motion was seconded by Councilmember Hebert and passed 6-1, with Councilmember Geile dissenting.

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.

I. City Attorney

The City Attorney announced that at the council’s request, the city reached out to its insurance carrier regarding coverage for half of the attorney's fees related to the appeal in the Destin Fishing Fleet (City of Destin vs. Bert Harris) litigation. The insurance company agreed to pay half of the costs.

The City Attorney discussed seeking a legislative sponsor for an amendment to the LDC, specifically proposing a reduction in the rear setback requirement from 10 feet to 5 feet in the High-Density Residential (HDR) zoning category, applicable only to townhomes. This recommendation addresses historical inconsistencies where permits were previously issued in error, allowing encroachments into the setback. The adjustment aims to create equitable standards moving forward, and according to Planning staff, raises no public safety concerns. Councilmember Hebert volunteered to be the legislative sponsor for the amendment.

7. PUBLIC COMMENTS

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 8:15 PM.

_____

Bobby Wagner, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

ITEM # 2025-504

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Council Discussion Item
AGENDA OUTLINE NUMBER: 4.A.

TO: City Council

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

FROM: Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 30, 2025

SUBJECT: Lien Reduction Request - 4555 Wood Wind Drive

I. BACKGROUND: On June 19, 2018, the Special Magistrate for Code Compliance found the subject property in violation of applicable City Codes for failure to register as a short term rental. The property owner was given until July 20, 2018 to come into compliance and register as a short term rental. Because the property was not in compliance on that date, the Special Magistrate imposed a lien at $250.00 per day. The City's position is that the property remains out of compliance, and the lien is still accruing at $250 per day.

The applicant is attempting to sell the property and is now requesting a reduction of the lien as set forth in the attachments to this staff report. It is believed that the applicant will be present at the City Council meeting to respond to questions.

II. DISCUSSION:
II. DISCUSSION: The Land Development Code authorizes, but does not obligate, the City Council to reduce existing Code Compliance liens in the discretion of the City Council.

Sec. 14-86, City Land Development Code provides as follows:
Application to city council for reduction of existing code compliance lien.
(a) The city council shall have the authority to reduce any lien imposed by the city's special magistrate for code compliance based on the criteria set forth in section 14-87 of this Code, and subject to the maximum reduction amounts set forth in subsection 14-86(c).
(b) It shall be the responsibility of the applicant for the lien reduction to demonstrate, and each application shall contain, written statements of fact addressing the criteria prescribed in section 14-87.
(c) All lien reduction requests are subject to the following maximum percentage reductions:

Length of time the Violation Remained Compliant with Special Magistrate's Order	Non-Percentage Reduction
Up to 1 year	Reduction up to no more than 30% of lien amount
More than 1 year, up to 2 years	Reduction up to no more than 25% of lien amount
More than 2 years, up to 5 years	Reduction up to no more than 10% of lien amount
More than 5 years, up to 10 years	Reduction up to no more than 5% of lien amount
More than 10 years, up to 15 years	Reduction up to no more than 2% of lien amount
More than 15 years	None

(d) Each request for a lien reduction, and each decision appealed shall be the subject matter of a separate application.

(e) Nothing herein shall obligate the city council to reduce any code compliance lien.

Sec. 14-87 of the City Code of Ordinances provides as follows:

Required criteria for reduction of existing code compliance lien.

The following criteria must be considered in order for the city council to reduce a lien imposed by the special magistrate in a code compliance case:

(1) The amount of any administrative and out-of-pocket costs incurred by the city which are directly associated with the underlying code enforcement case and lien, including, but not limited to, code compliance staff and attorney time, postage, advertising and recording costs, and other city expenses related to any measure taken by the city to abate a nuisance caused by the violation;

(2) The gravity and number of the violation(s);

(3) The amount of the requested reduction;

(4) Whether the applicant was responsible for the violation which caused the lien;

(5) Whether the applicant is or will be a bona fide purchaser of the subject property and is filing or has filed for a homestead exemption evidencing a desire to reside within the city on a non-transient basis, or whether the property is or will be acquired for investment purposes;

(6) The time it took to bring the property into compliance;

(7) The accrued amount of the code compliance fine or lien as compared to the current market value of the property;

(8) Any previous or subsequent code violations pertaining to the property unless an order finding a violation is under appeal at the time of determination;

(9) Any previous or subsequent code violations of the applicant pertaining to other properties owned within the city, unless an order finding a violation is under appeal at the time of the determination;

(10) Any relevant information contained in any title policy required to be submitted to the city under this section;

(11) Any demonstrated financial hardship;

(12) Any other mitigating circumstance which may warrant the reduction or satisfaction of the penalty or fine; and

(13) Any other administrative review criteria relevant to whether it is equitable to reduce or release a lien which is adopted by the city manager, in writing, and is intended to be applied to

all applications on a uniform basis.

STAFF RESPONSE: This property has had 10 CODE COMPLIANCE cases opened from 2020 TO 2023 which resulted in warnings or were otherwise resolved (Involved 5 parking, 4 garbage and 1 noise complaint). Additionally, the property is not currently in compliance; per City review the following is unpaid:
*STR Registrations: **$6,400 total**. See the breakdown below*

(2018) $250.00 + $50 late fee = $300
(2019) $250.00 + $50 late fee = $300
(2020) $600.00 + $50 late fee = $300
(2021) $600.00 + $500 late fee = $1,100 (late fee increased in 2021)
(2022) $600.00 + $500 late fee = $1,100
(2023) $600.00 + $500 late fee = $1,100
(2024) $600.00 + $500 late fee = $1,100
(2025) $600.00 + $500 late fee = $1,100

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): The lien was imposed on July 20, 2018 at $250.00 per day and is still accruing. As of the date of the staff report, then lien amount is $618,500 for approximately 2,474 days of noncompliance for failure to register as a short term rental.

Additionally, the applicant owes an additional *$6,400 for outstanding Short Term Rental Registration.*

In sum: Current amount owed to the City via the lien is: $618,500 and it is the City's position that the lien is still accruing until evidence is presented that the property has been brought into compliance and all past due short term rental registration fees ($6,400.00) are paid. Given that the lien was in place for over 6 years and 284 days, a 5% reduction would reduce the lien by $30,925 for a total owed to the City of $587,575 for the remaining lien amount plus $6,400 in outstanding registration fees.

C. Level of Service (LOS):

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Staff recommends that Council provide direction on whether to reduce the lien and if so, by what amount.

IV. RECOMMENDED MOTION: I recommend that the lien be reduced by 5%, provided that the applicant pay all outstanding short term rental registration fees due to the city as well as pay the remainder of the lien within 90 days.

OR

I recommend that the lien be reduced by _____%, provided that the applicant pay all outstanding short term rental registration fees due to the city as well as pay the remainder of the lien within 90 days.

OR

I move to deny the application for a lien reduction request.

Attachments:

1. 4555 Woodwind Drive - Realtor letter to city council dated April 28, 2025
2. 4555 Woodwind Drive - Buyers Letter to City Council
3. Sec._14_86.___Application_to_city_council_for_reduction_of_existing_code_compliance_lien_ (003)
4. 4555 Wood Wind LIEN
5. 4555 Wood Wind Packet (1)

Stacey Harris, REALTOR
Rev Realty
Destin FL 32541
850-585-6477
staceysellsdestin@gmail.com

April 28, 2025

RE: 4555 Woodwind Dr, Destin FL 32541

Dear Destin City Council Members,

I am writing in regard to 4555 Woodwind Drive in Sovereign Isle currently under contract with my buyers, John & Carol Stevenson. As you know, there is a code enforcement lien on this property which the buyers became aware of during the title search that is inhibiting us in moving forward with the closing. John & Carol have invested quite a bit of time and money during their due diligence of the property and are anxious to continue to move toward closing.

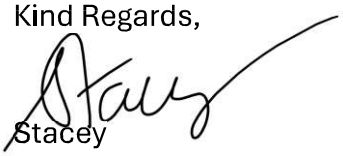
Having worked with them in the past, I have seen their work ethic & pride of ownership firsthand. They own another property in the Crystal Beach area that they work tirelessly to keep in top shape and this property would be no different. As soon as we are able to close, the buyers plan to clean up & improve the property and house as I am sure other owners in the community would appreciate.

The buyers plan to properly register the house as a Short-Term Rental and understand that process as their other house is currently registered as well. They utilize a local boutique management company in Crystal Beach who works hard to keep all of their properties STR compliant, in excellent condition & with beautiful curb appeal. The rental company owner is just minutes from this home and can handle any STR issues quickly. In a few years, they plan to retire in Destin and live in the home.

We hope that you will consider the potential future owner's intentions and their value to make the house better for the community, be compliant with City of Destin codes/rules & to increase the property value as you work with the seller on their lien reduction request.

We greatly appreciate your time and consideration.

Kind Regards,



Stacey

RE: 4555 Woodwind Dr, Destin

To City Council,

My wife and I have and I are very much interested in purchasing a property in Destin Florida but seems the seller has an insurmountable fine assessed against the property. We have fronted earnest money and have invested in other expenses prior to finding out about the current situation. The property, 4555 Woodwind Dr, is the perfect cottage house for us, in a fantastic neighborhood, and is just a few blocks from another home we own in Destin. Judging by the apparent neglect of the house and property, the house has been unloved and vacant for some time. My wife and I would immediately make improvements to the house....which I know would make the neighbors happy and Okaloosa tax authorities happy.

I would hope the city of Destin would be thinking of the long-term opportunity by eliminating the current situation, whereas the ownership of the house would be transferred over to responsible people who abide by rules and laws.

Thank you in advance,

John Stevenson & Carol Stevenson

John cell: 214.415.7200

Carol cell: 214.263.2003

Sec. 14-86. Application to city council for reduction of existing code compliance lien.

(a) The city council shall have the authority to reduce any lien imposed by the city's special magistrate for code compliance based on the criteria set forth in section 14-87 of this Code, and subject to the maximum reduction amounts set forth in subsection 14-86(c).

(b) It shall be the responsibility of the applicant for the lien reduction to demonstrate, and each application shall contain, written statements of fact addressing the criteria prescribed in section 14-87.

(c) All lien reduction requests are subject to the following maximum percentage reductions:

Length of time the Violation Remained Non-Compliant with Special Magistrate's Order	Percentage Reduction
Up to 1 year	Reduction up to no more than 30% of lien amount
More than 1 year, up to 2 years	Reduction up to no more than 25% of lien amount
More than 2 years, up to 5 years	Reduction up to no more than 10% of lien amount
More than 5 years, up to 10 years	Reduction up to no more than 5% of lien amount
More than 10 years, up to 15 years	Reduction up to no more than 2% of lien amount
More than 15 years	None

(d) Each request for a lien reduction, and each decision appealed shall be the subject matter of a separate application.

(e) Nothing herein shall obligate the city council to reduce any code compliance lien.

(Ord. No. 23-04-CC , § 3, 5-1-23)

Sec. 14-87. Required criteria for reduction of existing code compliance lien.

The following criteria must be considered in order for the city council to reduce a lien imposed by the special magistrate in a code compliance case:

(1) The amount of any administrative and out-of-pocket costs incurred by the city which are directly associated with the underlying code enforcement case and lien, including, but not limited to, code compliance staff and attorney time, postage, advertising and recording costs, and other city expenses related to any measure taken by the city to abate a nuisance caused by the violation;

(2) The gravity and number of the violation(s);

(3) The amount of the requested reduction;

(4) Whether the applicant was responsible for the violation which caused the lien;

(5) Whether the applicant is or will be a bona fide purchaser of the subject property and is filing or has filed for a homestead exemption evidencing a desire to reside within the city on a non-transient basis, or whether the property is or will be acquired for investment purposes;

(6) The time it took to bring the property into compliance;

(7) The accrued amount of the code compliance fine or lien as compared to the current market value of the property;

(8) Any previous or subsequent code violations pertaining to the property unless an order finding a violation is under appeal at the time of determination;

(9) Any previous or subsequent code violations of the applicant pertaining to other properties owned within the city, unless an order finding a violation is under appeal at the time of the determination;

(10) Any relevant information contained in any title policy required to be submitted to the city under this section;

(11) Any demonstrated financial hardship;

(12) Any other mitigating circumstance which may warrant the reduction or satisfaction of the penalty or fine; and

(13) Any other administrative review criteria relevant to whether it is equitable to reduce or release a lien which is adopted by the city manager, in writing, and is intended to be applied to all applications on a uniform basis.

(Ord. No. 23-04-CC , § 3, 5-1-23)

CODE ENFORCEMENT SPECIAL MAGISTRATE

OF THE

CITY OF DESTIN, FLORIDA

September 18, 2018

Inst. #3233169 Bk: 3368 Pg: 631
Page 1 of 2 Recorded: 9/20/2018 12:00 PM
RECORDING ARTICLE V: $8.00 RECORDING: $10.50

DEPUTY CLERK kbritt
JD PEACOCK II CLERK OF COURTS,
OKALOOSA COUNTY, FLORIDA

CITY OF DESTIN, FLORIDA

DEPARTMENT OF CODE ENFORCEMENT

Petitioner

Vs.

CASE #: 18-001054

Mike & Asher Ko

Respondents

ORDER IMPOSING ADMINISTRATIVE FINE/LIEN

THIS CAUSE was brought for public hearing before the Code Enforcement Special Magistrate of the City of Destin, Florida, on September 18th, 2018, after due notice to the Respondents, and the Special Magistrate, having heard testimony under oath, received evidence, heard argument, and approved its Findings of Fact, Conclusions of Law, and Order, duly issued said Order, which was furnished to Respondents. Said Order found to following violation:

Code of Ordinances Sec. 13-105. - Short Term Registration

Full Description: Registration required.

It shall be unlawful for any person to allow another person to occupy any single-family detached dwelling unit as a seasonal resident within the City of Destin, or offer such rental services within the City of Destin, unless the person has been registered with the City of Destin in accordance with the provisions of this article.

Said Order required Respondents at the property located at 4555 Wood Wind DR , DESTIN, FL 32541 , located in Okaloosa County (Tax Parcel ID # 00-2S-22-0412-000A-0240), to correct the aforesaid violation on or before July 20, 2018

The Respondents are further ordered to contact the Code Enforcement Department of the City of Destin to verify compliance with this Order.

Said Order stated that in the event that City staff finds that the aforesaid property is not brought into compliance after July 20, 2018, the Respondents may be ordered to pay a fine not to exceed $400.00 per day for each day such violation continues to exist beyond the above stated date for compliance.

After being sworn, the Code Enforcement Office certified to the Special Magistrate that the Respondents have not taken the corrective action ordered by the Special Magistrate, or that Respondents has repeated the violation.

In determining the amount of the fine to be imposed, if any, the Special Magistrate has considered the following factors:

(1) The gravity of the violation.

(2) Any actions taken by the violator to correct the violation.

(3) Any previous violations committed by the violator.

I. ORDER:

It has been brought to the Special Magistrate's attention by the City's Code Enforcement Officer that the Respondents continues to be in violation.

The Special Magistrate orders that a fine in the amount of $250.00 per day be imposed against the property for each and every day the violation continues to exist at 4555 Wood Wind DR , DESTIN, FL 32541 , located in Okaloosa County (Tax Parcel ID# 00-2S-22-0412-000A-0240), after July 20th, 2018.

This Order shall be recorded in the public records of Okaloosa County, Florida, and shall constitute a lien against the land on which the violation exists and upon any other real or personal property owned by Respondents.

A true and correct copy of this Order Imposing Administrative Fine/Lien shall be delivered to Respondents by United States Postal Service regular mail, by hand delivery or posting on property where violation exist.

DONE AND ORDERED this day of September 18, 2018

CODE ENFORCEMENT SPECIAL MAGISTRATE

CITY OF DESTIN, FLORIDA

Steven Hall

This will certify that a true copy of this order was furnished to Mike & Asher Ko at 8185 Gulf Blvd Navarre Beach, FL 32566 by United States mail, this day of September 20th, 2018

William Morales, Code Enforcement Officer

City of Destin, Florida

VIVICA AARON
MY COMMISSION # GG 207676
EXPIRES: Apr. 16, 2022

* William Morales produced a FL Driver's License and signed this document in my presence on 9/20/18.
Vivica Aaron - Vivica Aaron

City of Destin

4200 Indian Bayou Trail

Destin, Florida 32541

850-837-4242

CODE ENFORCEMENT SPEICAL MAGISTRATE

June 19, 2018

CASE# 18-001054

RESPONDENTS: Mike & Asher Ko

ADDRESS OF VIOLATION: 4555 Wood Wind Dr Destin, FL 32541

EXHIBIT LIST:

1. Online Evidence of Rental
2. Notice of Violation, 04-10-2018
3. USPS Tracking-Certified
4. Notice of Hearing, 05-15-2018
5. USPS Tracking Certified
6. Okaloosa Property Appraiser Data Sheet
7. Copy of Warranty Deed
8. Picture of Property on Day of Hearing
9. Findings of Fact, Conclusions of Law and Order

s://www.airbnb.com/rooms/19509562?location=Destin%2C%20FL%2C%20United%20States&s=Q6NHtbFH



ENTIRE COTTAGE

The Shark & Flying Penguin's Gingerbread Cottage

Destin

8 guests · 3 bedrooms · 6 beds · 2 baths



Hosted by Asher
Contact host

Plan the perfect vacation in our seaside Victorian cottage! Stroll through the picket-fence lined streets admiring the gingerbread houses. Walk to the...

View more about this home

Amenities

From
$500 per night (without fees)
★★★★★ 11

Dates

Check In → Check Out

← June 2018 →

Su	Mo	Tu	We	Th	Fr	Sa
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

City of Destin

Community Development Department

Code Enforcement Division

City of Destin Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 279-6062 • Fax (850) 460-2171
Email to: wmorales@cityofdestin.com

NOTICE OF VIOLATION

April 10, 2018

The City of Destin,
Complainant,

Vs.

Mike and Asher KO,
Respondents

Location of the Violation: 4555 Wood Wind DR
Parcel ID No.: 00-2S-22-0412-000A-0240

PURSUANT to Chapter 14 Article III, of the Destin Code of Ordinances, the undersigned Code Enforcement Officer hereby gives notice of violation of the City of Destin Code of Ordinances, as more specifically described below.

Respondent(s) is/are hereby notified that corrective action to cure the violation(s) described below is/are to be performed within 30 DAYS.

In the event that the violations are not corrected within the time period set forth above or if the violations are corrected and then recur, even if the violations are corrected at the time of hearing, Respondent(s) may be required to attend a hearing before the Special Magistrate of the City of Destin, and a penalty as provided below may be imposed.

The Special Magistrate may enter an order requiring the Respondent(s) to correct the violations and penalties may be assessed up to $250 per day for each first violation or up to $500 per day for each repeat violation described in this notice until the violations have been corrected. Additionally, a $250 administrative fee will be charged to the property owner if the property is found to be in violation.

IF THE VIOLATIONS ARE CORRECTED WITHIN THE TIME PERIOD REQUIRED, THE RESPONDENT(S) MUST IMMEDIATELY NOTIFY THE CODE ENFORCEMENT OFFICER AND REQUEST AN INSPECTION.

1. Property where violation(s) exist(s): 4555 Wood Wind DR
2. Parcel ID No.: 00-2S-22-0412-000A-0240
3. Name and address of owner(s) of property where violation(s) exist:
   Mike and Asher KO
   8185 Gulf Blvd
   Navarre Beach, FL 32566

Description of Violation(s) at property:

Code of Ordinances Sec. 13-103, Purpose of Regulations of Short Term Rentals.

The city council of the City of Destin recognizes that the unregulated rental of single-family detached dwelling units by seasonal residents uniquely impacts certain neighborhoods within the City of Destin. Therefore, it is necessary and in the interest of the public health, safety, and welfare to monitor and provide reasonable means for citizens of the City of Destin to mitigate impacts created by such rental of single-family dwelling units within the City of Destin as set forth by this article.

Sec. 13-105.-Registration Required.

It shall be unlawful for any person to allow another person to occupy any single-family detached dwelling unit as a seasonal resident within the City of Destin, or offer such rental services within the City of Destin, unless the person has been registered with the City of Destin in accordance with the provisions of this article.

Sec. 13-114. - Posting of signage.

Prior to the owner of the single-family dwelling unit allowing another person to occupy the single-family dwelling unit as a seasonal resident, owner shall post a sign on the property meeting the following requirements:

(a) The sign must be prominently placed on the property of the single family dwelling unit so that the required content of the sign shall be legible as viewed from the public right-of-way; however, signage shall not be placed in the public right-of-way;

(b) Such sign shall be not larger than eighteen (18) inches by twelve (12) inches and not smaller than sixteen (16) inches by ten (10) inches in size;

(c) The sign must clearly indicate the name, and twenty-four (24) hours a day, seven (7) days a week emergency contact phone number of the responsible party for said single-family dwelling unit. If the responsible party phone number and the rental contact phone number are different, the sign shall clearly indicate both phone numbers;

(d) The sign must be continuously on the property of the single-family dwelling unit during any period a local business tax or registration has not expired.

4. DESCRIPTION OF VIOLATION: Failure to register short term rental.

   4555 Wood Wind DR is advertised as a short term rental without proper registration.

5. CORRECTIVE ACTION: Register the property with the City of Destin as a short term rental and post signage.
   Visit www.cityofdestin.com/rentals

   Short-term rental is defined as any occupancy of a single-family dwelling unit for a period of time between one (1) day to no more than six (6) months.

Failure to comply within _30_ days from receipt of this Notice shall result in further action, as outlined in this Notice of Violation.

If you have any questions regarding this Notice of Violation or the recommendations contained herein, do not hesitate to contact the below signed Code Enforcement Officer at the City of Destin, (850) 279-6062.

Method of delivery: Certified Mail RRR Tracking# 7017 3040 0000 0557 0643

Dated this 10th day of April, 2018

_____

William Morales
Code Enforcement Officer
City of Destin
State of Florida

ALERT: AS OF APRIL 30, USPS.COM NO LONGER SUPPORTS OUTDATED BROWSERS. TO CO...

USPS Tracking®

FAQs > (http://faq.usps.com/?articleId=220900)

Track Another Package +

Tracking Number: 70173040000005570643

Remove ×

Your item was delivered to an individual at the address at 1:16 pm on April 13, 2018 in NAVARRE, FL 32566.

Delivered

April 13, 2018 at 1:16 pm
Delivered, Left with Individual
NAVARRE, FL 32566

Tracking History

April 13, 2018, 1:16 pm
Delivered, Left with Individual
NAVARRE, FL 32566
Your item was delivered to an individual at the address at 1:16 pm on April 13, 2018 in NAVARRE, FL 32566.

April 13, 2018
In Transit to Next Facility

April 12, 2018, 10:01 pm
Departed USPS Regional Origin Facility
PENSACOLA FL PROCESSING CENTER

April 12, 2018
In Transit to Next Facility

April 11, 2018, 9:31 pm
Arrived at USPS Regional Origin Facility
PENSACOLA FL PROCESSING CENTER

April 11, 2018, 5:26 pm
Departed Post Office
DESTIN, FL 32541

April 11, 2018, 10:50 am
USPS picked up item
DESTIN, FL 32541

Product Information

See Less

Can't find what you're looking for?

Go to our FAQs section to find answers to your tracking questions.

FAQs (http://faq.usps.com/?articleId=220900)

City of Destin

Community Development Department

Code Enforcement Division

City of Destin Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 279-6062 • Fax (850) 460-2171
Email to: wmorales@cityofdestin.com

NOTICE OF HEARING

May 15, 2018

The City of Destin,
Complainant,

Vs.

Mike & Asher KO,
Respondents

Location of the Violation: 4555 Wood Wind DR
Destin FL 32541
Parcel ID No.: 00-2S-22-0412-000A-0240

A HEARING will be conducted before the Special Magistrate of the City of Destin on June 19th at 5:30 p.m. or as soon thereafter as possible. The hearing will be held at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541.

The Special Magistrate will receive testimony and evidence at said hearing regarding the violations occurring upon the property of the Respondent(s), as set forth in the Notice of Violations attached as **EXHIBIT " A",** and shall make a determination as to whether such violations are corrected pursuant to Chapter 14, Article III, of the City of Destin Code of Ordinances.

You are entitled to testify and present evidence and witnesses in defense at the hearing. Since the proceedings of the Special Magistrate are legal in nature, you may wish to have legal counsel attend the above referenced hearing.

The Special Magistrate may enter an Order requiring the owner of the Property to correct any violations. **AN ADMINISTRATIVE FEE OF $250 WILL BE CHARGED TO THE PROPERTY OWNER IF THE PROPERTY IS FOUND TO BE IN VIOLATION. ADDITIONALLY, FINES UP TO $250 PER DAY FOR A FIRST OFFENSE, AND UP TO $500 PER DAY FOR REPEAT VIOLATIONS MAY BE IMPOSED UNTIL THE VIOLATIONS ARE CORRECTED.** This penalty, if not paid, may become a lien on the Property and any other personal or real property owned by the Respondent(s), which can be satisfied by foreclosure and sale of said Property and/ or other personal or real property.

AN AGGRIEVED PARTY, INCLUDING THE CITY COUNCIL OF THE CITY OF DESTIN, MAY APPEAL A FINAL ADMINISTRATIVE ORDER OF THE SPECIAL MAGISTRATE TO THE CIRCUIT COURT OF OKALOOSA COUNTY WITHIN THIRTY DAYS OF EXECUTION OF THE ORDER TO BE APPEALED. FURTHER, IF AN APPEAL IS FILED, THE AGGRIEVED PARTY MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE BOARD' S HEARING IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Dated this 15th day of March, 2018

_____

William Morales
Code Enforcement Officer
City of Destin

ALERT: AS OF APRIL 30, USPS.COM NO LONGER SUPPORTS OUTDATED BROWSERS. TO CO...

USPS Tracking®

FAQs > (http://faq.usps.com/?articleId=220900)

Track Another Package +

Tracking Number: 70153010000066317592

Remove ×

Your item was delivered to an individual at the address at 1:36 pm on May 21, 2018 in NAVARRE, FL 32566.

Delivered

May 21, 2018 at 1:36 pm
Delivered, Left with Individual
NAVARRE, FL 32566

Get Updates ⌄

Text & Email Updates ⌄

Tracking History ⌃

May 21, 2018, 1:36 pm
Delivered, Left with Individual
NAVARRE, FL 32566
Your item was delivered to an individual at the address at 1:36 pm on May 21, 2018 in NAVARRE, FL 32566.

May 20, 2018
In Transit to Next Facility

May 19, 2018
In Transit to Next Facility

May 18, 2018
In Transit to Next Facility

May 17, 2018, 10:37 pm
Departed USPS Regional Origin Facility
PENSACOLA FL PROCESSING CENTER

May 17, 2018
In Transit to Next Facility

May 16, 2018, 9:42 pm
Arrived at USPS Regional Origin Facility
PENSACOLA FL PROCESSING CENTER

May 16, 2018, 5:50 pm
Departed Post Office
DESTIN, FL 32541

May 16, 2018, 10:15 am
USPS picked up item
DESTIN, FL 32541

Product Information

See Less

Can't find what you're looking for?

Go to our FAQs section to find answers to your tracking questions.

FAQs (http://faq.usps.com/?articleId=220900)

Okaloosa County Property Appraiser

Sales In Area	Previous Parcel	Next Parcel	Field Definitions	Return to Main Search	Okaloosa Home

Owner and Parcel Information

Owner Name	KO MIKE K & ASHER C	**Today's Date**	April 10, 2018
Mailing Address	8185 GULF BLVD	**Parcel Number**	00-2S-22-0412-000A-0240
	NAVARRE BEACH, FL 32566	**Tax District**	DESTIN (District 10)
Location Address	4555 WOOD WIND DR DESTIN	**2017 Millage Rates**	13.0691
Property Usage	SINGLE FAM (000100)	**Acreage**	0
Section Township Range	00-2S-22	**Homestead**	N
Business Name			

Show Parcel Maps

Value Information

	2016 Certified Values	2017 Certified Values
Building Value	$191,417	$204,689
Extra Feature Value	$1,120	$1,170
Land Value	$95,000	$105,000
Land Agricultural Value	$0	$0
Agricultural (Market) Value	$0	$0
Just (Market) Value*	$287,537	$310,859
Assessed Value	$232,744	$237,632
Exempt Value	$50,000	$50,000
Taxable Value	$182,744	$187,632

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

Tax Information

Legal Information

SOVEREIGN ISLE S/D LOT 24 BLK A

The legal description shown here may be condensed for assessment purposes. Exact description should be obtained from the recorded deed.

Building Information

Type	Total Area	Heated Area	Exterior Wall	Roof Cover	Interior Wall	Flooring
SFR EXCEPT	2,686	1,896	ABOVE AVG.	DIMEN/TIMB	DRYWALL	HARDWOOD / HARDTILE
Heating Type	**A/C Type**	**Baths**	**Bedrooms**	**Stories**	**Actual Year Built**	**Effective Year Built**
AIR DUCTED	CENTRAL	2	3	1	2002	2002

Show Building Sketch

Extra Features Data

Description	Number of Items	Unit Length x Width x Height	Units	Effective Year Built
DRIVEWAY	1	0 x 0 x 0	1 UT	2002

Land Information

LAND USE	NUMBER OF UNITS	UNIT TYPE	Frontage	Depth
SFR	1	LT	0	0

Sale Information

Multi-Parcel Sale	Sale Date	Sale Price	Instrument	Deed Book	Deed Page	Sale Qualification	Vacant or Improved	Grantor	Grantee
No	05-24-2017	$ 385,000	Warranty Deed	3301	1178	Qualified	Improved	GUNDERSON TREVOR & KATHERINE	KO MIKE K & ASHER C (H&W)
No	02-15-2010	$ 320,900	Warranty Deed	2924	3676	Qualified	Improved	WILDMAN MICHELLE ANNE	GUNDERSON TREVOR R
No	03-30-2009	$ 220,000	SPECIAL WARANTY	2884	522	Unqualified	Improved	DETUSCHE BANK NATIONAL TRUST	WILDMAN MICHELLE A
No	12-05-2008	$ 100	CERTIFICATE OF TITLE	2868	643	Unqualified	Improved	CLERK OF COURT	DEUTSCHE BANK NATIONAL TRUST
No	11-10-2005	$ 575,000	Warranty Deed	2668	1545	Qualified	Improved	STRUMPH ERIC M	ELDER JAMES B & MOLLY D

No	06-28-2002	$ 232,000	Warranty Deed	2367	2923	Qualified	Improved	PRESTIGE HOMES INC	STRUMPH ERIC M
No	08-20-2001	$ 100	Warranty Deed	2311	2626	Unqualified	Vacant	BUTLER LESTER J III TRUST	PRESTIGE HOMES INC
No	07-01-2001	$ 200,000	Warranty Deed	2305	1055	Unqualified	Vacant	BUTLER LESTER J III TRUST	PRESTIGE HOMES INC
No	03-13-1998	$ 910,000	Warranty Deed	2136	781	Unqualified	Vacant	BUTLER LESTER J	STERLING DEV CORP OF NWF
No	03-13-1997	$ 455,000	Warranty Deed	2061	226	Unqualified	Vacant	EMERALD COAST VENTURES INC	BUTLER LESTER J

The Okaloosa County Property Appraiser's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The Senior Exemption Does Not Apply to All Taxing Authorities. Just (Market) Value is established by the Property Appraiser for ad valorem tax purposes. It does not represent anticipated selling price. Working values are subject to change.
Website Updated: April 3, 2018

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D Doc Stmp: $2,695.00 DEPUTY CLERK PDUNN
JD PEACOCK II CLERK OF COURTS, OKALOOSA COUNTY, FLORIDA

THIS INSTRUMENT PREPARED BY:
Davage J. Runnels, III
Hall & Runnels
4399 Commons Drive East
Suite 300
Destin, Florida 32541

17-7614

(The space above is provided for recording information)

WARRANTY DEED

THIS WARRANTY DEED made this 24th day of May, 2017, between **Trevor Gunderson, a married man**, joined by his wife, Katherine Sause Gunderson, whose mailing address is 8000 Fox Head Branch Trail, Niceville, Florida 32578, hereinafter referred to as "grantor", and **Mike K. Ko and Asher C. Ko, husband and wife**, whose mailing address is 8185 Gulf Boulevard, Navarre Beach, Florida 32566, hereinafter referred to as "grantee". (Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H:

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

Lot 24, Block A, SOVEREIGN ISLE, according to the map or plat thereof as recorded in Plat Book 15, Page 55, of the Public Records of Okaloosa County, Florida.

Parcel Identification No. 00-2S-22-0412-000A-0240

This conveyance is made subject to covenants, conditions, restrictions and easements of record, if any, which may now affect the above described property, but this provision shall not operate to reimpose the same. Also subject to zoning regulations and ordinances, and to real estate taxes for the year 2017 and subsequent years.

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

TO HAVE AND TO HOLD, the same in fee simple forever.

Said property is not the homestead of the Grantor(s) under the laws and Constitution of the State of Florida in that neither Grantor(s) nor any member of the household of Grantor(s) reside thereon.

AND Grantor hereby covenants with said grantee that grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2016.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, Sealed, and Delivered
in our presence:

witness #1 signature

Emily C Allen
print witness #1 name

witness #2 signature

Robert P. Lynch
print witness #2 name

Trevor Gunderson - Seller

Katherine Sause Gunderson - Seller

STATE OF FL
COUNTY OF Okaloosa

The foregoing instrument was acknowledged before me this 23 day of May, 2017, by Trevor Gunderson, a married man, and his wife, Katherine Sause Gunderson, who: *(Notary **must** check applicable box)*

[ ] is personally known to me.
[✓] produced a current FL (state) driver's license as identification.
[ ] produced _____ as identification.

ROBERT P. LYNCH
MY COMMISSION # FF 910683
EXPIRES: December 17, 2019
Bonded Thru Notary Public Underwriters

Notary Public

print Notary Name
My Commission Expires:_____

(notary seal)

CODE ENFORCEMENT BOARD
OF THE
CITY OF DESTIN, FLORIDA
June 19th, 2018

CASE # 18-001054

City Of Destin, Department of Code Enforcement
PETITIONER

-vs-

Mike & Asher Ko
RESPONDENTS

FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER

THIS CASE comes for public hearing before the Code Enforcement Board of the City of Destin on June 19, 2018, after due notice to the Respondent, and the Board, having heard testimony under oath, received evidence, and heard argument, hereby issues its Findings of Fact, Conclusions of Law, and Order, as follows:

I. FINDINGS OF FACT:

The Respondents, whose mailing address is 8185 Gulf Blvd, Navarre Beach, FL 32566, is the owner of the property described as 00-2S-22-0412-000A-0240, also known as 4555 Wood Wind DR, Destin, FL 32541. The following conditions exist on subject property:

Sec. 13-105.-Registration Required.
It shall be unlawful for any person to allow another person to occupy any single-family detached dwelling unit as a seasonal resident within the City of Destin, or offer such rental services within the City of Destin, unless the person has been registered with the City of Destin in accordance with the provisions of this article.

Sec. 13-114. - Posting of signage.
Prior to the owner of the single-family dwelling unit allowing another person to occupy the single-family dwelling unit as a seasonal resident, owner shall post a sign on the property meeting the following requirements:

(a) The sign must be prominently placed on the property of the single family dwelling unit so that the required content of the sign shall be legible as viewed from the public right-of-way; however, signage shall not be placed in the public right-of-way;
(b) Such sign shall be not larger than eighteen (18) inches by twelve (12) inches and not smaller than sixteen (16) inches by ten (10) inches in size;
(c) The sign must clearly indicate the name, and twenty-four (24) hours a day, seven (7) days a week emergency contact phone number of the responsible party for said single-family dwelling

unit. If the responsible party phone number and the rental contact phone number are different, the sign shall clearly indicate both phone numbers;
(d) The sign must be continuously on the property of the single-family dwelling unit during any period a local business tax or registration has not expired.

II. CONCLUSIONS OF LAW:

This is a lawfully constituted code enforcement proceeding convened pursuant to Chapter 162, Part I, Florida Statutes, and Chapter 14, Article III, Code of Ordinances of the City of Destin. The City of Destin Code Enforcement Board has jurisdiction over the subject matter and the Respondents. Notice of this proceeding has been duly provided to Respondents as required by City Code.

The Respondents, Mike & Asher Ko by reason of the foregoing facts, is in violation of the Code of Ordinances, City of Destin, Florida, to wit: Chapter 13: Section 13-105 and 13-114. The Respondents are subject to the enforcement jurisdiction of City of Destin, Florida Code Enforcement Special Magistrate.

III. ORDER:

1. The Respondents are to correct the aforesaid violation on or before July 20, 2018 by;
   Register the short term rental and post signage with the City of Destin. Failure to register the property and post signage within 30 days will violate this order and legal proceedings will be brought forth charging you with a violation of this code.

2. The Respondents are further ordered to contact the Code Enforcement Department of the City of Destin to verify compliance with this Order.

3. In the event that City staff finds that the aforesaid property is not brought into compliance by July 20, 2018, the Respondent may be ordered to pay a fine not to exceed $250.00 for the first violation, and a fine not to exceed $500.00 per day for each violation thereafter. Assessment of such penalties shall be as provided by law.

4. **An administrative fee of $250.00 is assessed against the Respondent and shall be paid on or before January 20, 2018.**
   - Credit card payments can made over the phone at 850-842-4596.
   - Check payments payable to the City of Destin with the property address on the memo line.

   Mailing address or to pay in person:
   City of Destin Attn: Code Enforcement
   4100 Indian Bayou Trail
   Destin, FL 32541

DONE AND ORDERED this 19th day of June, 2018.

CODE ENFORCEMENT SPECIAL MAGISTRATE
CITY OF DESTIN, FLORIDA

By: _____
Steve Hall

I HEREBY CERTIFY that a true and correct copy of the forgoing Finding of Fact, Conclusions of Law, and Order has been sent by mail to the respondent, this _____ day of _____, 2018.

By: _____
William Morales
Code Enforcement Officer
City of Destin, FL

ITEM # 2025-585

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 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: Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 30, 2025

SUBJECT: Lien Reduction Request - 30 Moreno Point Road, #302A Destin, FL

I. BACKGROUND: On March 26, 2019, the Special Magistrate for Code Compliance found the subject property in violation of applicable City Codes as an unsafe building that was constructed without a permit. The property owner was given until May 3, 2019 to come into compliance. Because the property was not in compliance on that date, the Special Magistrate imposed a lien at $250 per day. The property obtained all required permits and passed required inspections on February 5, 2021. At that time, the daily fine stopped accruing at $161,000. The applicant (both via himself and through his attorney) is now requesting a reduction of the lien as set forth in the attachments to this staff report. It is believed that the applicant will be present at the City Council meeting to respond to questions.

II. DISCUSSION: The subject property is now in compliance and is eligible for a reduction of lien per the Land Development Code, which authorizes, but does not obligate, the City Council to reduce existing Code Compliance liens in the discretion of the City Council.

Sec. 14-86, City Land Development Code provides as follows:
Application to city council for reduction of existing code compliance lien.
(a) The city council shall have the authority to reduce any lien imposed by the city's special magistrate for code compliance based on the criteria set forth in section 14-87 of this Code, and subject to the maximum reduction amounts set forth in subsection 14-86(c).
(b) It shall be the responsibility of the applicant for the lien reduction to demonstrate, and each application shall contain, written statements of fact addressing the criteria prescribed in section 14-87.
(c) All lien reduction requests are subject to the following maximum percentage reductions:

Length of time the Violation Remained	Non-Percentage Reduction

Compliant with Special Magistrate's Order	
Up to 1 year	Reduction up to no more than 30% of lien amount
More than 1 year, up to 2 years	Reduction up to no more than 25% of lien amount
More than 2 years, up to 5 years	Reduction up to no more than 10% of lien amount
More than 5 years, up to 10 years	Reduction up to no more than 5% of lien amount
More than 10 years, up to 15 years	Reduction up to no more than 2% of lien amount
More than 15 years	None

(d) Each request for a lien reduction, and each decision appealed shall be the subject matter of a separate application.
(e) Nothing herein shall obligate the city council to reduce any code compliance lien.

Sec. 14-87 of the City Code of Ordinances provides as follows:
Required criteria for reduction of existing code compliance lien.
The following criteria must be considered in order for the city council to reduce a lien imposed by the special magistrate in a code compliance case:
(1) The amount of any administrative and out-of-pocket costs incurred by the city which are directly associated with the underlying code enforcement case and lien, including, but not limited to, code compliance staff and attorney time, postage, advertising and recording costs, and other city expenses related to any measure taken by the city to abate a nuisance caused by the violation;
(2) The gravity and number of the violation(s);
(3) The amount of the requested reduction;
(4) Whether the applicant was responsible for the violation which caused the lien;
(5) Whether the applicant is or will be a bona fide purchaser of the subject property and is filing or has filed for a homestead exemption evidencing a desire to reside within the city on a non-transient basis, or whether the property is or will be acquired for investment purposes;
(6) The time it took to bring the property into compliance;
(7) The accrued amount of the code compliance fine or lien as compared to the current market value of the property;
(8) Any previous or subsequent code violations pertaining to the property unless an order finding a violation is under appeal at the time of determination;
(9) Any previous or subsequent code violations of the applicant pertaining to other properties owned within the city, unless an order finding a violation is under appeal at the time of the determination;
(10) Any relevant information contained in any title policy required to be submitted to the city under this section;
(11) Any demonstrated financial hardship;
(12) Any other mitigating circumstance which may warrant the reduction or satisfaction of the penalty or fine; and
(13) Any other administrative review criteria relevant to whether it is equitable to reduce or release a lien which is adopted by the city manager, in writing, and is intended to be applied to all applications on a uniform basis.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): The lien was imposed on May 3, 2019 at $250.00 per day for 644 days, until the property came into compliance on February 5, 2021 by virtue of a building renovation permit and completion of required inspections.

Current amount owed to the City via the lien is: $161,000.00. Given that the lien was in place for less than two years, a 25% reduction would reduce the lien by $40,250 for a total owed to the City of $120,750.

C. Level of Service (LOS):

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Staff recommends that Council provide direction on whether to reduce the lien and by what amount.

IV. RECOMMENDED MOTION: I recommend that the lien be reduced by 25%, provided that the applicant pay the remainder of the lien within 90 days.

OR

I recommend that the lien be reduced by _____%, provided that the applicant pay the remainder of the lien within 90 days.

OR

I move to deny the application for a lien reduction request.

Attachments:

1. Order Imposing Administrative Lien - 30 Moreno Point Road #302A
2. Case File - 30 Moreno Point Road #302A
3. Sec._14_86.___Application_to_city_council_for_reduction_of_existing_code_compliance_lien_ (003)
4. Fwd_ City of Destin lien 30 Moreno

Inst. #3289714 Bk: 3407 Pg: 4057
Page 1 of 3 Recorded: 7/9/2019 10:21 AM
RECORDING ARTICLE V: $12.00 RECORDING: $15.00

DEPUTY CLERK KGANNON
JD PEACOCK II CLERK OF COURTS,
OKALOOSA COUNTY, FLORIDA

CODE COMPLIANCE SPECIAL MAGISTRATE
OF THE
CITY OF DESTIN, FLORIDA
June 18, 2019

CITY OF DESTIN, FLORIDA,
DEPARTMENT OF CODE COMPLIANCE,

Petitioner,

vs.

Donald D. Parkhurst,

Respondent,

ORDER IMPOSING ADMINISTRATIVE FINE/LIEN

THIS CAUSE was brought for public hearing before the Code Compliance Special Magistrate of the City of Destin, Florida, on March 5, 2019 after due notice to the Respondent, and the Special Magistrate, having heard testimony under oath, received evidence, heard argument, and approved its Findings of Fact, Conclusions of Law, and Order, duly issued said Order, which was furnished to the Respondent. Said Order found the following violation:

Said Order required the Respondent at the property located at 30 Moreno Point Rd. 302A, Destin, Florida, located in Okaloosa County (Tax Parcel ID: 00-2S-24-0160-000A-0302), to correct the aforesaid violation on or before May 3, 2019, by repairing and/or rehabilitating the property to remove the unsafe or unsanitary conditions.

The Respondent is in violation of the following section of the Land Development Code due to unsafe conditions currently existing in the condominium unit, including, but not limited to, open or exposed wires, pipes boxes and drain lines; penetrations to floors and ceilings; non-running water; and strong sewage odor. Said conditions at the property violate Land Development Code 20.06.00(6), 20.06.00(9) and 20.06.00(10).

20.06.00- Unsafe Building Abatement- General

All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow,

are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.

Unsafe Building. Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public or the building its occupants, either permanent or occasional, of the general public are endangered:

(6) If, for any reason, the building, structure or portion thereof is manifestly unsafe or unsanitary for the purpose for which it is being used.

(9) Any building, structure or portion thereof that is unsafe, unsanitary, or not provide with adequate egress, or which constitutes a fire hazard, or is otherwise dangerous to human life, or which in relation to existing use, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence or abandonment.

(10) Any building, structure or portion thereof that displays any of the above is in such a condition so as to constitute a public nuisance or an unsafe or dangerous attractive nuisance.

Said Order stated that in the event that City staff finds that the aforesaid property is not brought into compliance on or before May 3, 2019, the Respondent may be ordered to pay a fine not to exceed $250.00 for the first violation, and a fine not to exceed $500.00 per day for each violation thereafter.

After being sworn, the Code Compliance Officer certified to the Special Magistrate that the Respondent has not taken the corrective action ordered by the Special Magistrate, or that Respondent has repeated the violation.

In determining the amount of fine to be imposed, if any, the Special Magistrate has considered the following factors:

(1) The gravity of the violation;
(2) Any actions taken by the violator to correct the violation; and
(3) Any previous violations committed by the violator.

I. ORDER:

It has been brought to the Special Magistrate's attention by the City's Code Compliance Officer that the Respondent continues to be in violation.

The Special Magistrate orders that a fine in the amount of $ 250.00 per day be imposed against the property for each and every day the violation continues to exist at 30 Moreno Point Rd. 302A, Destin, Florida, 32541 located in Okaloosa County (Tax Parcel# 00-2S-24-0160-000A-0302) after May 3, 2019.

This Order shall be recorded in the public records of Okaloosa County, Florida, and shall constitute a lien against the land on which the violation exists and upon any other real or personal property owned by the Respondent.

Furthermore, due to the conditions of the structure, it is determined that there is imminent danger of fire, failure, or collapse of a building or structure which endangers life. It is hereby ordered that the Respondent shall perform emergency work to eliminate such imminent danger. If such work is not performed within 20 days of the date hereof, the building official is hereby authorized to take such steps as are necessary to eliminate such conditions and, after completion of work to eliminate such condition, shall present and costs incurred to the Special Magistrate for an Order authorizing the placement of a lien against the property.

A true and correct copy of this Order Imposing Administrative Fine/Lien shall be delivered to Respondents by certified mail with return receipt requested, or by hand delivery.

DONE AND ORDERED this day June 16, 2019.

CODE COMPLIANCE SPECIAL MAGISTRATE
CITY OF DESTIN, FLORIDA

By: _____
Steve Hall

FURTHER AFFIANT SAYETH NOT

Sean Donaldson
(Affiant)

Sworn and subscribed before me on this 1 day of July, by Sean Donaldson, who is personally known to me and did not take an oath.

Karen S. Shumaker
Notary Public

Karen S. Shumaker
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG041423
Expires 10/24/2020

I HEREBY CERTIFY that a true and correct copy of the foregoing Order Finding Non-Compliance and Imposing Fine/Lien has been sent, by certified mail with return receipt requested, or hand delivery, to the Respondent, Donald Parkhurst, this July day of 01, 2019.

By: Sean Donaldson
Sean Donaldson
Code Compliance Officer

I hereby certify this is a true and correct copy as is on file with my office.

REY BAILEY, City Clerk, Destin, FL

City of Destin

4200 Indian Bayou Trail

Destin, Florida 32541

850-837-4242

CODE COMPLIANCE SPECIAL MAGISTRATE

June 18, 2019

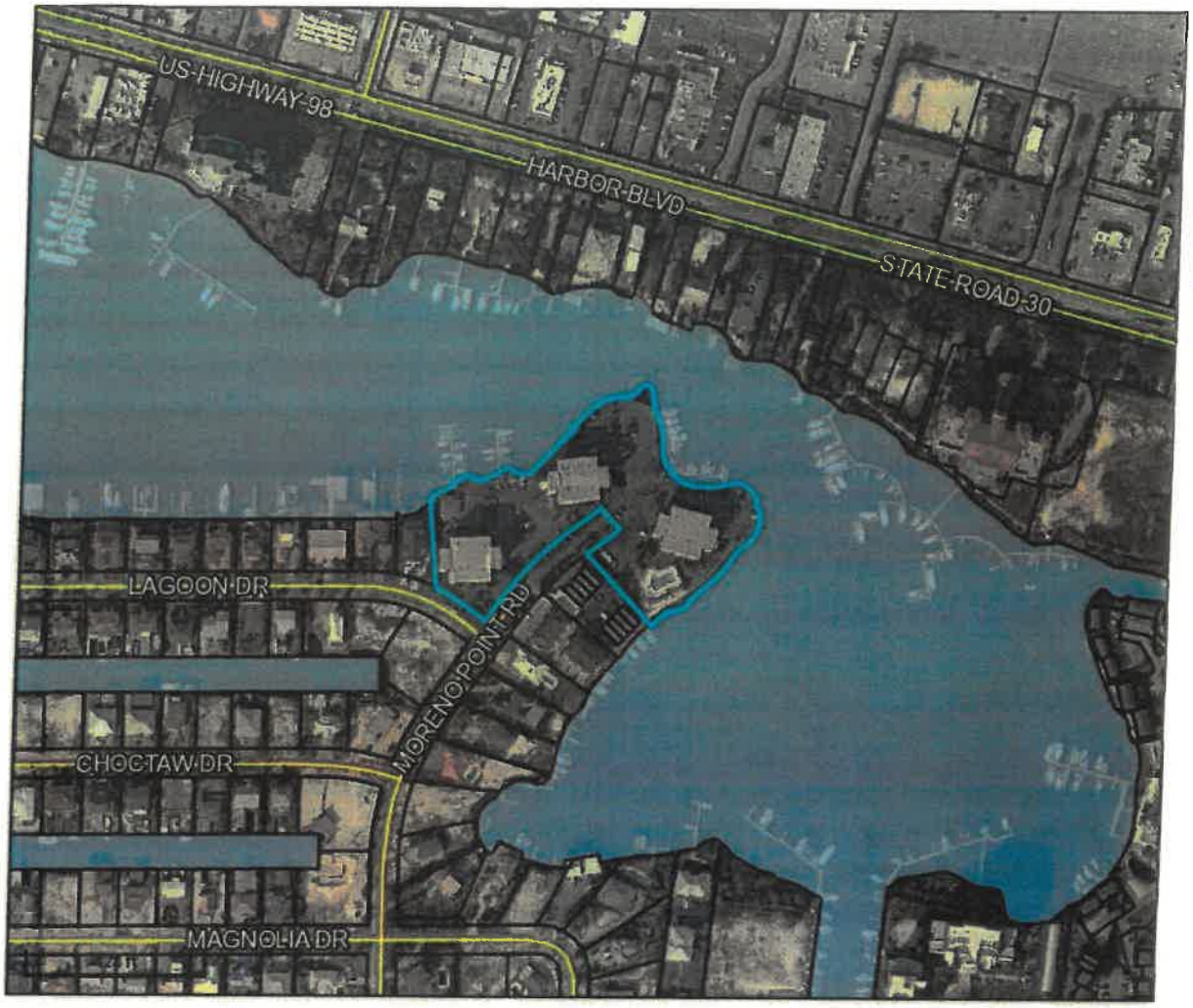
CASE# 18-00157

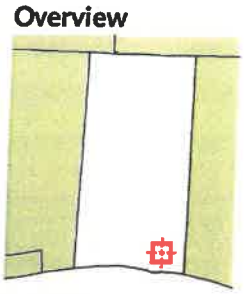
RESPONDENTS:	Donald D. Parkhurst
ADDRESS OF VIOLATION:	30 Moreno Point Rd. #302A Destin, FL 32541

EXHIBIT LIST-Unsafe Building Abatement

1. Property Appraiser Sheet/Deed
2. 20.06.00 Ordinance
3. Pictures
4. Notice of Violation/ Memorandum
5. Findings of Facts, Conclusion of Law, and Order
6. Finding of Facts (Mailed Certified)
7. Findings of Facts (Posted)
8. Affidavit of Posting
9. Notice of Hearing (Mailed Certified)
10. Notice of Hearing (Certified Letter Returned)
11. Notice of Hearing (Posted)
12. Affidavit of Posting
13. Day of Hearing Pictures
14. Order of Imposing Administrative Fine/Lien

Okaloosa County Property Appraiser





Parcel ID	00-2S-24-0160-000A-0302	**Physical Address**	30 MORENO POINT RD 302A DESTIN	**Land Value**	$0	**Last 2 Sales**			
Acres (GIS)	4.82			**Ag Land Value**	$0	**Date**	**Price**	**Reason**	**Qual**
Property Class	CONDOMINIA	**Mailing Address**	PARKHURST DONALD D 30 MORENO PT RD #302-A DESTIN, FL 32541	**Building Value**	$195,500	5/1/1978	$40400	N/A	Q
Taxing District	10			**Misc Value**	$0	1/1/1977	$31100	N/A	U
				Just Value	$195,500				
				Assessed Value	$101,760				
				Exempt Value	$50,000				
				Taxable Value	$51,760				

Date created: 6/10/2019
Last Data Uploaded: 6/10/2019 10:28:03 AM

Developed by Schneider GEOSPATIAL

WFT

BOOK 974 PAGE 324
OFFICIAL RECORDS

PARTIAL ASSIGNMENT OF LEASE

This Partial Assignment of Lease made this 23rd day of MAY, 19 78, by GREAT AMERICAN PROPERTIES-FLORIDA, INC., a Georgia Corporation authorized to do business in the State of Florida, (hereinafter called the 'Assignor') and DONALD D. PARKHURST whose mailing address is P. O. Box 3895, Eglin AFB, Florida 32543, (herein after called the "Assignee") which term shall include the plural thereof and the heirs, personal representatives, successors and assigns thereof.

W I T N E S S E T H:

WHEREAS, the Assignor is the owner and holder of a valid leasehold estate covering the following described property located in Okaloosa County, Florida:

That certain Condominium known as DOLPHIN POINT, a Condominium, according to the Declaration of Condominium recorded in Official Records Book 877, Page 653 through Page 746, together with all of its appurtenances according to the Declaration and as recorded in Condominium Plat Book 1, Page 175, of the Public Records of Okaloosa County, Florida.

13.00
121.20
44.55
178.75

WHEREAS, the Assignor is desirous of assigning to Assignee, a leasehold interest in the Condominium Unit hereafter described, together with all appurtenances thereto as setforth in said Declaration of Condominium, and the Assignee is desirous of accepting Assignment of such leasehold interest;

NOW, THEREFORE, for Ten Dollars ($10.00) and other valuable consideration, the receipt of which is hereby acknowledged by Assignor, and in consideration of the covenants and agreements herein described to be kept and performed by the Assignee, the Assignor does hereby sell, transfer, setover, convey, and assign unto Assignee, the Assignors leasehold interest in and to:

That certain Condominium Unit No. 302-A of DOLPHIN POINT, a Condominium, according to the Declaration of Condominium recorded in Official Records Book 877, Page 653 through Page 746, together with all its appurtenances according to the Declaration and as recorded in the Condominium Plat Book 1, Page 175, of the Public Records of Okaloosa County, Florida, together with that undivided share in the common elements appurtenant thereto, in accordance with and subject to the covenants, conditions, restrictions, terms, and other provisions of the Declaration of Condominium.

This instrument constitutes a partial assignment of the Assignors leasehold interest in the real property described in Page 1 hereof and shall be for the remaining term of the Assignors leasehold interest. This instrument shall

also be deemed to constitute a partial assignment of Assignors right to renew said leasehold interest pursuant to the renewal provisions contained in the leases under which the Assignor obtained its leasehold interest, subject to Assignees agreement to be bound by the provisions of the aforesaid Declaration of Condominium relating to the exercise or non-exercise of such renewal option.

This assigment is subject to the following:

1) Taxes and assessments for the year 1978 and subsequent years.

2) Declaration of Condominium as recorded in Official Records Book 877, Page 653 of the Public Records of Okaloosa County, Florida.

3) Easement to Gulf Power Company as recorded in Deed Book 115, Page 443 of the Public Records of Okaloosa County, Florida.

4) Terms and conditions as found in that certain deed from the United States of America to Okaloosa County, Florida, recorded in Deed Book 63, Page 612, and as recorded in Official Records Book 286, Page 298 of the Public Records of Okaloosa County, Florida.

5) Terms and conditions of that certain Master Ground Lease recorded in Official Records Book 209, Page 123 and amended in Official Records Book 244, Page 348 of the Public Records of Okaloosa County, Florida; and subsequent assignments of said Lease recorded in Official Records Book 657, Page 240, Official Records Book 676, Page 108, Official Records Book 680, Page 498, and Official Records Book 877, Page 741, and Offical Records Book 790, Page 931 of the Public Records of Okaloosa County, Florida.

6) Protective Covenants and Restrictions as recorded in Official Records Book 256, Page 416 through 430; and amended in Official Records Book 676, Page 108 of the Public Records of Okaloosa County, Florida.

The Assignee agrees to keep and perform each of the covenants and agreements specified in the aforesaid Declaration of Condominium and does also agree to comply with the provisions of the Articles of Incorporation, By-Laws, regulations and rules of the Dolphin Point Condominium Association, Inc., pertaining to the operation of said Condominium and the use of the Condominium property.

The Assignee, by acceptance of this Partial Assignment, acknowledges that the assignment hereby made is subject to the terms, conditions and covenants of the recorded Lease instruments, copies which are attached as exhibits to the aforesaid Declaration of Condominiums; The Assignee does hereby covenant and agree to comply with the terms, conditions, covenants and restrictions therein contained, including without limitation, the payment of Assignees portion of those amounts of money herein required to be paid. The Assignee specifically acknowledges an obligation to pay annual assessments of Seventy-

Five Dollars ($75.00) to Holiday Isle Improvement Association, Inc. and, as such time as Assignee hereinafter shall sell or otherwise transfer his or her interest hereunder, to pay a transfer fee to Holiday Isle Improvement Association, Inc.; the Assignees assumption of the aforesaid obligations as a payment hereof constitutes a basic consideration of this assignment.

The Assignor warrants that the leasehold interest herein assigned is free from encumbrances except as herein setforth and that Assignor has good right and title to convey the Assignee the interest herein described.

IN WITNESS WHEREOF, the parties have caused these presents to be executed the day and year first aforesaid.

Signed, sealed & delivered
in the presence of:

(Corporate Seal)

GREAT AMERICAN PROPERTIES-FLORIDA, INC.
"ASSIGNOR"

Its Vice President

ATTEST:

Its Secretary

Signed, sealed & delivered
in the presence of:

"ASSIGNEE"

DONALD D. PARKHURST

STATE OF GEORGIA)
COUNTY OF FULTON)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgements, personally appeared Ronald L. Ware and Harry Brannen well known to me to be the Vice President and Secretary respectively of Great American Properties-Florida, Inc., the corporation named as Assignor in the foregoing Assignment and that they severally acknowledged executing the same in the presence of two witnesses freely and voluntarily under the authority duly vested in them by said corporation and that the seal affixed thereto is the true corporate seal of said corporation.

WITNESS my hand and official seal in the County and State last aforesaid this 23rd day of MAY, 1978, A.D.

NOTARY PUBLIC
My Commission Expires:

BOOK 974 PAGE 327
OFFICIAL RECORDS

STATE OF FLORIDA
COUNTY OF OKALOOSA

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgements, personally appeared DONALD D. PARKHURST

to me known to be the person(s) described in and who executed the foregoing assignment and HE acknowledged before me that HE executed the same.

WITNESS my hand and official seal in the County and State last aforesaid this 23rd day of MAY, 1978, A.D.

NOTARY PUBLIC
My Commission Expires:

Notary Public, State of Florida at Large
My Commission Expires July 19, 1980
Bonded by Allegheny Fidelity Company

This instrument prepared by:
James T. Edenfield an officer
of West Florida Title Company
P. O. Box 728
Ft. Walton Beach, Florida 32548
in connection with the issuance
of Title Insurance.

STATE OF FLORIDA
DOC. STAMPS
121.20

STATE OF FLORIDA
INTANGIBLE TAX
44.55

78 MAY 24 AM 9 36
HERMAN G. BRACKIN
CLERK CIRCUIT COURT
OKALOOSA COUNTY, FLA.

CLERK CIRCUIT COURT
OKALOOSA COUNTY FLORIDA

52315B

20.06.00. - Unsafe Building Abatement - General.

All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow, are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.

20.06.01. *Definitions.* The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Unsafe Building. Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public or the building its occupants, either permanent or occasional, of the general public are endangered:

(1) Any means of egress or portion thereof is not of adequate size, or is not arranged to provide a safe path of travel in case of fire or panic, or otherwise does not conform to the Florida Building Code or Florida Life Safety Code as related to the requirements for existing buildings or to the approved plans, if any.

(2) Any means of egress or portion thereof, such as, but not limited to, fire doors, closing devices and fire resistive ratings, is in disrepair or in a dilapidated or nonworking condition such that the means of egress could be rendered unsafe in case of fire or panic.

(3) The stress in any material, member or portion thereof, due to all imposed loads including dead load exceeds the stress allowed in the Florida Building Code as related to the requirements for existing buildings.

(4) The building, structure or portion thereof has been damaged by fire, flood, earthquake, wind or other cause to the extent that the structural integrity of the building or structure is less than it was prior to the damage and is less than the minimum requirements established by the Florida Building Code as related to the requirements for existing buildings.

(5) Any exterior appendage or portion of the building or structure is not securely fastened, attached or anchored such that it is incapable of resisting wind, seismic or similar loads as required by the Florida Building Code as related to the requirements for existing buildings.

(6) If, for any reason, the building, structure or portion thereof is manifestly unsafe or unsanitary for the purpose for which it is being used.

(7) The building, structure or portion thereof as a result of damage, decay, deterioration or dilapidation is likely to fully or partially collapse.

(8) The building, structure or portion thereof has been constructed or maintained in violation of a specific requirement of the Florida Building Code, was not constructed according to the approved plans, if any, or was constructed without first obtaining a building construction permit, where a building permit was required.

(9) Any building, structure or portion thereof that is unsafe, unsanitary or not provided with adequate egress, or which constitutes a fire hazard, or is otherwise dangerous to human life, or which in relation to existing use, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence or abandonment.

(10) Any building, structure or portion thereof that displays any of the above is in such a condition so as to

constitute a public nuisance or an unsafe or dangerous attractive nuisance.

(11) Any building, structure or property rendered unsafe or dangerous to human health by the presence of unlawful hazardous materials or toxic substances.

(12) Any violation of Chapters 2 and 3 (except Section 309) of the Standard Housing Code, 1994 Edition, which is hereby adopted by the City for the purpose of establishing minimum rules and regulations for the use, occupancy and maintenance of buildings on residential properties; in addition to the provisions hereinabove, the provisions of such code shall be controlling as to the use, occupancy and maintenance of buildings on residential properties in the corporate limits of the City.

20.06.02. *Determination of Unsafe Building.* The Building Official (in consultation with and the Fire Official, where applicable) shall determine when a building is unsafe, or a portion of it may be unsafe. The Determination of Unsafe Building shall include a statement indicating the building or structure has been declared unsafe by the City and a detailed report documenting the conditions determined to have rendered the building or structure unsafe under the Code and shall be signed by the Building Official. Such determination shall be forwarded to the Code Enforcement Officer for further action according to the following procedures, and the procedures in Chapter 14, Article III, Code Enforcement Board; Special Magistrate, Destin Code of Ordinances.

20.06.03. *Notice.* The Code Enforcement Officer, upon receiving a Determination of Unsafe Building from the Building Official, shall prepare with coordination from the Building Official and issue a combined Notice of Unsafe Building and Notice of Violation directed to the owner of record of the building or structure. The Notice shall be provided as required in Section 14-84, Destin Code of Ordinances and shall also be posted in a conspicuous place on or about the structure. Once posted, it shall be unlawful for any person, firm, corporation, or other entity, or any agent thereof, to remove, deface or destroy the Notice of Unsafe Building and Notice of Violation without permission, or for any person to enter or otherwise occupy the building except for the purpose of making the required repairs or demolishing the building or structure based on applicable permitting and approvals by the Building Official. The Notice shall contain, but not be limited to, the following information:

(1) The street address or location on which road, if no address is assigned and the property I.D. of the structure, building or property.

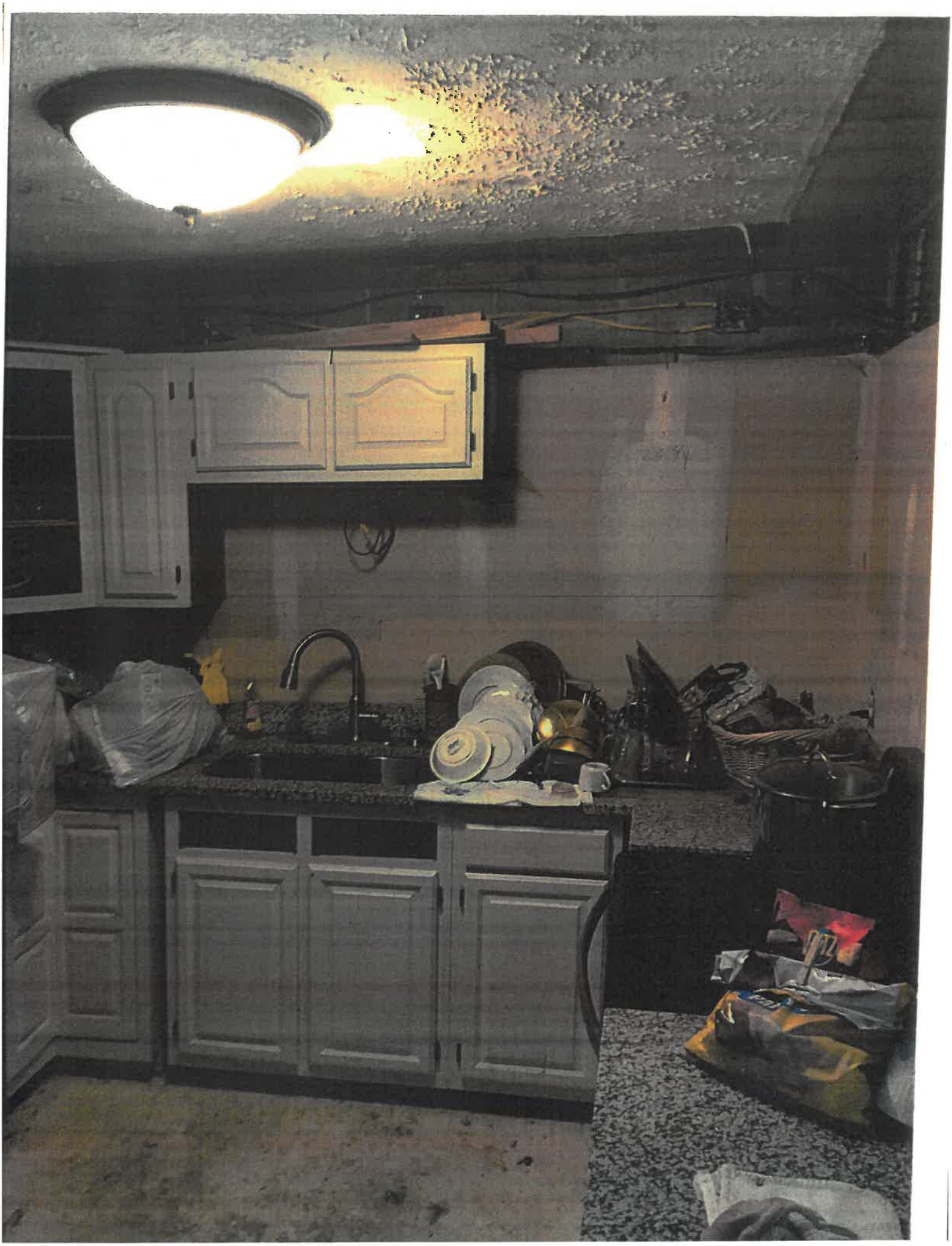
(2) The Determination of Unsafe Building shall be included in its entirety.

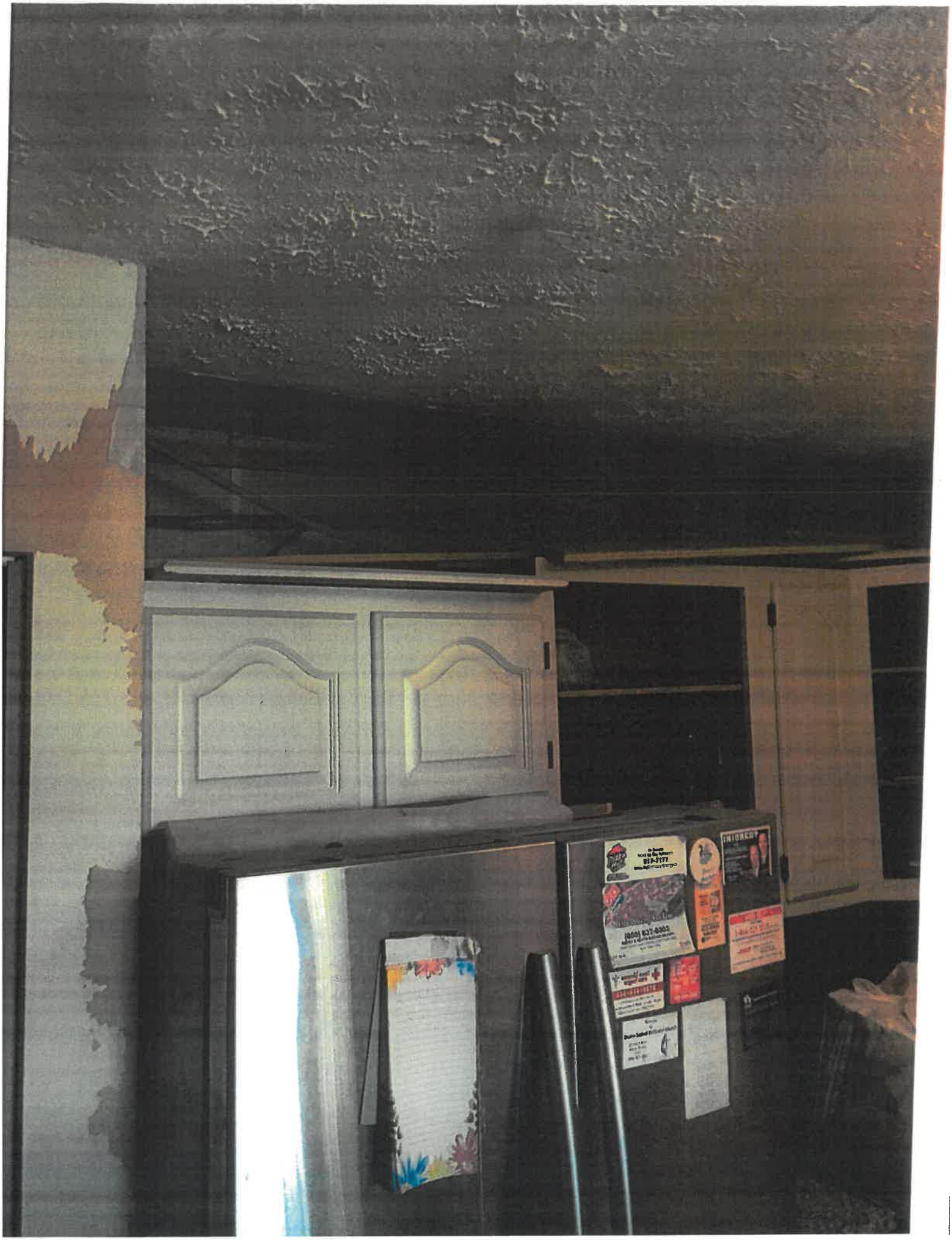
(3) A statement advising that if the following required actions, as determined by the building official, are not commenced within or completed by the time specified, the matter will be referred to the Code Enforcement Board or Special Magistrate for a hearing, which may result in a finding of violation and an order imposing fine and costs and requiring that the building, structure or property will be repaired or ordered vacated and, if applicable, demolished and all costs incurred, together with any accrued fines; and that the order imposing fine and costs may be filed in the public records, and as such, thereafter will constitute a lien against the land on which the violation exists and upon any other real or personal property owned by the violator.

a. If the building or structure is to be repaired, the notice shall require that all necessary permits be secured and the work commenced within 60 days and continue to completion within such time as allowed per code.

b. If the building or structure is to be vacated, the notice shall indicate the time within which vacation is to be completed and the building or structure secured against further occupancy, which time shall not exceed 30 days.

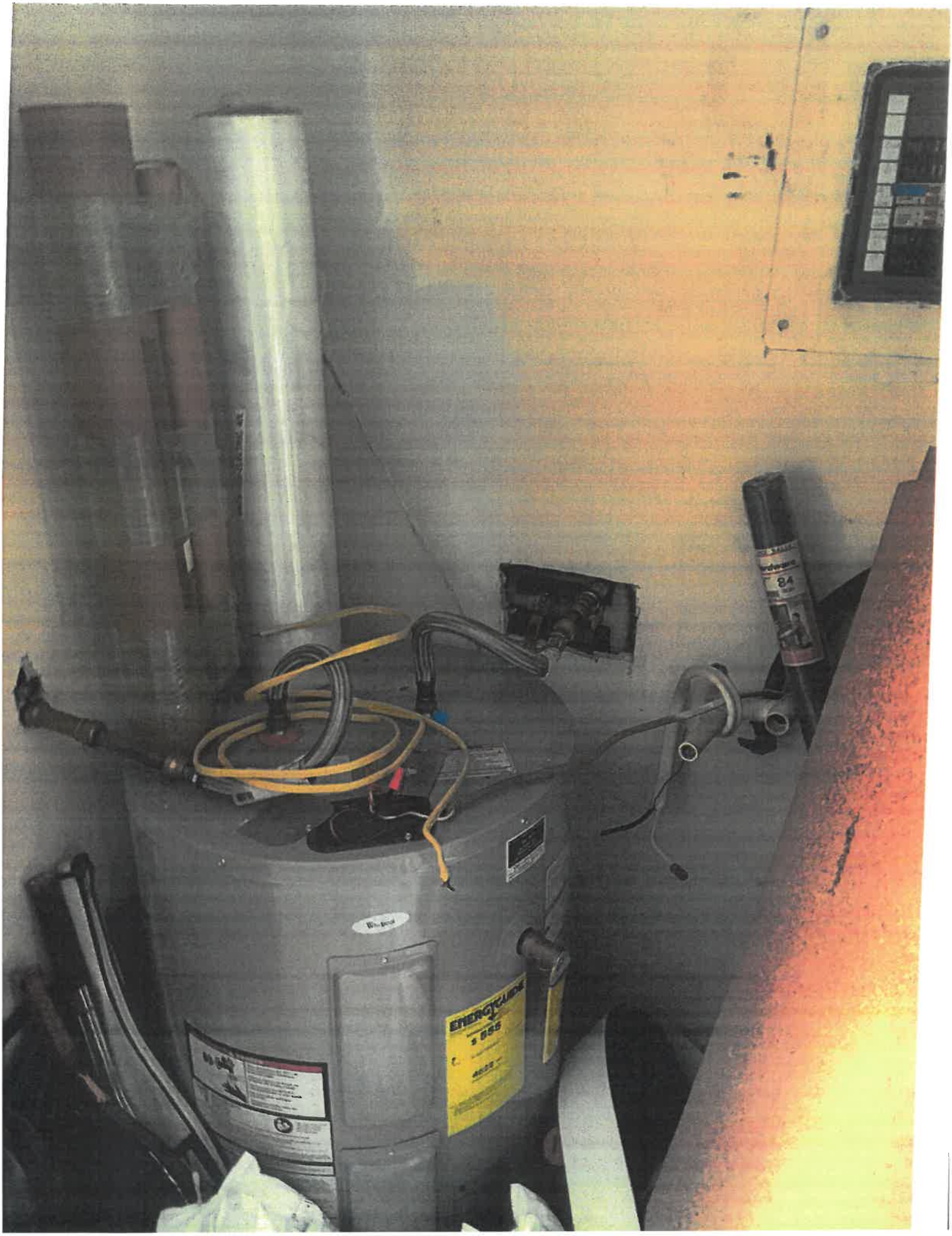
c. If the building or structure is to be demolished, the notice shall require that the premises be vacated within 30 days, that all required permits for demolition be secured in 60 days and completed within



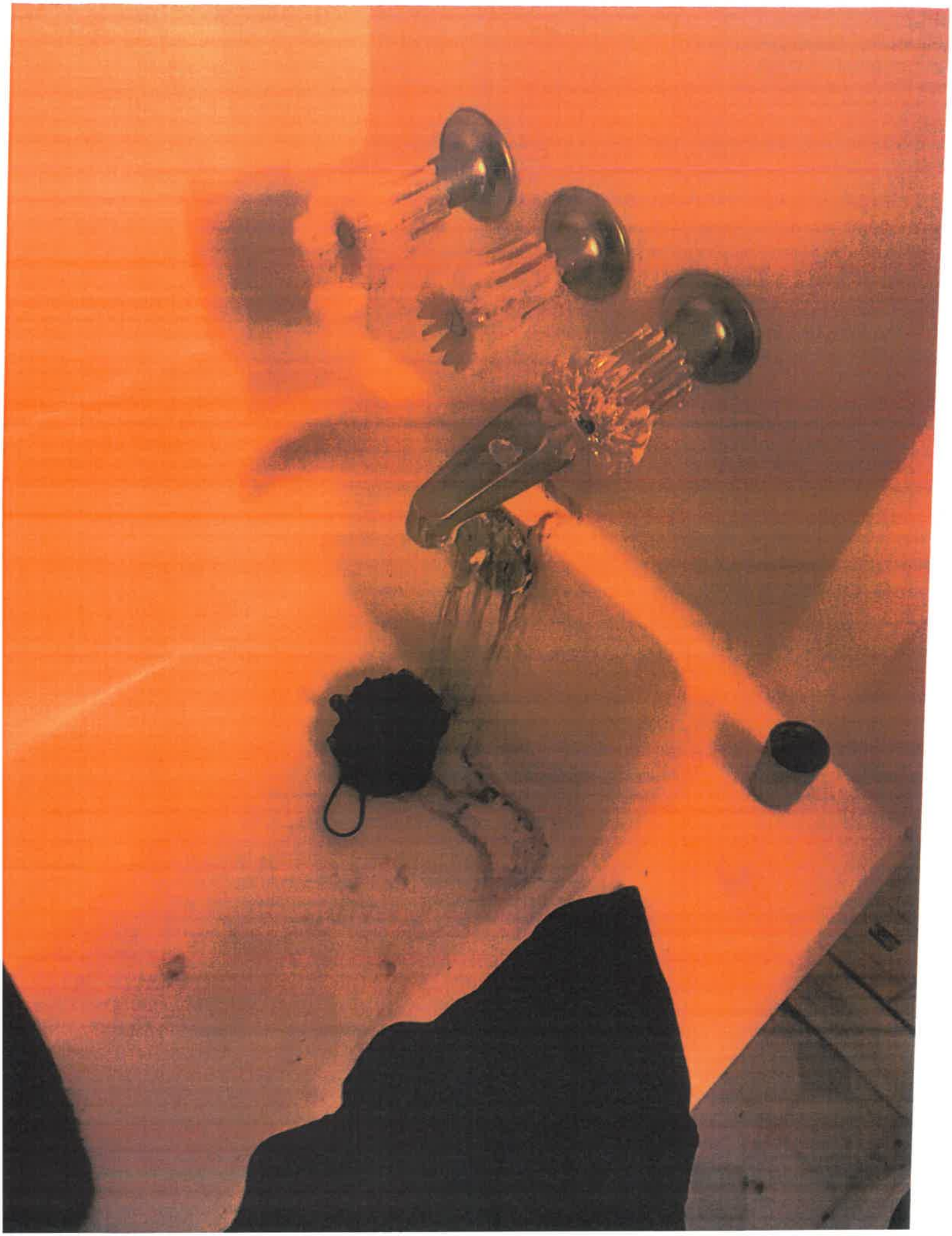


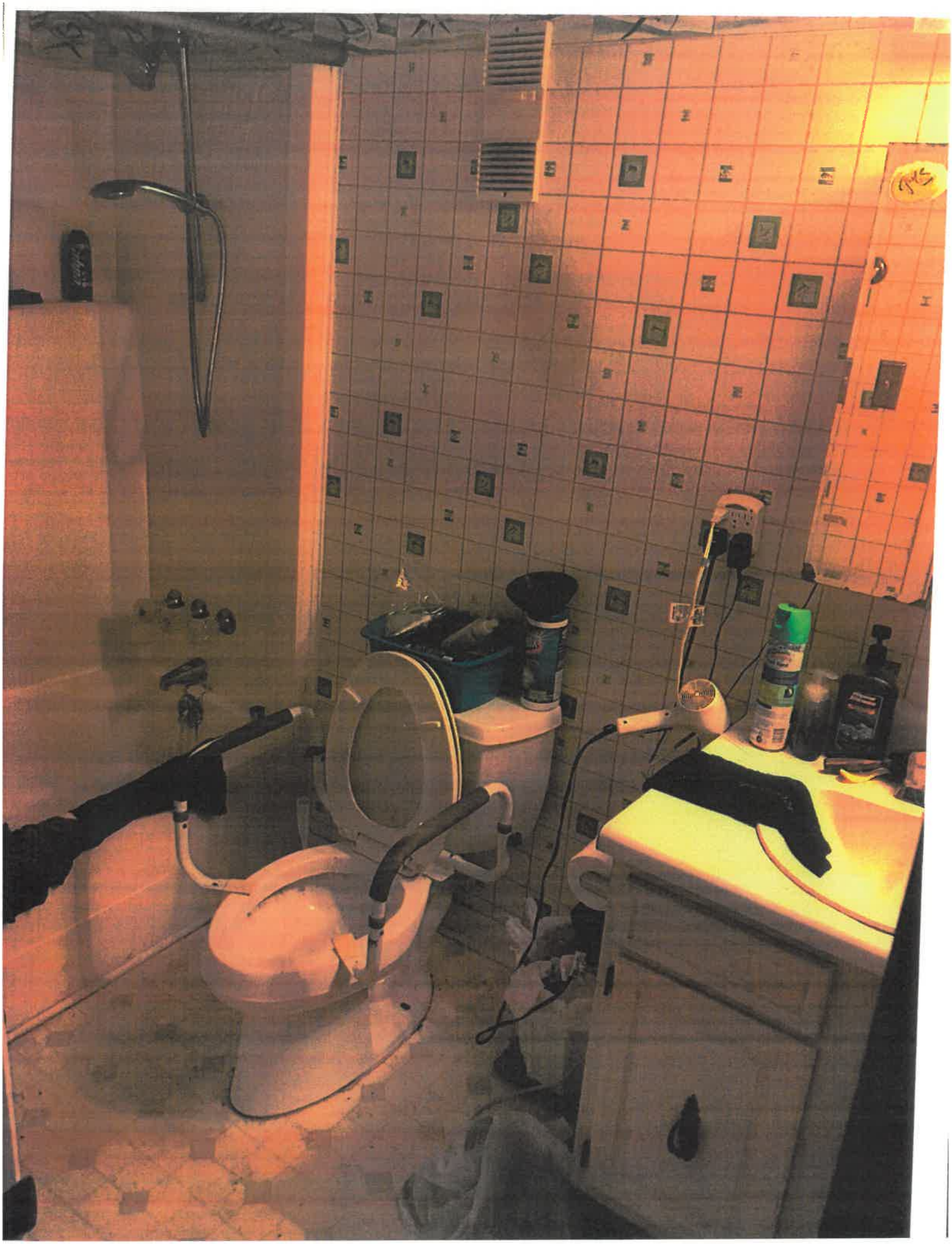




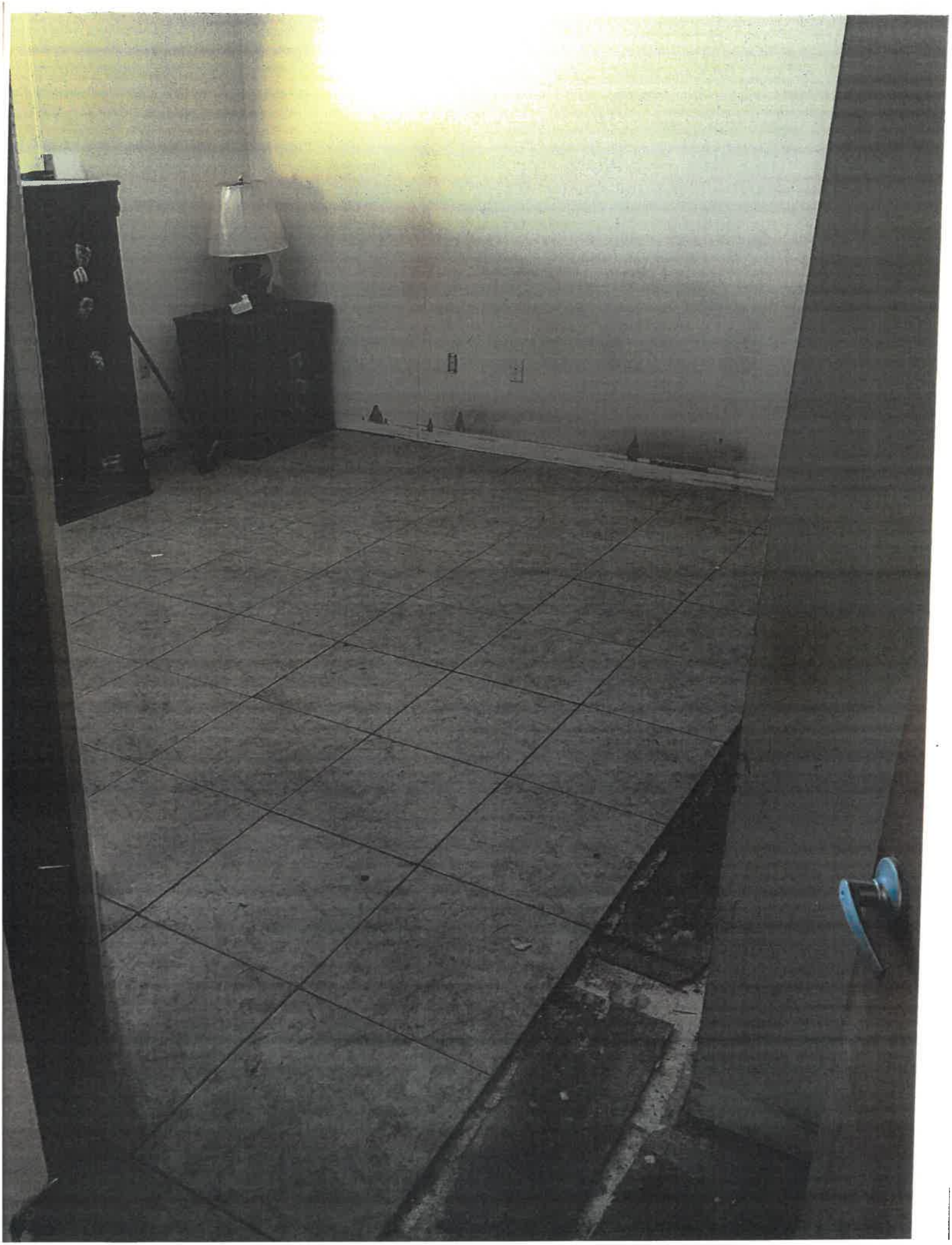

ENERGY GUIDE





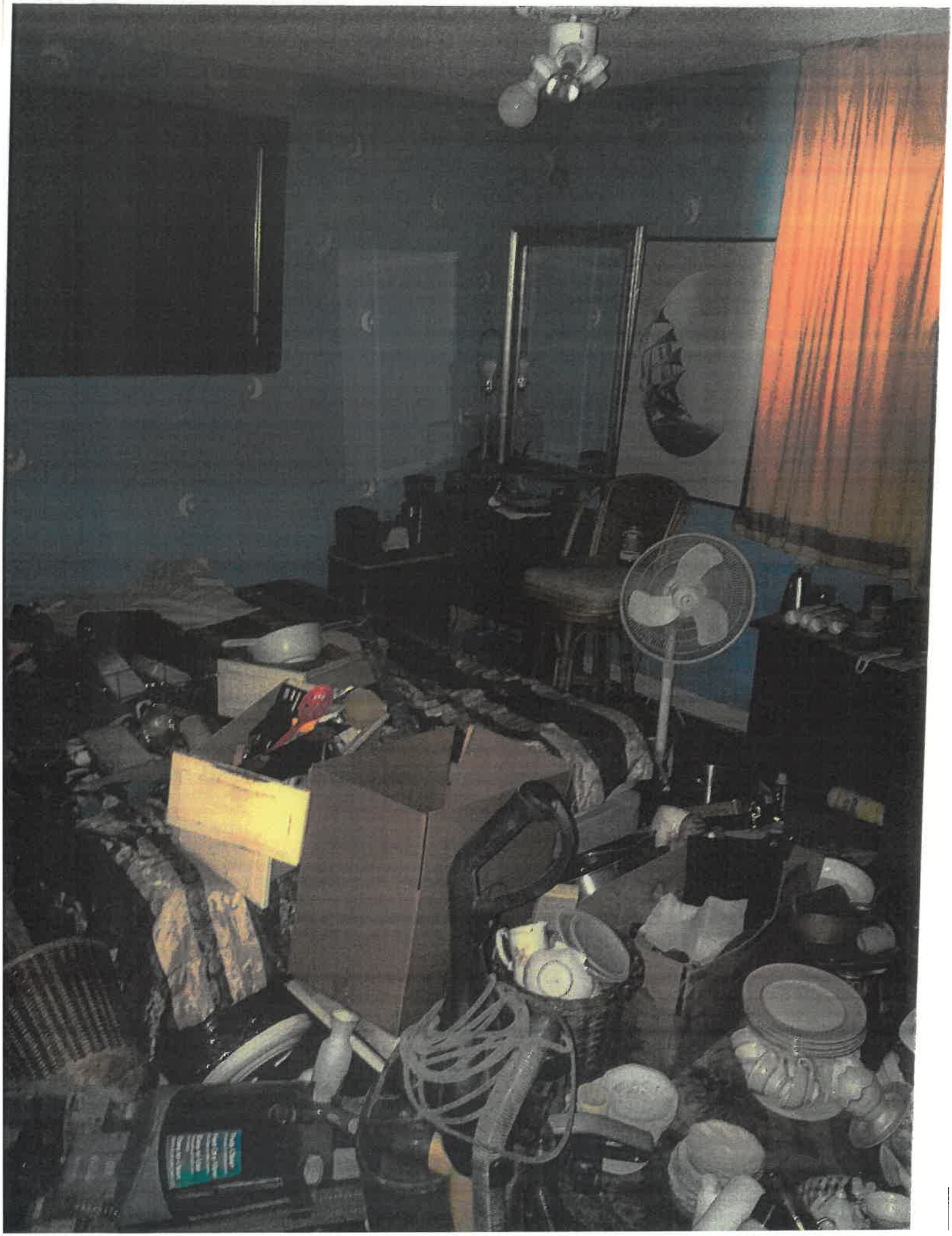


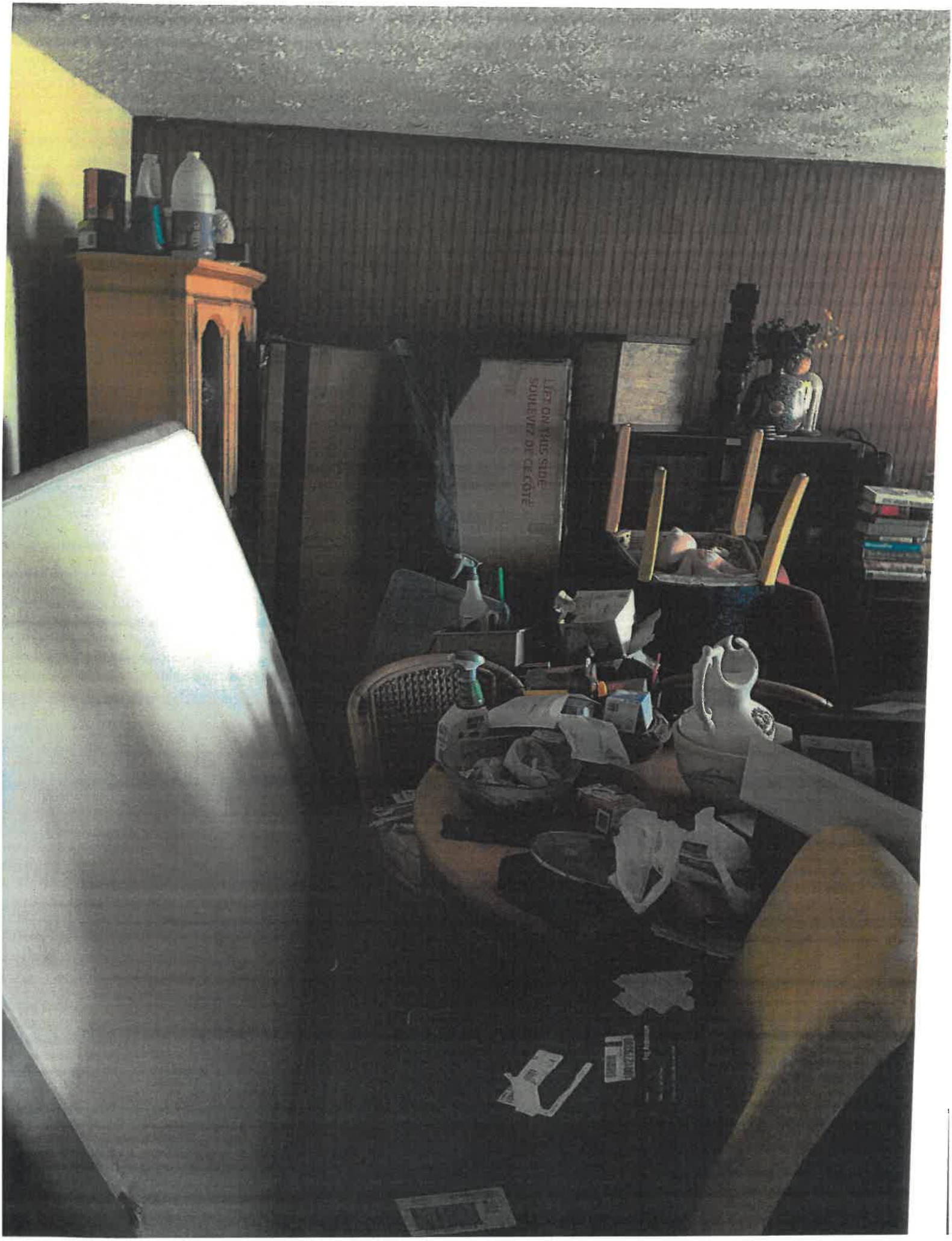











LIFT ON THIS SIDE
SOULEVEZ DE CE CÔTÉ

City of Destin
Code Compliance Division
4100 Indian Bayou Trail
Destin, Florida 32541
Phone: 850.654.1119
Fax: 850.460.2171
Email to: Nbell@cityofdestin.com

NOTICE OF VIOLATION

Date: December 12, 2018

City Of Destin, Complainant

-VS-
PARKHURST DONALD D

Location of the Violation: 30 MORENO POINT Road 302A

Parcel ID No.: 00-2S-24-0160-000A-0302

PURSUANT to Chapter 14 Article III, of the Destin Code of Ordinances, the undersigned Code Compliance Officer hereby gives notice of violation of the City of Destin, Land Development Code, as more specifically described below.

20.06.00. - Unsafe Building Abatement - General.
All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow, are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.

20.06.01. Definitions. The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Unsafe Building. Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public or the building its occupants, either permanent or occasional, of the general public are endangered:

(8)
The building, structure or portion thereof has been constructed or maintained in violation of a specific requirement of the Florida Building Code, was not constructed according to the approved plans, if any, or was constructed without first obtaining a building construction permit, where a building permit was required.
The Building Official has the authority to authorize disconnection of utility service to any structure where necessary to eliminate an immediate hazard to life or property or when such utility connection was made without proper authorization.
It is unlawful for any person, firm, corporation, or other entity, or any agent thereof, to remove, deface or destroy the Notice of Unsafe Building and Notice of Violation without the permission, or for any person to enter or otherwise occupy the building except for the purpose of making the required repairs or demolishing the building or structure based on applicable permitting and approvals by the Building Official.
Description of Violation: UNSAFE BUILDING ABATEMENT

Description of Corrective Action:

1) This unit property shall not be occupied until the Building Official has deemed it safe for occupancy by lifting the "Notice of Unsafe Building" and issuance of a Certificate of Completion.

2) The property must be abated by repair, rehabilitation and brought in to compliance of the Florida Building Code. All required permits shall be secured within 20 days by a Florida licensed contrator and work commenced within 30 days. The work shall abate all building code violations and be inspected and completed within such time as the code allows.

3) If proper permits for the repairs are not obtained within 20 days and work commenced within 30 days; legal proceedings will be brought forth ordering to appear before the Special Magistrate, charging you with a violation of this code.

Respondent(s) is/are hereby notified that corrective action to cure the violation(s) described below is/are to be performed within 30 DAYS.

In the event that the violations are not corrected within the time period set forth above or if the violations are corrected and then recur, even if the violations are corrected at the time of hearing, Respondent(s) may be required to attend a hearing before the Special Magistrate of the City of Destin, and a penalty as provided below may be imposed.
The Special Magistrate may enter an order requiring the Respondent(s) to correct the violations and penalties may be assessed up to $250 per day for each first violation or up to $500 per day for each repeat violation described in this notice until the violations have been corrected. Additionally, a $250 administrative fee will be charged to the property owner if the property is found to be in violation.

IF THE VIOLATIONS ARE CORRECTED WITHIN THE TIME PERIOD REQUIRED, THE RESPONDENT(S) MUST IMMEDIATELY NOTIFY THE CODE COMPLIANCE OFFICER AND REQUEST AN INSPECTION.

Property where violation(s) exist(s):	30 MORENO POINT Road 302A
Parcel ID:	00-2S-24-0160-000A-0302
Name and address of owner(s) of property where violation(s) exist:	PARKHURST DONALD D
Description of Violation(s) at property:	Unsafe Building Abatement
Recommendation(s) to correct the violation(s) described above:	Obtain required permits and bring property into compliance of the Florida Building Code.

Failure to comply within **30** days from receipt of this Notice shall result in futher action, as outlined in this Notice of Violation.

If you have any questions regarding this Notice of Violation or the recommendations contained herein, do not hesitate to contact the below signed Code Compliance Officer at the City of Destin, (850) 654-1119.

Delivery Method: Posted on Property

Dated this day December 12, 2018

Sean Donaldson

Code Compliance Officer
City of Destin
State of Florida

Community Development
Building Division
Phone: 654-1119
Fax: 837-7949

MEMORANDUM

DATE: July 20, 2018

TO: John Mahone/Code Enforcement Manager

THRU: Jennifer Bryla/Community Development Director

FROM: Noell Bell/Building Official NB

SUBJECT: Determination of Unsafe Building – issue NOV

Location Address: 30 Moreno Point Rd. unit 302A
Parcel ID: 00-2S-24-0160-000A-0302

Property Owner: Donald D. Parkhurst
Mailing Address: 30 Moreno Point Rd. 302A
Destin, FL 32541

Temporary Mailing Address: Manor at Blue Water Bay
1500 N White Point Rd.
Niceville FL 23578

On July 18, 2018 I inspected the unit identified above, at the request of Ms. Nicole Mentadoa, Condo Association Manager and the HOA Board President Ms. Mary Nordlander. The dwelling was found to be under renovation. Dry wall has been removed in several areas, a tub and vanity has been removed. There are several locations of exposed electrical wiring from the electrical work performed; exposed plumbing chases which are exposed to the units below and above.

A permit had been issued for interior renovation on June 9, 2015. One inspection was performed on October 16, 2015, which failed. The renovations to the dwelling unit have not proceeded since the inspection was performed. Due to no activity on the permit and the age of the permit, the permit is no longer valid. The current state of the dwelling is not safe to occupy and is a threat to the building as a whole, until renovations of the unit are properly re-permitted, have been completed, and are inspected. I hereby determine the dwelling unsafe to occupy, until such renovations have been completed and inspected during the process and a Certificate of Completion has been issued.

The dwelling is determined to be unsafe per Article 20 LDC. Section 20.06.00 – *Unsafe Building Abatement,* due to the following violation:

1) Section 20.06.01 (8) The building, structure or portion thereof has been constructed or maintained in violation of a specific requirement of the Florida Building Code, was not constructed according to the approved plans, if any, or was constructed without first obtaining a building construction permit, where a building permit was required.

Corrective action:

1) This unit property shall not be occupied until the Building Official has deemed it safe for occupancy by lifting the "Notice of Unsafe Building" and issuance of a Certificate of Completion.

2) The property must be abated by repair, rehabilitation and brought into compliance of the Florida Building Code. All required permits shall be secured within 20 days by a Florida licensed contractor and work commenced within 30 days. The work shall abate all building code violations and be inspected and completed within such time as the code allows.

3) If proper permits for the repairs are not obtained within 20 days; legal proceedings will be brought forth ordering to appear before the Special Magistrate, charging you with a violation of this code.

SPECIAL MAGISTRATE
OF THE
CITY OF DESTIN, FLORIDA
March 5, 2019

CASE # 18-001661

City of Destin, Department of Code Enforcement,
PETITIONER

-vs-

Donald D. Parkhurst,
RESPONDENT

FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER

THIS CASE came for public hearing before the Special Magistrate of the City of Destin on March 5, 2019, after due notice to the Respondent, and the Special Magistrate, having heard testimony under oath, received evidence, and heard argument, hereby issues its Findings of Fact, Conclusions of Law, and Order, as follows:

I. FINDINGS OF FACT:

The Respondent, whose mailing address is c/o Manor at Bluewater, 1500 White Point Rd., Niceville, Florida 32578, is the owner of the property described as Parcel ID: 00-2S-24-0160-000A-0302, located at 30 Moreno Point Road, #302A, Destin, FL 32541 (the "***Property***"). Respondent is in violation of the following section of the Land Development Code due to unsafe conditions currently existing in the condominium unit, including, but not limited to, open or exposed wires, pipes, boxes and drain lines; penetrations to floors and ceilings; non-running water; and strong sewage odor. Said conditions at the Property violate §20,06.00, City of Destin Land Development Code, pursuant to the following provisions:

> **20.06.00. - Unsafe Building Abatement - General.**
>
> All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow, are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.
>
> . . .
>
> Unsafe Building. Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public

or the building its occupants, either permanent or occasional, of the general public are endangered:

(6) If, for any reason, the building, structure or portion thereof is manifestly unsafe or unsanitary for the purpose for which it is being used.

(9) Any building, structure or portion thereof that is unsafe, unsanitary or not provided with adequate egress, or which constitutes a fire hazard, or is otherwise dangerous to human life, or which in relation to existing use, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence or abandonment.

(10) Any building, structure or portion thereof that displays any of the above is in such a condition so as to constitute a public nuisance or an unsafe or dangerous attractive nuisance.

The City has incurred administrative fees of at least TWO HUNDRED FIFTY DOLLARS ($250.00) as a result of prosecuting this Code Enforcement violation.

II. CONCLUSIONS OF LAW:

This is a lawfully constituted code enforcement proceeding convened pursuant to Chapter 162, Part I, Fla. Stat., and Chapter 14, Article III, Code of Ordinances of the City of Destin. The City of Destin Code Enforcement Board has jurisdiction over the subject matter and the Respondent. Notice of this proceeding has been duly provided to Respondent as required by City Code.

The Respondent, Donald D. Parkhurst, by reason of the foregoing facts, is in violation of the **Article 20 LDC, Section 20.06.00, *Unsafe Building Abatement***, §§ 20.06.01(6), 20.06.01(9), and 20.06.01(10), as the Property, or a portion thereof, is manifestly unsafe or unsanitary for the purpose for which it is being used; the Property, or a portion thereof, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence, and/or abandonment; and the Property is in such a condition so as to constitute a public nuisance or an unsafe nuisance.

The Respondent is subject to the enforcement jurisdiction of City of Destin, Florida Code Enforcement Special Magistrate.

III. ORDER:

1. The Respondent is to correct the aforesaid violation and bring the Property into compliance on or before May 3, 2019, by repairing and/or rehabilitating the Property to remove the conditions described above.

The Property shall not be occupied until all violations have been corrected and the proper building official deems it safe for occupancy.

2. The Respondent is further ordered to contact the Code Enforcement Department of the City of Destin to verify compliance with this Order.

3. In the event that City staff finds that the Property is not brought into compliance on or before May 3, 2019, the Respondent may be ordered to pay a fine not to exceed $250.00 for the first violation, and a fine not to exceed $500.00 per day for each violation thereafter. Assessment of such penalties shall be as provided by law.

4. **An administrative fee of $250.00 is assessed against the Respondent and shall be paid on or before** May 3, **2019.**
   - Credit card payments can be made over the phone at 850-842-4596.
   - Check payments payable to the City of Destin with the property address on the memo line.

Mailing address or to pay in person:
City of Destin Attn: Code Enforcement
4100 Indian Bayou Trail
Destin, FL 32541

DONE AND ORDERED this 26 day of March, 2019.

CODE ENFORCEMENT SPECIAL MAGISTRATE
CITY OF DESTIN, FLORIDA

By: _____
Casey Jernigan King

I HEREBY CERTIFY that a true and correct copy of the forgoing Finding of Fact, Conclusions of Law, and Order has been sent by mail to the respondent, this 4/1 day of 2019, 2019.

By: Sean Donaldson
Sean Donaldson, Code Enforcement Officer


U.S. Postal Service™ 30 no mo ARd (Pat)
CERTIFIED MAIL® RECEIPT
Domestic Mail Only
For delivery information, visit our website at www.usps.com®.
OFFICIAL USE
Certified Mail Fee
$
Extra Services & Fees (check box, add fee as appropriate)
Return Receipt (hardcopy) $
Return Receipt (electronic) $
Certified Mail Restricted Delivery $
Adult Signature Required $
Adult Signature Restricted Delivery $
APR 01 2019
Postmark Here
Postage
$
Total Postage and Fees
$
USPS
Sent To
Parkhurst Donald
Street and Apt. No., or PO Box No.
30 Morenci PT. Rd. #302-A
City, State, ZIP+4®
Destin, FL. 32541
PS Form 3800, April 2015 PSN 7530-02-000-9047
See Reverse for Instructions
7018 2290 0000 5590 1973

CERTIFIED MAIL

Community Development
CODE ENFORCEMENT
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

7018 2290 0000 5590 1973

Hasler
04/03/2019
US POSTAGE $006.80⁹

ZIP 32541
011D11652673

UNC

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414

PARKHURST DONALD
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32541>4305

NIXIE 322 CE 1 7205/02/19
RETURN TO SENDER
UNCLAIMED
UNABLE TO FORWARD
BC: 32541430500 *2787-02621-02-20

30 Moreno Pt. Rd. (FoF)

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Parkhurst Donald
30 moreno Pt. Rd. #302-A
Destin, FL. 32541

9590 9402 4407 8248 9530 77

2. Article Number (Transfer from service label)
7018 2290 0000 5590 1973

PS Form 3811, July 2015 PSN 7530-02-000-9053

COMPLETE THIS SECTION ON DELIVERY

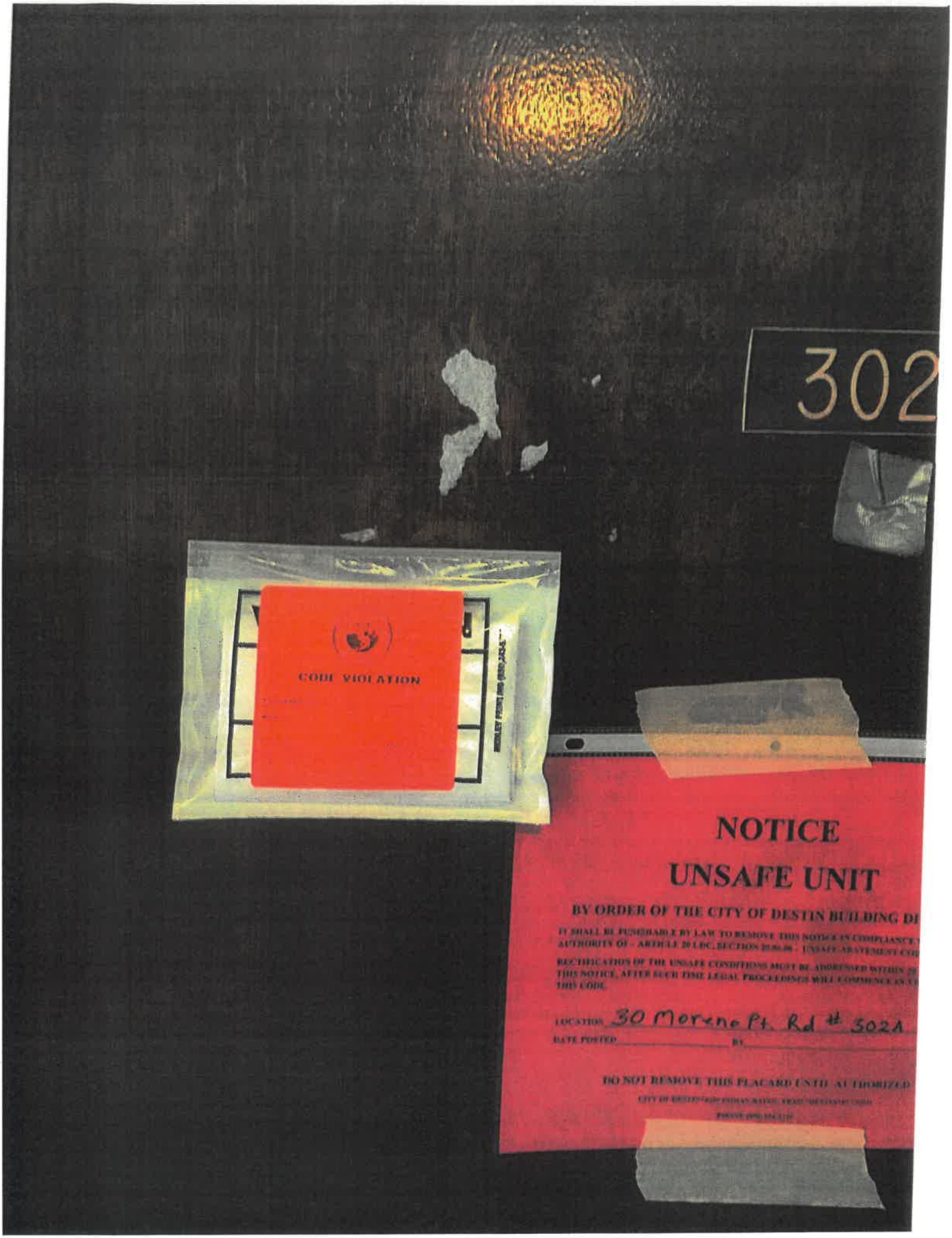
A. Signature
X
☐ Agent
☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

Domestic Return Receipt


302
CODE VIOLATION
NOTICE
UNSAFE UNIT
BY ORDER OF THE CITY OF DESTIN BUILDING DI
LOCATION 30 Morene Pt. Rd # 3021
DO NOT REMOVE THIS PLACARD UNTIL AUTHORIZED

CODE COMPLIANCE SPECIAL MAGISTRATE
OF THE
CITY OF DESTIN, FLORIDA

Case #: 18-001661

City of Destin, Division of Code Compliance

PETITIONER

-vs-

RESPONDENT

AFFIDAVIT OF POSTING

I, Sean Donaldson, City of Destin, Code Compliance Officer posted the attached Finding of Fact, Conclusion of Law, and Order on at the following location: 30 Moreno Point Rd. #302A, Destin, FL. 32541

Sean Donaldson

Code Compliance Officer

STATE OF FLORIDA
COUNTY OF OKALOSSA

Sworn to and subscribed before me this date of June 11, 2019

Sean Donaldson

Karen S. Shumaker

Personally Known or Produce Identification

Type of Identification Produced

Karen S. Shumaker
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG041423
Expires 10/24/2020

City of Destin
Code Compliance Division
4100 Indian Bayou Trail
Destin, Florida 32541
Phone: 850-842-4596

NOTICE OF HEARING

May 20, 2019

City Of Destin, Complainant

-VS-
PARKHURST DONALD D

Location of the Violation:	30 MORENO POINT Road 302A
Parcel ID No.:	00-2S-24-0160-000A-0302

A HEARING will be conducted before the Special Magistrate of the City of Destin on 06/18/2019 at 5:30 p.m. or as soon thereafter as possible. The hearing will be held at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541.

The Special Magistrate will receive testimony and evidence at said hearing regarding the Finding of Facts, Conclusions of Law and Order issued by the City of Destin's Special Magistrate on March 5, 2019 and shall make a determination as to whether such violations are corrected pursuant to Chapter 14, Article II, of the City of Destin Code of Ordinances.

You are entitled to testify and present evidence and witnesses in defense at the hearing. Since the proceedings of the Special Magistrate are legal in nature, you may

wish to have legal counsel attend the above referenced hearing.

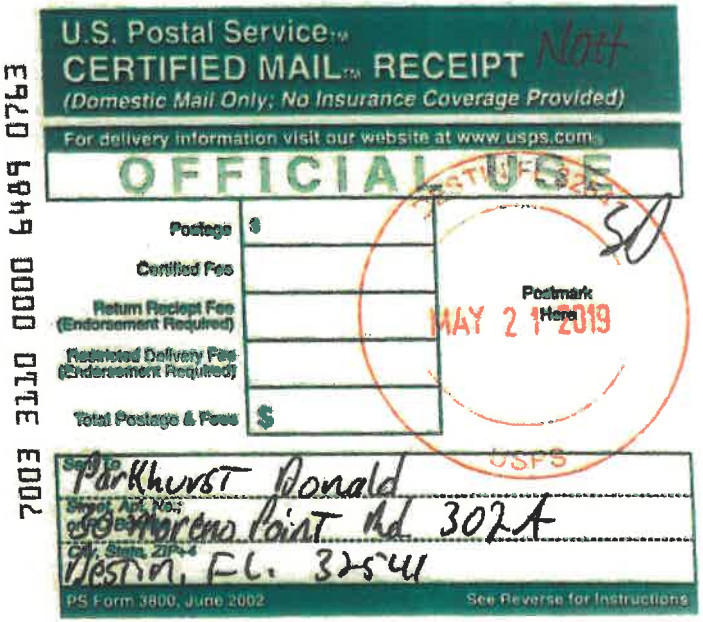
The Special Magistrate may enter an Order requiring the Property to correct any violations. **AN ADMINISTRATIVE FEE OF $250 WILL BE CHARGED TO THE PROPERTY OWNER IF THE PROPERTY IS FOUND TO BE IN VIOLATION. ADDITIONALLY, FINES UP TO $250 PER DAY FOR A FIRST OFFENSE, AND UP TO $500 PER DAY FOR REPEAT VIOLATIONS MAY BE IMPOSED UNTIL THE VIOLATIONS ARE CORRECTED.** This penaly, if not paid, may become a lien on the Property and any other personal or real property owned by the Respondent(s), which can be satisfied by foreclosure and sale of said Property and/or other personal or real property.

AN AGGRIEVED PARTY, INCLUDING THE CITY COUNCIL OF THE CITY OF DESTIN, MAY APPEAL A FINAL ADMINISTRATIVE ORDER OF THE SPECIAL MAGISTRATE TO THE CIRCUIT COURT OF OKALOOSA COUNTY WITHIN THIRTY DAYS OF EXECUTION OF THE ORDER TO BE APPEALED. FURTHER, IF AN APPEAL IS FILED, THE AGGRIEVED PARTY MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE BOARD'S HEARING IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Dated this day of May 20, 2019.

Sean Donaldson

Code Compliance Officer
City of Destin


U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)
For delivery information visit our website at www.usps.com
OFFICIAL USE
Postage $
Certified Fee
Return Receipt Fee (Endorsement Required)
Restricted Delivery Fee (Endorsement Required)
Total Postage & Fees $
Postmark Here
MAY 21 2019
USPS
Sent To Parkhurst Donald
Street, Apt. No.; or PO Box Moreno Point Rd 302A
City, State, ZIP+4 Destin, FL. 32541
PS Form 3800, June 2002
See Reverse for Instructions
7003 3110 0000 6489 0763

Community Development
CODE ENFORCEMENT
City of Destin
4200 Indian Bayou Trail
Destin, FL 32541

7003 3110 0000 6489 0763

Master
05/21/2019
US POSTAGE $006.80⁰

ZIP 32541
011D11652673

LN 5/24

PARKHURST DONALD
30
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UNC
32541-91512

NIXIE 322 CE 1 7206/15/19
RETURN TO SENDER
UNCLAIMED
UNABLE TO FORWARD
BC: 32541430580 *2638-05008-21-41

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

Noth c A

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Parkhurst Donald
30 Moreno Point Rd. 302A
Destin, FL 32541

9590 9402 4397 8248 1021 03

2. Article Number (Transfer from service label)
7003 3110 0000 6489 0763

PS Form 3811, July 2015 PSN 7530-02-000-9053

COMPLETE THIS SECTION ON DELIVERY

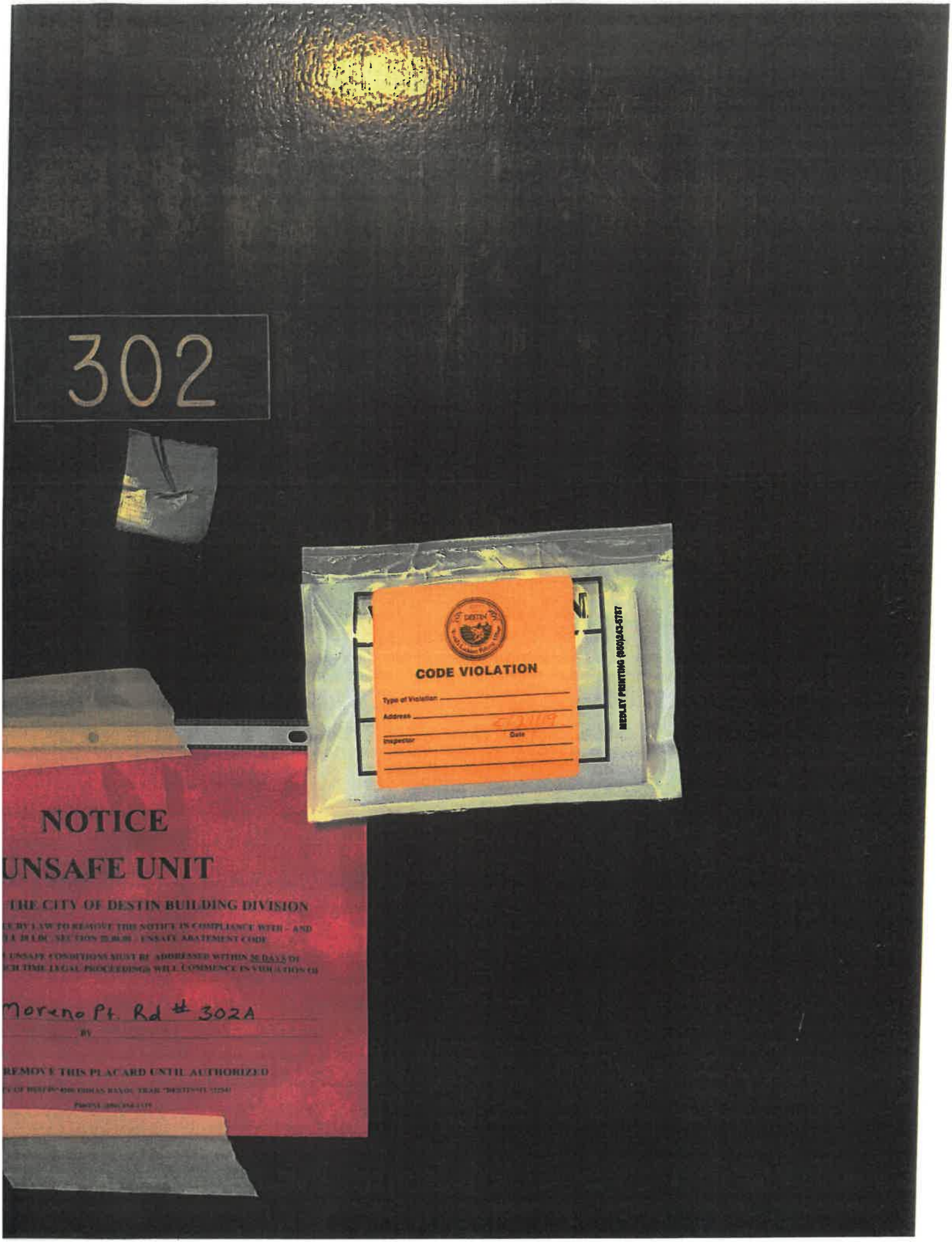
A. Signature
X
☐ Agent
☐ Addressee

B. Received by (Printed Name) | C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Insured Mail
☐ Insured Mail Restricted Delivery (over $500)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☑ Return Receipt for Merchandise
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

Domestic Return Receipt


302
CODE VIOLATION
Type of Violation
Address
Inspector
Date
NOTICE
UNSAFE UNIT
THE CITY OF DESTIN BUILDING DIVISION
Moreno Pt. Rd # 302A
REMOVE THIS PLACARD UNTIL AUTHORIZED

CODE COMPLIANCE SPECIAL MAGISTRATE
OF THE
CITY OF DESTIN, FLORIDA

Case #: 18-001661

City of Destin, Division of Code Compliance

PETITIONER

-vs-

RESPONDENT

AFFIDAVIT OF POSTING

I, Sean Donaldson, City of Destin, Code Compliance Officer posted the attached Notice of Violation/Notice of Hearing on at the following location: 30 Moreno Point Rd. #302 A, Destin, FL. 32541

Sean Donaldson

Code Compliance Officer

STATE OF FLORIDA
COUNTY OF OKALOSSA

Sworn to and subscribed before me this date of June 07, 2019

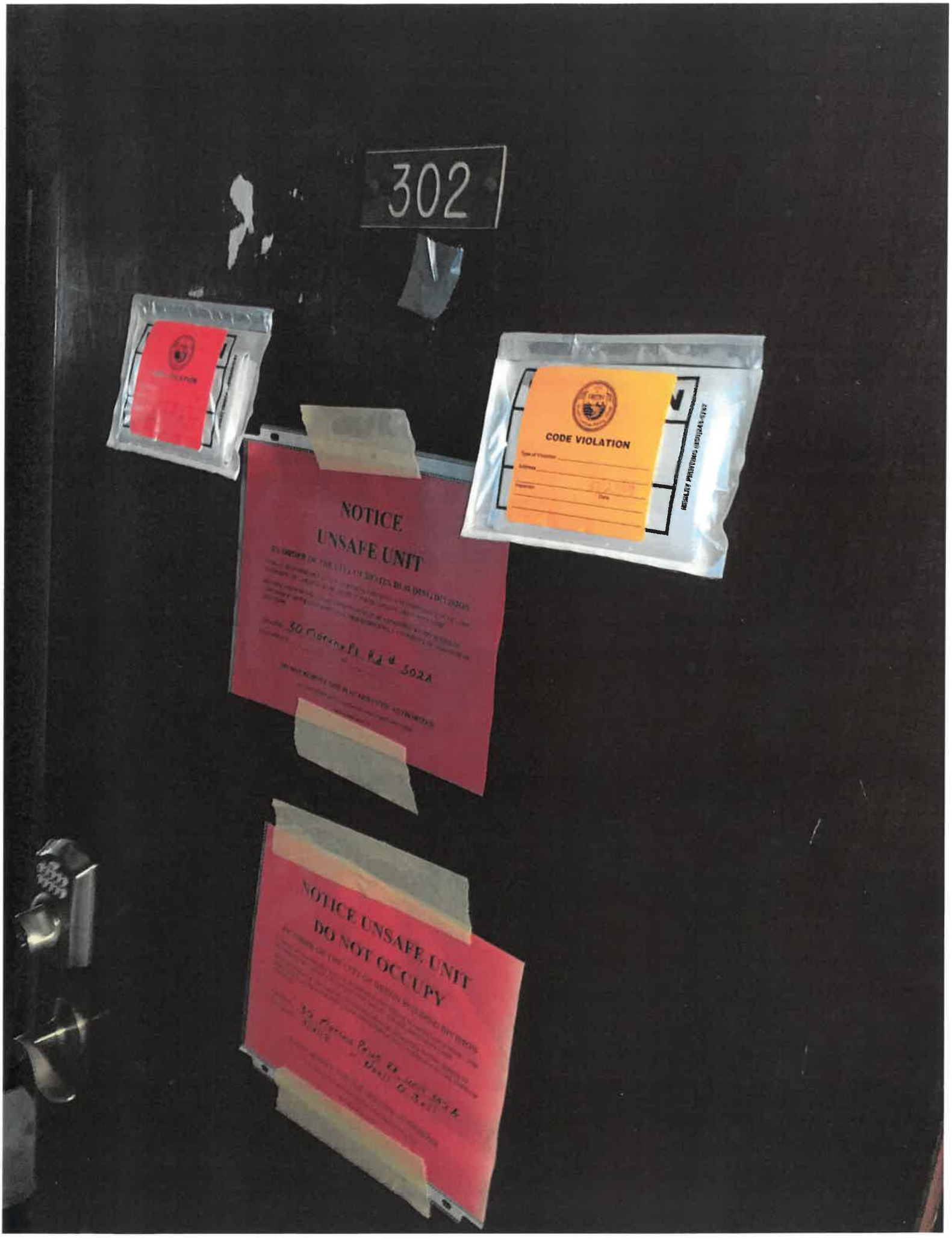
Sean Donaldson

Karen S. Shumaker

Personally Known or Produce Identification

Type of Identification Produced

Karen S. Shumaker
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG041423
Expires 10/24/2020

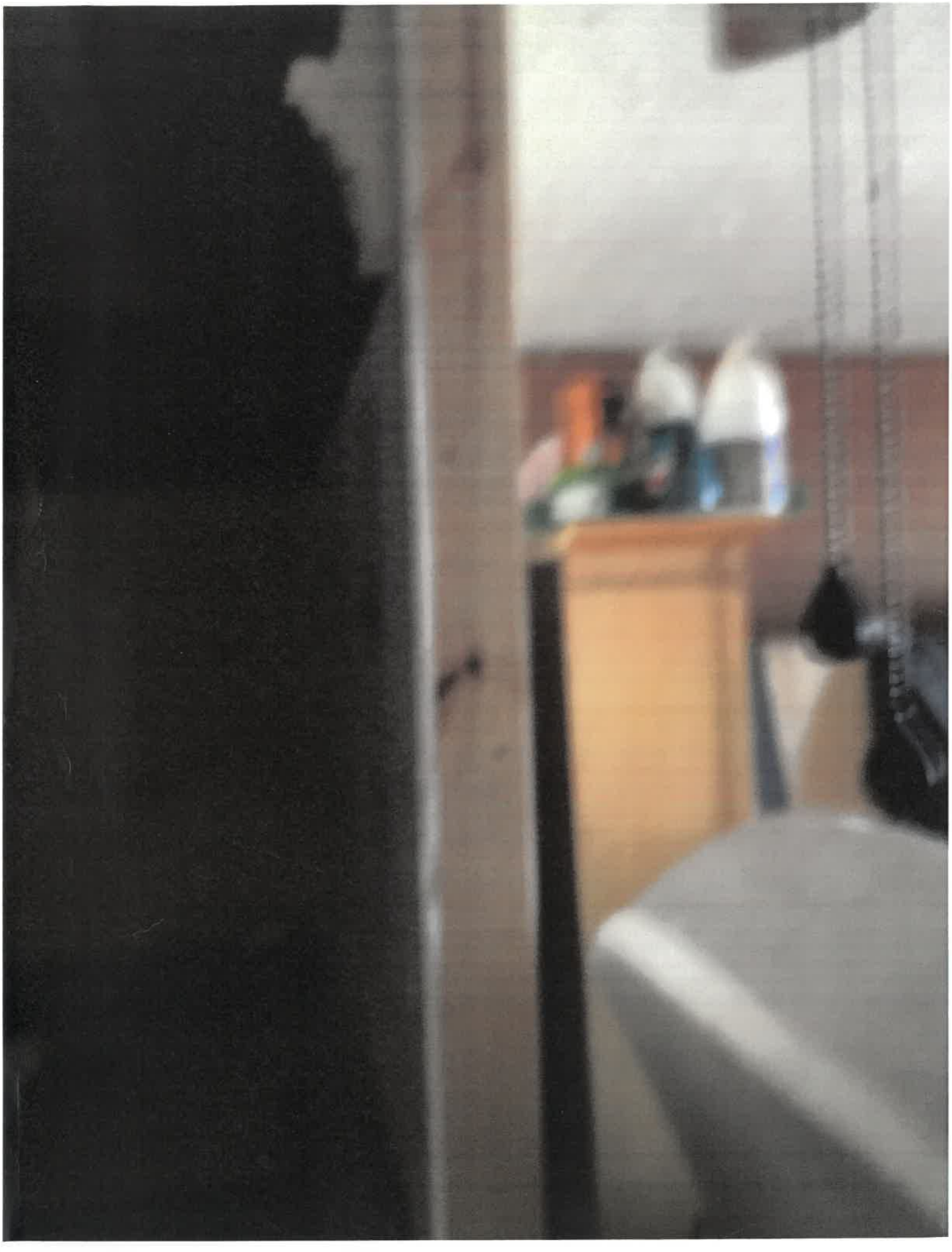

302
NOTICE
UNSAFE UNIT
CODE VIOLATION
NOTICE UNSAFE UNIT
DO NOT OCCUPY











CODE COMPLIANCE SPECIAL MAGISTRATE
OF THE
CITY OF DESTIN, FLORIDA
June 18, 2019

CITY OF DESTIN, FLORIDA,
DEPARTMENT OF CODE COMPLIANCE,

Petitioner,
vs.

Donald D. Parkhurst,

Respondent,

ORDER IMPOSING ADMINISTRATIVE FINE/LIEN

THIS CAUSE was brought for public hearing before the Code Compliance Special Magistrate of the City of Destin, Florida, on March 5, 2019 after due notice to the Respondent, and the Special Magistrate, having heard testimony under oath, received evidence, heard argument, and approved its Findings of Fact, Conclusions of Law, and Order, duly issued said Order, which was furnished to the Respondent. Said Order found the following violation:

Said Order required the Respondent at the property located at 30 Moreno Point Rd. 302A, Destin, Florida, located in Okaloosa County (Tax Parcel ID: 00-2S-24-0160-000A-0302), to correct the aforesaid violation on or before May 3, 2019, by repairing and/or rehabilitating the property to remove the unsafe or unsanitary conditions.

The Respondent is in violation of the following section of the Land Development Code due to unsafe conditions currently existing in the condominium unit, including, but not limited to, open or exposed wires, pipes boxes and drain lines; penetrations to floors and ceilings; non-running water; and strong sewage odor. Said conditions at the property violate Land Development Code 20.06.00(6), 20.06.00(9) and 20.06.00(10).

20.06.00- Unsafe Building Abatement- General

All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow,

are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.

Unsafe Building. Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public or the building its occupants, either permanent or occasional, of the general public are endangered:

(6) If, for any reason, the building, structure or portion thereof is manifestly unsafe or unsanitary for the purpose for which it is being used.

(9) Any building, structure or portion thereof that is unsafe, unsanitary, or not provide with adequate egress, or which constitutes a fire hazard, or is otherwise dangerous to human life, or which in relation to existing use, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence or abandonment.

(10) Any building, structure or portion thereof that displays any of the above is in such a condition so as to constitute a public nuisance or an unsafe or dangerous attractive nuisance.

Said Order stated that in the event that City staff finds that the aforesaid property is not brought into compliance on or before May 3, 2019, the Respondent may be ordered to pay a fine not to exceed $250.00 for the first violation, and a fine not to exceed $500.00 per day for each violation thereafter.

After being sworn, the Code Compliance Officer certified to the Special Magistrate that the Respondent has not taken the corrective action ordered by the Special Magistrate, or that Respondent has repeated the violation.

In determining the amount of fine to be imposed, if any, the Special Magistrate has considered the following factors:

(1) The gravity of the violation;
(2) Any actions taken by the violator to correct the violation; and
(3) Any previous violations committed by the violator.

I. ORDER:

It has been brought to the Special Magistrate's attention by the City's Code Compliance Officer that the Respondent continues to be in violation.

The Special Magistrate orders that a fine in the amount of $_____ per day be imposed against the property for each and every day the violation continues to exist at 30 Moreno Point Rd. 302A, Destin, Florida, 32541 located in Okaloosa County (Tax Parcel# 00-2S-24-0160-000A-0302) after _____, 2019.

This Order shall be recorded in the public records of Okaloosa County, Florida, and shall constitute a lien against the land on which the violation exists and upon any other real or personal property owned by the Respondent.

Furthermore, due to the conditions of the structure, it is determined that there is imminent danger of fire, failure, or collapse of a building or structure which endangers life. It is hereby ordered that the Respondent shall perform emergency work to eliminate such imminent danger. If such work is not performed within 20 days of the date hereof, the building official is hereby authorized to take such steps as are necessary to eliminate such conditions and, after completion of work to eliminate such condition, shall present and costs incurred to the Special Magistrate for an Order authorizing the placement of a lien against the property.

A true and correct copy of this Order Imposing Administrative Fine/Lien shall be delivered to Respondents by certified mail with return receipt requested, or by hand delivery.

DONE AND ORDERED this day _____, 2019.

CODE COMPLIANCE SPECIAL MAGISTRATE
CITY OF DESTIN, FLORIDA

By:_____
Steve Hall

FURTHER AFFIANT SAYETH NOT

_____
(Affiant)

Sworn and subscribed before me on this _____day of _____, by Sean Donaldson, who is personally known to me and did not take an oath.

_____
Notary Public

I HEREBY CERTIFY that a true and correct copy of the foregoing Order Finding Non-Compliance and Imposing Fine/Lien has been sent, by certified mail with return receipt requested, or hand delivery, to the Respondent, _____, this _____ day of _____, 2018.

By:_____
Sean Donaldson
Code Compliance Officer

Sec. 14-86. Application to city council for reduction of existing code compliance lien.

(a) The city council shall have the authority to reduce any lien imposed by the city's special magistrate for code compliance based on the criteria set forth in section 14-87 of this Code, and subject to the maximum reduction amounts set forth in subsection 14-86(c).

(b) It shall be the responsibility of the applicant for the lien reduction to demonstrate, and each application shall contain, written statements of fact addressing the criteria prescribed in section 14-87.

(c) All lien reduction requests are subject to the following maximum percentage reductions:

Length of time the Violation Remained Non-Compliant with Special Magistrate's Order	Percentage Reduction
Up to 1 year	Reduction up to no more than 30% of lien amount
More than 1 year, up to 2 years	Reduction up to no more than 25% of lien amount
More than 2 years, up to 5 years	Reduction up to no more than 10% of lien amount
More than 5 years, up to 10 years	Reduction up to no more than 5% of lien amount
More than 10 years, up to 15 years	Reduction up to no more than 2% of lien amount
More than 15 years	None

(d) Each request for a lien reduction, and each decision appealed shall be the subject matter of a separate application.

(e) Nothing herein shall obligate the city council to reduce any code compliance lien.

(Ord. No. 23-04-CC , § 3, 5-1-23)

Sec. 14-87. Required criteria for reduction of existing code compliance lien.

The following criteria must be considered in order for the city council to reduce a lien imposed by the special magistrate in a code compliance case:

(1) The amount of any administrative and out-of-pocket costs incurred by the city which are directly associated with the underlying code enforcement case and lien, including, but not limited to, code compliance staff and attorney time, postage, advertising and recording costs, and other city expenses related to any measure taken by the city to abate a nuisance caused by the violation;

(2) The gravity and number of the violation(s);

(3) The amount of the requested reduction;

(4) Whether the applicant was responsible for the violation which caused the lien;

(5) Whether the applicant is or will be a bona fide purchaser of the subject property and is filing or has filed for a homestead exemption evidencing a desire to reside within the city on a non-transient basis, or whether the property is or will be acquired for investment purposes;

(6) The time it took to bring the property into compliance;

(7) The accrued amount of the code compliance fine or lien as compared to the current market value of the property;

(8) Any previous or subsequent code violations pertaining to the property unless an order finding a violation is under appeal at the time of determination;

(9) Any previous or subsequent code violations of the applicant pertaining to other properties owned within the city, unless an order finding a violation is under appeal at the time of the determination;

(10) Any relevant information contained in any title policy required to be submitted to the city under this section;

(11) Any demonstrated financial hardship;

(12) Any other mitigating circumstance which may warrant the reduction or satisfaction of the penalty or fine; and

(13) Any other administrative review criteria relevant to whether it is equitable to reduce or release a lien which is adopted by the city manager, in writing, and is intended to be applied to all applications on a uniform basis.

(Ord. No. 23-04-CC , § 3, 5-1-23)

From: Len DeRouen
To: council@cityofdestin.com
Subject: Fwd: City of Destin lien
Date: Wednesday, April 30, 2025 10:56:16 AM

Sent from my iPhone

Begin forwarded message:

> **From:** Len DeRouen <LDeRouen@hotmail.com>
> **Date:** April 30, 2025 at 9:36:03 AM CDT
> **To:** council@cityofdestin.com
> **Subject: City of Destin lien**
>
> Hello
> My name is Lennis Derouen. 30 Moreno Point road unit 302A. We will be at the public meeting Monday May 5th. I bought the condo as a foreclosure July 2020. I renovated it to the studs. I have $370k in the unit. I'm selling to buy a house in Destin. The title company informed me that the city has a $165k lien from a code violation. The previous owner had a stroke and was placed in a nursing home and the condo became vacant. Electricity was turned off and neighbors complained of the smell from rotten food in the fridge. The city gave notice to remedy the problem or was subjected to $250 per day fine. Well there was no one at the condo to respond. I am making a plea to the council because I can't afford to lose that much money. I was supposed to close today and my proceeds would have been $372k without the fine. That would put me losing $163k.
> Thanks
> Len Derouen
> Sent from my iPhone

"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."

ITEM # 2025-515

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Resolution
AGENDA OUTLINE NUMBER: 4.C.

TO: City Council

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

FROM: Noell Bell, Chief Building Official
David Prichard, Community Development Director
Krystal Strickland, Finance Director
Lisa Firth, Parks & Rec Director

DATE: April 23,2025

SUBJECT: Resolution 25-10 Schedule of Fees

I. BACKGROUND: Attached is an updated **Schedule of Fees** with changes and updates for the Building Division permit fees and Parks and Recreation fees.

The **Building Division** brought forth the proposed 34% fee increase for the Building Divisions portion of the permit fees during February 3, 2025 council meeting. The Council approved the fee increase with a vote of 5-1.

The **Parks and Recreation** brought forth their recommended fee changes, modeled after Fort Walton Beach, with an exemption for non-profits, during the February 18, 2025 meeting. The Council approved the fee changes with a vote of 5-1.

II. DISCUSSION: The following changes were made to the **Fee Schedule**:

1. Building Division permit fees averaged a 34% increase; calculated by the most utilized permit fees collected with the elimination and consolidation of some fees for a more simplistic method to calculate cost. (Attachment 2: Section 2 Pages 12-19)

2. Parks and Recreation fees are modeled after the Fort Walton Beach Fee Schedule, with the elimination and consolidation of fees for a more simplistic approach. (Attachment 2: Section 1 Pages 4-11)

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence.

B. Effect on Budget (EOB):

- Building Division: Increased revenue to maintain a balanced Building Division budget.
- Parks and Recreation: Expected to maintain current revenue levels +/- 5%

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

D. Legislative Sponsor: Councilman Schmidt

E. Business Impact Statement:

III. CONCLUSION: Staff requests adoption of Resolution 25-10 amending and restating the schedule of fees.

IV. RECOMMENDED MOTION: I move to adopt Resolution 25-10 Schedule of Fees.

Attachments:

1. Schedule of Fees - REDLINED
2. Resolution 25-10 Schedule of Fees with Attachment

ATTACHMENT A - Schedule of Fees

Section 1 Culture and Recreation: Library, Parks, Sports Complex, Community Center

Section 2 Building and Developers: Building Permits, Developer fees, Impact fees, Right-of-Way permits, Engineering, and Map fees

Section 3 Licenses and Permits: -Business Tax Receipts (aka business licenses), Rental Registration (LTR/STR), Livery Permits, Vendor Permits, Marine Application Fees, Code Violations

Section 4 Miscellaneous: Parking Fees and Fines, Clerk's Office, Cemetery, Election Qualifying Fees

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347200 PARK AND RECREATION FEES 4

Fees collected for any type of program open to the public that is not athletic. 4

Code Reference: Florida Statutes 166.201 Responsible Department: Parks & Recreation 4

Fees collected for a variety of sporting activities such as football, soccer, cheerleading, softball. Code Reference: Florida Statutes 166.201 Responsible Department: Parks & Recreation 7

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Section 1 Culture and Recreation

Fees to utilize specific recreational facilities to continue the operations and improvements of the park area. Fees are established for reservations and permits of recreational and park facilities to provide a user fee for programs wherever applicable within the City and to establish procedures for the collection of such fees.

347100 LIBRARY SERVICE FEES

Fees collected for library membership and services
Responsible Department: Library

MEMBERSHIP FEES (RESOLUTION 01-27)

Okaloosa County Residents	No charge
In-network, non-resident*	$40 per family per year
6-month out-of-network, non-resident	$30 per person
12-month out-of-network, non-resident	$60 per person

*In-network areas include the other 15 counties in the Panhandle Library Access Network (PLAN) https://www.plan.lib.fl.us/about-us/

SERVICE FEES

Lost items	Replacement cost
Sand in book/damaged cover	$3 re-wrap fee
Local fax	$1 per page
Long-distance fax	$2 per page
Printing – black and white	$0.15 per page
Printing – color	$0.25 per page
Replacement video case	$1.00
Replacement audiobook case	$3.00

347200 PARK AND RECREATION FEES

Fees collected for any type of program open to the public that is not athletic.

Code Reference: Florida Statutes 166.201
Responsible Department: Parks & Recreation

RECREATION & CULTURAL SERVICES		
Department and/or Service	**Fee Description**	**Current Rate**
Athletics	Youth & Adult Sports Residents, Per Player	$30.00 ($150 Tackle Football $80 NFL Flag Football)

	Youth & Adult Sports Non-Residents, Per Player	$50.00 ($225 Tackle Football $120 NFL Flag Football)
	Child of Volunteer Head Coach	no charge
	Cheerleading Uniform	$140.00
Team Sponsors	All Sports Adult & Youth (7yrs. & UP)	$300.00
	All Youth Sports (3-6yrs)	$200.00
	Youth Basketball (all ages)	$150.00
Tournament Fees	Rental Rate, per field – per day	$150.00, plus $20/hour per field with lights
	Gymnasium Rental, per gym – per day	300.00, plus $15/hour attendant fee
	Disc Golf Tournament, per player	$5.00 + tax
	Field Attendant fields A/B/C/D/F/G	$10.00 per hour, per field
	Admin fee	$100.00 per day
	Trash Clean Up	w/concession $75.00 per day w/o concession $150.00 per day
	Field Lining (excludes softball/baseball)	$150.00 per field
	Quick Dry, per bag	$20.00
	Temporary field fencing, per fence	$50.00
Rental – Recreational Facilities		
	Destin Community Center – price includes the following: kitchen usage, overhead sound system in gym, portable sound system and set up, microphone, podium, pull down screen with DVD in meeting rooms	Gym (Full) $100.00/hour Gym (Half) $50.00/hour Small Meeting Room $30.00/hour Large Meeting Room $50.00/hour Attendant $15.00/hour (after normal business hours)
	Stage rental	$100.00
	Tables – special event	$1.00 each
	Chairs – special event	$0.25 each
	Other Equipment/Supply Rental	Prices vary per item
	Special Event Set up/Breakdown Fee	$100.00
	Morgan Sports Complex Children's Park Pavillion, Buck Destin Park, Clement Taylor Park Pavillion, Leonard Destin Park Pavillion	$65.00 per day
	Alcoholic beverages permit	$200
	Park Water Source	$30.00 per day
	Park Electric Source	$10.00 per day
Rental – Ball Parks		
	Athletic Fields, Per Hour	$30.00 without lights $50.00 with lights
Programs/activities		
	After School Program Resident/Property owner	$120.00/month
	After School Program Non-Resident	$135.00/month

	After School Program – 2nd Child Resident/Property Owner	$110.00/month
	After School Program – 2nd Child Non-Resident	$125.00/month
	Spring Break Camp Resident/Property Owner	$150.00/week
	Spring Break Camp Non-Resident	$180.00/week
	Summer Recreation Resident/Property Owner	$85.00/week
	Summer Recreation Non-Resident	$100.00/week
	Daily "Drop In" Rate	$5/person
	Special Events/Specialty Camps/Other Instructor Led Classes	Prices vary (due to varying instructor charges)
Joe's Bayou		
	Residential daily launch/recovery fee, per trailer	$25
	Commercial daily launch/recovery fee, per trailer	$25
	Resident/non-commercial annual launch/recovery fee	$0 per household (1 pass) $0 per senior household, 65+ (1 pass) $50 per additional pass
	Non-resident/non-commercial, per household per year	$205
	Destin based commercial launch, per year	$1,030
	Commercial launch, non-Destin, per year	$2,060
	Pump out fee, Destin resident	No charge
	Pump out fee, non-resident, per usage	$5
Henderson Beach State Park Fees		
	Daily entrance pass	$30 per household (1 per household) $25 per senior household, 65+ (1 per household)

~~**SPECIAL EVENT PERMITS (ALL PARKS)**~~

~~Ordinance 15-40 § (c-h) requires all groups of 20 or more wishing to hold events in City parks to obtain a permit from the City in advance of the event.~~

~~Groups less than 20~~	~~No fee required~~
~~Groups 21-49~~	~~$50 fee per day~~
~~Groups 50-99~~	~~$100 fee per day~~
~~Groups 100-499~~	~~$250 fee per day~~
~~Groups 500+~~	~~$500 fee per day~~

~~DEWEY "BUCK" DESTIN PARK~~

~~Non-profit groups and resident family gatherings (per four-hour increment)~~

~~Building use, groups 1-25~~	~~$30 + $25 cleaning fee~~
~~Building use, groups 26-50~~	~~$55 + $50 cleaning fee~~
~~Instructional classes~~	~~$2 - $40 per participant per course up to 12 weeks~~

~~Private groups or organizations or non-resident gatherings (per four-hour increment)~~

~~Building use, groups 1-25~~	~~$30 + $25 cleaning fee~~
~~Building use, groups 26-50~~	~~$55 + $50 cleaning fee~~
~~Instructional classes~~	~~$4 - $80 per participant per course~~

~~CLEMENT TAYLOR PARK~~

~~Pavilion rental limited to groups of 100 or less~~

~~Alcoholic beverage permit~~	~~$150.00 per day + $50 cleaning fee~~

~~Non-profit groups and resident family gatherings (per four-hour increment)~~

~~Groups 1-25~~	~~$20 + $25 cleaning fee~~
~~Groups 26-100~~	~~$30 + $50 cleaning fee~~

~~Private groups or organizations or non-resident gatherings (per four-hour increment)~~

~~Groups 1-25~~	~~$30 + $25 cleaning fee~~
~~Groups 26-100~~	~~$60 + $50 cleaning fee~~

~~LEONARD DESTIN PARK~~

~~Pavilion rental limited to groups of 20 or less~~

~~Groups 1-20, Resident~~	~~$50 per 4 hours + $50 cleaning fee~~
~~Groups 1-20, Non-Resident~~	~~$100 per 4 hours + $50 cleaning fee~~

~~WEDDINGS~~

~~Shore at Crystal Beach~~	~~$500 per 2 hours + $100 cleaning fee (non-refundable)~~

347260 JOE'S BAYOU RECREATION FEES

Fees collected for boating activities.

Code Reference: Florida Statutes 166.201

Responsible Department: Parks & Recreation

Residential daily launch/recovery fee	$25 per trailer
Commercial daily launch/recovery fee	$25 per trailer
Resident/non-commercial annual launch/recovery fee	$20 per household (1 pass)
	$20 per senior household, 65+ (1 pass)
	$50 per additional pass
Non-resident/non-commercial	$205 per household per year
Destin based commercial launch	$1,030 per year
Commercial launch, non-Destin	$2,060 per year
Pump out fee, Destin resident	No charge
Pump out fee, non-resident	$5 per usage

347265 HENDERSON BEACH STATE PARK FEES

Fees for the use of Henderson Beach State Park

Code Reference: Florida Statutes 166.201

Responsible Department: Parks & Recreation

Daily entrance pass	$30 per household (1 per household)
	$25 per senior household, 65+ (1 per household)

347550 MORGAN'S SPORTS CENTER CHILDREN'S PARKS

Monies collected for events held at the children's park.

Responsible Department: Parks & Recreation

PICNIC AREA

Non-profit groups and resident family gatherings (per four-hour increment)

Groups 1-25	$15 + $25 cleaning fee
Groups 26-100	$30 + $50 cleaning fee

Private groups or organizations or non-resident gatherings (per four-hour increment)

Groups 1-25	$30 + $25 cleaning fee
Groups 26-100	$55 + $50 cleaning fee

PAVILION AREA

Non-profit groups and resident family gatherings (per four-hour increment)

Groups 1-25	$30 + $25 cleaning fee
Groups 26-100	$55 + $50 cleaning fee

Commercial, private groups or organizations or non-resident gatherings (per four-hour increment)

Groups 1-25	$55 + $25 cleaning fee
Groups 26-100	$85 + $50 cleaning fee

347220 MORGAN'S SPORTS COMPLEX

Fees collected for a variety of sporting activities such as football, soccer, cheerleading, softball.
Code Reference: Florida Statutes 166.201
Responsible Department: Parks & Recreation

Group activities and special events outside the athletic fields

Single-day event, no concessions	$50 - $515
Single-day event, with concessions	$50 - $515
Alcoholic beverages permit	$150.00 per vendor/per day
Vendor fee for tournaments and special event vendors	$30 per vendor/per day, no hookups
Special event application fee	$25 non-refundable
Gate/admission fee	15% of gross paid to the city

League activities/instructional classes (residents)

City – adult activities	$15 - $100
City – youth activities	$15 - $100
Adult instructional classes	$5 - $35 per participant (max 10 hours)
Youth instructional classes	$5 - $20 per participant (max 10 hours)
Senior programs	$2 - $100

League activities/instructional classes (non-residents)

City – adult activities	$30 - $200
City – youth activities	$20 - $150
Adult instructional classes	$10 - $70 per participant (max 10 hours)
Youth instructional classes	$5 - $35 per participant (max 10 hours)
Daily user fee	$3 - $40

~~EXPERT INSTRUCTORS (Services the City cannot offer)~~

~~RECREATIONAL/INSTRUCTIONAL CLASSES – CONTRACTUAL LEADERSHIP~~

~~FEES RECEIVED FROM INDIVIDUALS PARTICIPATING IN CITY SPONSORED PROGRAMS, ACTIVITIES or CLASSES THAT ARE FACILITATED BY NON-CITY EMPLOYEES WITH EXPERTISE IN THAT PARTICULAR AREA. (EG. AEROBICS, FLY-FISHING, DANCE…) PERCENTAGE BASED ON SKILL LEVEL OF THE INSTRUCTOR, ASSISTANCE REQUIRED FROM CITY STAFF AND FACILITY/EQUIPMENT/SUPPLIES MAY BE FURNISHED BY THE CITY. THIS STRUCTURING WILL ALLOW THE DEPARTMENT TO EXPAND PROFESSIONALLY LEAD PROGRAMMING FOR YOUTH, TEENS, ADULTS AND SENIORS WHILE GENERATING ADDITIONAL REVENUES FOR THE CITY. THE INCREASE IN REVENUES WILL BE DEPENDENT ON THE NUMBER OF PROGRAMS OFFERED AND THE PERCENTAGE AGREED UPON. THIS IS A WIDELY USED MODEL IN PARKS & RECREATION AGENCIES NATIONWIDE THAT TAPS INTO COMMUNITY RESOURCES THAT COULD OTHERWISE NOT BE AFFORDABLE TO THE AGENCY.~~

~~Options~~	~~Percentage of fees retained by the city~~	~~Percentage of fees retained by the facilitator~~
~~Split 1 – City provides material~~	~~60%~~	~~40%~~
~~Split 2 – Instructor only~~	~~50%~~	~~50%~~
~~Split 3 – Instructor provides material~~	~~40%~~	~~60%~~
~~Split 4 – School Fundraiser~~	~~20%~~	~~80%~~

~~**DESTIN ELEMENTARY SCHOOL SPORTS FIELD FEES** Administrative charges~~

~~Personnel cost for hours other than normal hours of operations~~	~~$20 per hour per employee~~
~~Holiday/holiday weekend hours~~	~~$30 per hour per employee~~
~~Application fee~~	~~$25 per event~~

~~**FIELD RENTALS (NON-TOURNAMENT PLAY)** Non-profit~~

~~Field rental 1-25 users~~	~~$20 per field per hour w/o lights~~
~~Field rental 1-25 users~~	~~$35 per field per hour with lights~~
~~Lining/set up 1-25 users~~	~~$20 - $50 per field per occurrence~~
~~Field rental 26+ users~~	~~$40 per field per hour w/o lights~~
~~Field rental 26+ users~~	~~$55 per field per hour with lights~~
~~Lining/set up 26+ users~~	~~$20 - $50 per field per occurrence~~
~~Non-refundable deposit/cleaning fee~~	~~$25 - $500 per field per day~~

~~**COMMERCIAL**~~

~~Field rental 1-25 users~~	~~$35 per field per hour w/o lights~~
~~Field rental 1-25 users~~	~~$50 per field per hour with lights~~
~~Lining/set up 1-25 users~~	~~$20 - $50 per field per occurrence~~
~~Field rental 26+ users~~	~~$70 per field per hour w/o lights~~
~~Field rental 26+ users~~	~~$95 per field per hour with lights~~
~~Lining/set up 26+ users~~	~~$20 - $50 per field per occurrence~~
~~Non-refundable deposit/cleaning fee~~	~~$25 - $500 per field per day~~

~~**FIELD RENTALS (TOURNAMENT FUNCTIONS)—UP TO 12 HOURS** Non-profit~~

~~First (one) field~~	~~$100 per day without lights~~
~~Each additional field~~	~~$80~~

Each additional hour	$20
Lights	$15 per hour per field
Additional field preparation	$20 - $50 per field per occurrence
Gate fee	15%
Center utilization fee	Up to $550
Sports equipment usage Fee (EG., temporary mounds, goals, fence)	Up to $25 per item per day
Vendor permit fee	$30 per vendor per day
Non-refundable deposit/cleaning fee	$25 - $500 per field per day

COMMERCIAL

First (one) field	$170 per day without lights
Each additional field	$110
Each additional hour	$30
Lights	$25 per hour per field
Additional field preparation	$20 - $50 per field per occurrence
Gate fee	15%
Center utilization fee	Up to $1,550
Sports equipment usage fee (e.g.: temporary mounds/fence)	Up to $25 per item per day
Vendor permit fee	$50 per vendor per day
Non-refundable deposit/cleaning fee	$25 - $500 per field per day

347520 COMMUNITY CENTER

The City shall levy fees for the rental of the Community Center facilities for activities including, but not limited to arts and crafts, league/team activities, adult sports, theatre productions, concerts, and specialty activities (card games, board games, etc.) for both commercial and noncommercial use. The amount of the rental fee will be assessed as per facility required and/or participation.

Code Reference: City Resolution 01-05
Responsible Department: Recreation Department/Community Center

Administrative charges/non-residents

Personnel cost for hours other than normal hours of operation or holidays	$20 per hour per employee

Commercial Use

Entire facility	$150 per hour, min 4 hours
Meeting room	$30 per hour
Each additional room	$20 per hour
Kitchen, with gym or room rental only	$50 per hour, min 4 hours
Gymnasium	$60 + 15% gate charge
Non-refundable deposit/cleaning fee	$25 - $500 per day

Non-commercial use/resident

Entire facility	$80 per hour, min 4 hours
Meeting room	$20 per hour
Each additional room	$15 per hour
Kitchen, with gym or room rental only	$30 per hour, min 4 hours
Gymnasium	$30 + 15% gate charge
Non-refundable deposit/cleaning fee	$25 - $500 per day

Non-profit play or instructional classes

Per meeting room	$15 per hour
Gymnasium	$25 per hour
Administration Fee	$15 + cost of rental fee

347540 COMMUNITY CENTER PROGRAMS

Monies received for camps, programs that are sponsored by the Community Center.

Responsible Department: Recreation Department/Community Center

League activities/instructional classes (residents)

City – adult activities	$10 - $105
City – youth activities	$10 - $105
Adult instructional classes	$3 - $50 per participant (max 10 hours)
Youth instructional classes	$3 - $50 per participant (max 10 hours)
Senior programs	$2 - $100

League activities/instructional classes (non-residents)

City – adult activities	$30 - $200
City – youth activities	$20 - $150.00
Adult instructional classes	$5 - $70 per participant (max 10 hours)
Youth instructional classes	$5 - $70 per participant (max 10 hours)
Daily user fee	$2 - $40
Senior programs	$3 - $40
League/activity sponsorship	$30 - $1,000

~~RECREATIONAL/INSTRUCTIONAL CLASSES – CONTRACTUAL LEADERSHIP~~

~~FEES RECEIVED FROM INDIVIDUALS PARTICIPATING IN CITY SPONSORED PROGRAMS, ACTIVITIES OR CLASSES THAT ARE FACILITATED BY NON-CITY EMPLOYEES WITH EXPERTISE IN THAT PARTICULAR AREA. (EG. AEROBICS, FLY-FISHING, DANCE…) PERCENTAGE BASED ON SKILL LEVEL OF THE INSTRUCTOR, ASSISTANCE REQUIRED FROM CITY STAFF AND FACILITY/EQUIPMENT/SUPPLIES MAY BE FURNISHED BY THE CITY. THIS STRUCTURING WILL ALLOW THE DEPARTMENT TO EXPAND PROFESSIONALLY LEAD PROGRAMMING FOR YOUTH, TEENS, ADULTS AND SENIORS WHILE GENERATING ADDITIONAL REVENUES FOR THE CITY. THE INCREASE IN REVENUES WILL BE DEPENDENT ON THE NUMBER OF PROGRAMS OFFERED AND THE PERCENTAGE AGREED UPON. THIS IS A WIDELY USED MODEL IN PARKS & RECREATION AGENCIES NATIONWIDE THAT TAPS INTO COMMUNITY RESOURCES THAT COULD OTHERWISE NOT BE AFFORDABLE TO THE AGENCY.~~

~~Options~~	~~Percentage of fees retained by the city~~	~~Percentage of fees retained by the facilitator~~
~~Split 1 – City provides material~~	~~60%~~	~~40%~~
~~Split 2 – Instructor only~~	~~50%~~	~~50%~~
~~Split 3 – Instructor provides material~~	~~40%~~	~~60%~~
~~Split 4 – School Fundraiser~~	~~20%~~	~~80%~~

Section 2 Building and Developers: Construction Permits, Developer Fees, Impact Fees, Right-of-Way permits, Engineering, Marine Application Fees, Map Fees

The governing bodies of local governments may provide a schedule of fees, as authorized by statutes for the enforcement of the provisions of its building code. Such fees shall be used solely for carrying out the local government's responsibilities in enforcing the Florida Building Code. All permit, processing, and plan review fees are non-refundable unless extenuating circumstances are submitted, in writing, and approved by the Building Official. All required fees shall be paid prior to the issuance of any permit and at the commencement of any construction.

NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.
Code Reference: Section 125.56, F.S. Chapter 166.222; FS Section 468.631, 553.721, 553.80
Responsible Department: Community Development/Building Division

329505 Plan Review Fee

The following review fees are applicable to all building construction permits.

Plan Review Fee: All projects are subject to a review fee, which equals the greater of (50%) of the permit fee or actual cost, incurred by the City to include one resubmittal.

1. Projects greater than or equal to ~~four stories~~four-story and assembly occupancy over 5,000 ~~square feet~~square feet and/or large projects/developments determined by the Building Official shall be reviewed by a duly Florida Licensed Private Provider.~~submitted to the International Code Council (ICC), Birmingham office, for formal plan review.~~ The applicant shall pay the fee to the private provider for their review and the City will waive the Plan Review Fee.~~ICC at the time plans are submitted.~~
2. The City may require, at the Building Official's discretion, a review of the single-family dwelling plans by a structural engineer. In this case, the applicant shall be required to pay the cost of this review.

~~3. Public Swimming Pool and Applicable Water Features Review Fee:~~
~~a. Review Fee New Pool – Greater than 25,000 gallons $495 to be paid upon submittal.~~
~~b. Review Fee New Pool – 25,000 gallons or less $330 to be paid upon submittal.~~
~~c. Renovations and Modifications~~
~~I. Level I- No Review fee required.~~
~~II. Level II- Renovations and Modifications Review $55 to be paid upon submittal.~~
~~III. Level III- Renovations and Modifications Review $220 to be paid upon submittal.~~

~~4.~~3. All projects are subject to a review fee for Engineering/Erosion Control (341920) fee of $55 to be paid upon submittal.

~~5.~~4. FEMA Flood Zone Review: ALL projects within these zones are subject to a review fee for ~~Floodplain~~the Floodplain Review of ~~$55~~ $110.00.

~~6.~~5. Wetlands Protection: ALL projects in or adjacent to environmentally sensitive areas (wetlands & open water bodies) are subject to a review fee of $55. (341920)

~~7.~~6. Any additional resubmittal for review shall be assessed an additional review fee of $27.50 or 27.50% of the permit fee whichever is greater per division review. (341920)

329506 Contractor Registration Fee

An administrative fee will be charged ~~on~~to all contractors not licensed under FS 489 engaging in business in the City of Destin for which a permit is required. The administrative fee is for verification of state, county, and local licenses, as required by city ordinance and certificate of insurance from a Florida Licensed Insurance Company for General Liability 61G4-15.003(2)(c), and Worker's Compensation as required by FS 440.103, 440.41, 440.42, and 489.144.

Code Reference: Chapter 13 Art. IV, Sec. 13-75, Code of Ordinances
Responsible Department: Community Development/Building Division

Specialty Contractors- The City will charge one annual administrative fee for all contractors engaging in the practice of contracting in the City of Destin whose scope of work is identified in a specialty contractor's category.

Contractor annual administrative fee	$~~57.20~~ 80.00

354250 (EBD05)–Building Code Violations – Unsafe Code Fines and Fees

Fines and fees will be charged for noncompliance with the Florida Building Code to include the following items will be charged $100 for first citation, $300 for second citation, and a third citation will result in a summons to appear before the Construction Regulation Board:

- Failure to obtain a permit before commencing work
- Failure to post a notice of commencement
- Failure to obtain required inspections
- Failure to maintain proof of current ~~workers~~workers' compensation or public liability insurance
- Failure to inform the City of change of name style, address, or that licensee has ceased qualifying as a business
- Making ~~a material~~ misrepresentation on a permit application

Failure to correct building code violations will be charged $500 for the first citation. The second citation will result in a Summons to Appear before the Construction Regulation Board.

Code Reference: City of Destin Ordinance 366 and Chapter 489 Florida Statutes
Responsible Department: Community Development/Building Division

322000 Building Construction Permit Fees

1. Permit Processing Fee~~: An administrative~~: Administrative processing of $~~55~~77.00 is applied to all permits.

2. Penalty Fee~~: Any~~: Any work which commences prior to securing the appropriate permit or permits shall be charged ~~a rate~~ double the permit fee rate, which shall be collected by the Building Division. (Note: in accordance with Ordinance 336, the Building Official may issue a citation to the contractor.)

3. Re-Permit Fee:

a. Active permits (Change of Contractor): The fee for re-permitting any active permit will be 50% of the original building permit fee, no plan review fee, a $~~55~~77 processing fee~~., plus applicable state fees.~~

b. Inactive permits (Expired): The fee for re-permitting any inactive permit will be regular fees, no plan review fee~~, a~~, and a $~~55~~77 processing fee~~., plus applicable state fees.~~

4. In accordance with Florida Statute, a Florida Building Code (FBC) Surcharge (208620) is collected on all Building Permits of 1% or a $2 minimum. In addition, a Building Code Administrators, and Inspectors Fund (BCAIB) Surcharge (208630) is also collected on all Building Permits issued in the amount of 1.5% or a $2 minimum. Both of these surcharges are remitted to the Florida Department of Professional Regulation.

5. All New (Heated and Cooled) Buildings or Structure Additions (includes Manufactured Buildings).

a. Building Division Permit Fee: A permit for any new building or structure, or for any addition to an existing building or structure, or portion thereof is based on square footage of gross floor area multiplied by $0.~~17~~.22 per square foot.

b. **P**lanning Division (329502) permit fee: Residential (Single Family – Attached/Detached or Duplex) is $0.06 per square foot of gross floor area. This fee includes the initial Certificate of Occupancy as-built site inspection.

c. Engineering Division (341920~~) Permit~~) Permit Fee: Residential (Single Family – Attached/Detached or Duplex) is $0.08 per square foot gross floor area.

d. Planning Division (329502) permit fee: Multiple Family and Commercial Structures. If applicable, the fee is $132. This fee includes the Certificate of Occupancy or Certificate of Completion and as-built site inspection.

e. Engineering Division (341920) Permit ~~Fee:~~ Fee: ~ Multiple Family and Commercial Structures: If applicable, the fee is $330. This fee includes initial Erosion Control inspection and the Certificate of Occupancy or Certificate of Completion and as-built site inspection.

6. Other Structure Fee:

a. Building Division Fee**:** For all other structures to include non-heated and cooled buildings, renovations, interior buildouts, sheds, decks, fences, site disturbance (applies to Planning & Engineering fees only),etc. the permit fee is $~~6.60~~8.60 per $1,000 (or fraction thereof)~~. of estimated cost, up to $20,000 plus $5 per $1,000 (or fraction thereof) of the estimated cost in excess of $20,000 up to $100,000 plus $4 per $1,000 (or fraction thereof) of estimated cost in excess of $100,000 (or fraction thereof).~~

b. Planning Division (329502) permit fee~~: Residential~~: Residential (Single Family Attached/Detached or Duplex): If applicable, the fee is $66.00. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.

c. Engineering Division (341920) Permit Fee: Residential (Single Family Attached/Detached or Duplex): If applicable, the fee is: $66. The fee includes Certificate of Occupancy/Completion and as-built site inspection.

d. Planning Division (329502) permit fee: Multiple Family and Commercial Structures: If applicable, the fee is $132. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.

e. Engineering Division (341920) Permit Fee~~: Multiple~~: Multiple Family and Commercial Structures: If applicable, the fee is~~: $~~: $165. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.

~~f. Re-inspection fees are the same as 6 above.~~

7. Commercial Signs.
   a. The Building Division Permit fee for all permanent signs is based on the total area of each sign (two-sided signs on the same structure are considered as one sign). The following fees per sign are as follows:

Up to 20 square feet	$~~44~~71
Over 20 square feet	$~~55~~110
~~Self-illuminated commercial sign, additional fee~~	~~$22~~

   b. The Planning Division Permit fee (329502) for signs are established:
      i. If the sign will be mounted to an approved, existing structure, the permit fee is $44.
      ii. If the sign will be mounted to a new structure, the permit-processing fee is $88.

   c. Engineering Division (341920) Permit fee for ground signs only~~: $~~: $44.

8. Mobile/Manufactured Homes.
   a. The Building Division Permit fee for mobile/manufactured homes, blocked, ~~with~~ and skirts and tie-downs, is $~~33~~53.
   b. The Planning Division (329502) Permit fee for mobile/manufactured homes, blocked, with skirts and tie-downs fee is $66. This fee includes the initial Certificate of Occupancy/Completion as-built site inspection.
   c. The Engineering Division (341920) Permit fee for mobile/manufactured homes, blocked, with skirts and tie-downs fee is $55. This fee includes the initial Certificate/Completion as-built site inspection.

9. In Ground Swimming Pools and applicable water features (which includes all pool and water feature equipment, except electrical).
   a. Building Permit Fee:
      i. The fee for new residential swimming pools and applicable water features (excluding electrical fee) is $~~66~~132.
      ii. The fee for new public swimming pools and applicable water features is $~~165~~297.
      iii. The fee for renovations/repair/modifications: to existing public swimming pools and applicable water features is $110.00 ~~based on the level of modification as set forth in the Public Pool Modification Matrix Table is:~~
         ~~1. Level I- $55~~
         ~~2. Level II- $110~~
         ~~3. Level III- $165~~
   b. Planning Division (329502) Permit Fee~~: The~~: The fee for new swimming pools, applicable water features and level III alteration/renovations is $105.60.
   c. The Engineering Division (341920) Permit fee for new residential swimming pools, applicable water features and level III alteration/renovations is $82.50.

10. Antennas - Dish and tower, roof and ground installations.
   a. Domestic (Residential R3) installation~~: A~~: A permit is required only for those towers that are of such height that they cannot be contained on an owner's property if they fall. The permit fee is $~~3~~53.
   b. Commercial (Non-Residential) installations: ~~-~~The fee is $~~6~~8.60 per $1,000 (or fraction thereof)~~. of the estimated cost up to $20,000, plus $5.50 per $1,000 (or fraction thereof) of the estimated cost in excess of $20,000 up to $100,000, plus $4.40 per $1,000 (or fraction thereof) of the estimated cost in excess of $100,000 (or fraction thereof).~~

11. Moving Buildings or Structures (excluding mobile homes): ~~.~~ The fee to move any non-portable building or structure from one location to another location is $~~99~~119.

12. Demolition of Buildings or Structures:
    a. Building Division Permit Fee~~: For~~: For the demolition of any building or structure, the fee is $~~92.40~~111.00. In addition to the demolition permit, you must submit a notice of asbestos removal form to the asbestos Coordinator for Northwest Florida District of Florida Department Environmental Protection (FDEP). (Note: The present address is 160 Government Center, Pensacola, Florida 31501). No Plan Review Fee or State fee.
    b. Planning Division (329502) Permit Fee~~: The~~: The demolition permit fee is $66.
    c. Engineering Division (341920) Permit Fee: For the demolition of any building or structure, the fee is $27.50. This fee includes initial Erosion Control inspection and the Certificate of Completion and site inspection.

13. Docks, Boathouses, Bulkheads and Seawalls:
    a. Building Division Permit Fee~~: The~~: The fee for construction of docks, boathouses, bulkheads or seawalls is $~~13~~16.30 per $1,000 (or fraction thereof)~~. of estimated cost up to $10,000, plus $6.60 per $1,000 (or fraction thereof) of the estimated cost in excess of $10,000.~~
    b. Planning Division (329502) Permit Fee~~: The~~: The permit fee is $33.

14. Land clearing:
    a. Planning Division (329502) Permit Fee~~: The~~: The fee for all land clearing permits is $66.
    b. Engineering Permit (341920) Fee~~: The~~: The fee for land clearing in lots 1 acre or less in size is $82.50. The fee for land clearing in lots over 1 acre in size is $165. Fee is based on lot size, not the land clearing/area of disturbance.

15. Protected Tree removal:
    a. Planning Division (329502) Permit Fee~~: The~~: The fee for removing any protected or preserved tree shall be $66.

16. Portable Buildings:
    a. Planning Division (329502) Permit Fee~~: $~~: $88
    b. Engineering Division (341920) Permit Fee: $55 (Floodplain)

17. Mobile Vending:
    a. Planning Division (329502) Permit Fee~~: $~~: $27.50 per location

18. Temporary Tents
    a. Building Division Permit Fee: $~~27.50~~55
    b. Planning Division (329502) Permit Fee~~: $~~: $27.50

~~19.~~ Solar Energy Systems Permit Fees: Signed Sealed Drawings required. The permit fee is $~~13.20~~ 16.50per $1,000 (or fraction thereof)~~. of estimated cost, up to $10,000 plus $6.60 per $1,000 (or fraction thereof) in excess of $10,000.~~

19.

20. Electrical Permit Fees:
    a. Electrical Service:

Temporary service to 100 amperes	$~~33~~41.25~~~
~~Early service power – first service~~	~~$44~~
~~Early service power – each additional service~~ ~~NOTE: Required prior to final inspection and no occupancy shall occur prior to issuance of a Certificate of Occupancy, by the Building Official. If the premises are occupied prior to the issuance of a Certificate of Occupancy, or a Certificate of Completion, the power company may be notified to disconnect the power and the permit will be subject to action by the Code Enforcement Board.~~	~~$13.20~~
~~Permanent service up to 100 amperes~~	~~$49.50~~
~~Permanent service 101 to 200 amperes~~	~~$66~~
~~Permanent service 201 to 400 amperes~~	~~$82.50~~
~~Permanent service 401 to 600 amperes~~	~~$99~~
~~Permanent service 601 to 800 amperes~~	~~$132~~
~~Permanent service over 801 amperes~~	~~$132 plus $0.05 per ampere over 800 amperes~~
~~Circuits~~	~~$2.75 each~~
Low voltage systems i.e., tv, phone, sound, alarm (Exclude wireless security systems for 1 & 2 family)	$~~6.60~~ 8.60per system
Electrical work for New construction, alteration, renovations, additions, generators, repairs, etc. ~~repair wiring or renovations~~	$~~13.20~~16.50 per $1,000 of estimated ~~cost up to $10,000 plus $6.60 per $1000 in excess of $10,000 and $3.30 for each circuit added or altered~~
Meter/service change outs (to include gang meters)	$~~36.30~~ 69 per meter
Functional check	$~~55~~ 69

    b. Swimming Pools and applicable water features~~: The~~: The permit fee, which includes all pool and applicable water feature equipment grounding, and underwater lights, is $~~44~~88.

21. Mechanical Permit Fees:
    ~~a.~~ Heat and Air Conditioning Unit (including heat pump) New or Change outs, refrigeration systems, commercial hoods systems, Incinerators, boilers, chillers, Mechanical repair is $16.50per $1,000 (or fraction thereof). ~~:~~

~~Up to five tons, per system fee~~	~~$66~~
~~Over five tons~~	~~$66 plus $3.50 per ton over 5 tons~~

~~b. Refrigeration system is $26.40 each.~~
~~c. Commercial kitchen Hood system is $26.40 each.~~
~~d. Incinerator or Boiler is $26.40 each.~~
~~e. Mechanical repair is $13.20 per $1,000 (or fraction thereof) of estimated cost, up to $10,000 plus $6.6 per $1,000 (or fraction thereof in excess of $10,000).~~

22. Plumbing Permit Fees:

~~•~~ ~~–~~

~~a. Each fixture, roughed-in and/or final inspection is $5.5 per plumbing fixture.~~
~~• Each individual tap for sewer, septic, grease trap/interceptor, back-flow protector, roof drain and water connection is $13.20.~~

Plumbing for New construction, W/H change outs, repair/re-piping or renovations work is $~~13.20~~ 16.50 per $1,000 (or fraction thereof). ~~of estimated cost, up to $10,000 plus $6 per $1,000 (or fraction thereof in excess of $10,000).~~

23. Gas ~~Installation~~ Permit Fees:

~~a. Each fixture is $5.5.~~

~~b. Gas piping (Natural or LP) to a unit or building is $26.40 per connection, to include installation of generators to existing homes/structures.~~

~~c.~~ Gas for New construction, W/H change outs, ~~-~~repair/re-piping or renovations work is $~~13.20~~ 16.50 per $1,000 (or fraction thereof). ~~of estimated cost, up to $10,000 plus $6.60 per $1,000 (or fraction thereof in excess of $10,000).~~

24. Fire Sprinkler/Suppression Systems Permit Fees:

~~24.~~ New Construction, repair/re-pipe, renovation. modification is $16.50 per $1000 (or fraction thereof).~~:~~

~~a. Commercial kitchen hood suppression:~~

~~i. $66 up to 4 nozzles heads~~

~~ii. $11 per additional nozzle head thereafter~~

~~b. Fire Sprinkler system:~~

~~i. The fee is $0.88 per sprinkler head/nozzle for new construction.~~

~~ii. The fee is $11 per water line feeding above systems.~~

~~iii. The fee is $11 per standpipe.~~

~~iv. The fee is $13.20 for repair or modification per $1,000 (or fraction thereof) of estimated cost, up to $10,000 plus $6.60 per $1,000 (or fraction thereof) in excess of $10,000.~~

25. Utility Site/Infrastructure Permit Fees:
    a. Systems up to 20 devices (manholes, catch basin, storm drains) is $220 (Engineering Division 341920)
    b. Systems with over 20 devices is $385. (Engineering Division 341920)
    c. Planning Division (329502) fee is $132.
    d. Engineering Division (341920) Fee: $165

26. Parking Lot Resurface, Restripe and Overlay Permit Fees:
    a. Building Division fee is $~~110~~ 130
    b. Planning Division (329502) fee is $132
    c. Engineering Division (341920) Fee is ~~:~~ $82.50

27. Life Safety ~~Code Compliance~~ Inspection Permit Fee: For anyone who request or is required to have an inspection for general life safety or standard housing inspection ~~building code compliance~~ which are outside of performing permitted construction activity, the fee is $~~55~~69.

28. Re-inspection Fees: ~~-~~(All subsequent re-inspections shall be doubled the previous fee)

Building Division	Building Inspections	Initial re-inspection	80~~38.50~~
		Second re-inspection	320.00
		Third or more re-inspection	320.00

Planning Division	Certificate of Occupancy -Site Insp	Single Family or Duplex	110.00
		Minor Development Orders	506.00
		Major Development Orders	676.50
Engineering Division	Certificate of Occupancy - Site Insp	Single Family or Duplex	110.00
		Minor Development Orders	165.00
		Major Development Orders	330.00
Eng. & Planning Div.	Certificate of Completion - Site Insp		55.00
Engineering Division	General Site	All Developments	55.00

~~The initial inspection is included in the permit fee. A re-inspection fee to the Building Division of $38.50 for the first re-inspection (per unit/building or structure). The fee for a second re-inspection shall be $77.00, and the fee for a subsequent re-inspection shall be $154 each. (Note: See FS Section 553.80(4)(c)). Planning Division's (329502) Certificate of Occupancy (As-Built) site re-inspection fees: Residential (Single Family or Duplex) $110, Minor Development Order $506 and Major Development Order $676.50. Engineering Division's (341920) Certificate of Occupancy (As-Built) site re-inspection fees: Residential (Single Family or Duplex) $110; Certificate of Completion site re-inspection fee - $55. Site reinspection fee is $165 for minor development and $330 for major development.~~

29. Stop By/Walk Through Inspection Request Fee~~: The~~: The fee will be $~~55~~80.

329503 Right-of-Way Fees

The Land Development Code provides that City Council will establish and collect fees for issuing Right of Way Construction Permits for work in the City's rights of way. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: LDC 8.01.00 & Resolutions 02-06, 02-23, 04-13, 04-15
Responsible Department: Community Development Department – Engineering Division

Utility right-of-way permit	$286
Right-of-way administration fee – Residential single/duplex	$44 per row
Right-of-way administration fee – Commercial or multi-family	$137.50 per row
Construction right-of-way – Nonresidential	$12.10 per 100 linear feet PLUS: $85.80 per road bore $286 per road cut $85.80 landscaping/irrigation
Commercial right-of-way – Nonresidential individual simple owner fee for hold harmless & maintenance agreement	$55
Commercial right-of-way – Nonresidential other ownership (corporate or trust) fee for hold harmless & maintenance agreement	$93.50
Residential (single or 2-family lot)	$12.10 per 100 linear feet PLUS: $23.10 per bore $286 per road cut $23.10 landscaping/irrigation
Residential (single or 2-family lot) Individual simple owner fee for hold harmless & maintenance agreement	$55
Residential (single or 2-family lot) other ownership (corporate or trust) fee for hold harmless & maintenance agreement	$93.50
Right-of-way inspections – Commercial satisfactory completion Initial inspection First site re-inspection Each subsequent re-inspection	 No charge $88 $143
Right-of-way inspections – Residential satisfactory completion Initial inspection First site re-inspection Each subsequent re-inspection	 No charge $71.50 $93.50
Right-of-way – vacation/easement	$2750

329502 LAND DEVELOPMENT REVIEW FEES (aka ZONING REVIEW FEES)

The Land Development Regulations provide that the City Council of the City of Destin, Florida will establish land development review, permit and other fees. Fees are set to cover the cost of the work associated with review, permitting, inspection and other activities associated with land development. The City may require, at its discretion, the review and advise of an expert consulting professional on any development application. Applicants will be responsible to reimburse the City for these outside costs plus a 10% Administrative Fee. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Land Development Code 18.01.00
Responsible Department: Community Development

DEVELOPMENT ORDER RELATED APPLICATIONS:

The following development order related application fees include first submittal reviews only. Subsequent submittal reviews and advertisement costs and mailing costs will be invoiced to the applicant at actual cost plus a 10% Administrative Fee. All invoices must be paid in full prior to submittal of additional submittal packages and/or the issuance of the Final Development Order (DO).

TYPE OF APPLICATION	APPLICATION FEE
Pre-Application Review - Residential	$50
Pre-Application Review - Non residential	$150
Developer's Agreement	$4500
Major Developments	$5500
Minor Developments	$3500
Major Deviations to a Major Development	$4500
Minor Deviations to a Major Development	$2500
Major Deviation to a Minor Development	$4500
Minor Deviation to a Minor Development	$2500
Simple Deviation	$1000
Planned Unit Development (PUD) (in addition to fee for subdivision, major development or minor development)	$4000
Landscaping Plan Review (if not submitted as part of a DO Application	$750
Outdoor lighting plan review (if not submitted as part of a DO Application)	$750
Development Order Exemption	$500

DEVELOPMENT ORDER CONSTRUCTION PERFORMANCE BONDS

Some development orders will require construction performance bonds. After City Engineering staff complete an inspection of the construction site against the development order and find the developer has satisfactorily met the requirements of the development order, the City will issue a bond release letter after payment of:

DESCRIPTION	FEE
341920 Engineering Fee (for Bond Inspection)	$80
341300 Administrative Service Fee	$250
341300 Bond Handling Fee	10% of Bond

Section 2: Building Permits and Developer Fees

Code Reference: Land Development Code 2.20.00 C3
Responsible Department: Community Development

SUBDIVISION RELATED APPLICATIONS:

The following subdivision related application fees include first submittal reviews only. Subsequent submittal reviews and advertisement costs and mailing costs will be invoiced to the applicant at actual cost plus a 10% Administrative Fee. All invoices must be paid in full prior to submittal of additional submittal packages and/or final approval.

TYPE OF APPLICATION	APPLICATION FEE
Major Subdivisions	$4500
Minor Subdivisions	$2000
Replat of Subdivision/Lot Reconfiguration	$1500
Lot Split	$1000
Deed of Gift	$1000
If easements follow the plat, replat, or lot reconfiguration and are executed by a separate document	$500 per easement

ORDINANCE AMENDMENT RELATED APPLICATIONS:

An applicant applying for any one of the following ordinance amendment related applications is responsible for paying to the City: administrative expenses, cost recovery for the use of outside consultants by the City to review the application, legal notice costs, and mailing cost at actual cost plus a 10% Administrative Fee.

TYPE OF APPLICATION	APPLICATION FEE
Comprehensive Plan Text Amendment	$2000
Comp Plan Future Land Use Map (FLUM) Amendment	$2000
Land Development Code (LDC) Text Amendment	$2000
LDC Rezoning Map Amendment	$2000
Code of Ordinance Text Amendment	$2000

BOARD OF ADJUSTMENT RELATED APPLICATIONS:

An applicant applying for any one of the following Board of Adjustment applications is responsible for paying to the City: administrative expenses, cost recovery for the use of outside consultants by the City to review the application, legal notice costs, and mailing cost, at actual cost plus a 10% Administrative Fee.

TYPE OF APPLICATION	APPLICATION FEE
Administrative Decision Appeal	$1000
Variance	$1000
Exception (Marina Siting Only)	$1000

TABLING AND/OR REHEARING:

The following fees are established for an applicant initiating tabling and/or re-hearing of an application at City Council, Local Planning Agency (LPA), Board of Adjustment (BOA), or Technical Review Team (TRT). The applicant is responsible for paying to the City administrative expenses, cost recovery for the use of outside consultant by the City to review the application, legal notice costs, and mailing cost, at actual cost plus a 10% Administrative Fee.

TYPE OF HEARING	FEE
City Council	$500
Local Planning Agency (LPA)	$500
Board of Adjustments	$500
Technical Review Team	$500

MISCELLANEOUS APPLICATIONS, FEES, & LETTERS:

TYPE OF APPLICATION, FEE, OR LETTER	FEE (Per Application or Letter)
Alcohol Licenses	$100
Zoning Compliance Letter	$100
FDEP Review Letter	$100
Re-Addressing for Convenience	$500
~~Home Occupation~~	~~$55~~
White Sands Compliance Inspection	$100
Each re-inspection due to failure of a previous inspection	$150
Dog Friendly Dining	$500
Conditional Use	$1500
Property Status Letter (Lien Requests) BLDG (329501)	$~~35~~52.50
Home Solicitation Sales	$55
Change of Use Application Fee - Commercial	$500
Change of Use Application Fee - Short Term Rental	*$2000*
~~Change of Use Application Fee – Home Occupation~~	~~$50~~
~~Change of Use Application Fee – Mobile Vender~~	~~$25 per location~~
Parking Agreement Review	$500
White Sands Review	$100
Street Name Change	$500
Special Beach Event Permit - Residential	*$250*
Special Beach Event Permit - Commercial	*$500*
Outside Consulting Fee	*10% of invoice or $200 whichever is less*

Commented [SO1]: Need to confirm with Louis & Kim

324xxx IMPACT FEES

Fees charged to developers at the time of development for construction of facilities to serve the development site. Impact fees are based on the Impact fee study performed in 2007.

Code Reference: Land Development Code
Responsible Department: Community Development Department

324110 IMPACT FEES - PUBLIC SAFETY- RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$9

Residential, 500—749 sq. ft.	Dwelling	$11
Residential, 750—999 sq. ft.	Dwelling	$13
Residential, 1,000—1,499 sq. ft.	Dwelling	$16
Residential, 1,500—1,999 sq. ft.	Dwelling	$19
Residential, 2,000—2,999 sq. ft.	Dwelling	$23
Residential, 3,000—3,999 sq. ft.	Dwelling	$27
Residential, 4,000 sq. ft or more	Dwelling	$31
Mobile home/RV park	Pad	$21
Hotel/Motel	Room	$11

324120 IMPACT FEES - PUBLIC SAFETY – COMMERCIAL

Land Use Type	Unit	Fee
Retail/commercial	1,000 sq. ft.	$31
Office	1,000 sq. ft.	$18
Industrial	1,000 sq. ft.	$11
Warehouse	1,000 sq. ft.	$11
Church/Synagogue	1,000 sq. ft.	$11
School/college	1,000 sq. ft.	$11
Hospital	1,000 sq. ft.	$11
Nursing home	1,000 sq. ft.	$11
Other institutional	1,000 sq. ft.	$11

324210 IMPACT FEES - PHYSICAL ENVIRONMENT – RESIDENTIAL

The Net Positive Environmental Benefit Impact Fee is 25% of the cost of construction for all marinas, docks, piers or other similar development within the Destin harbor and canals adjacent to the Destin Harbor.

324220 IMPACT FEES - PHYSICAL ENVIRONMENT - COMMERCIAL

The Net Positive Environmental Benefit Impact Fee is 25% of the cost of construction for all marinas, docks, piers or other similar development within the Destin harbor and canals adjacent to the Destin Harbor.

3243X0 IMPACT FEES – TRANSPORTATION

These Fees help the city address development impacts on transportation to include traffic, roads, sidewalks, streetlights, and parking.

324310 IMPACT FEES - TRANSPORTATION - RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$583
Residential, 500—749 sq. ft.	Dwelling	$724
Residential, 750—999 sq. ft.	Dwelling	$855
Residential, 1,000—1,499 sq. ft.	Dwelling	$1,016
Residential, 1,500—1,999 sq. ft.	Dwelling	$1,198
Residential, 2,000—2,999 sq. ft.	Dwelling	$1,425
Residential, 3,000—3,999 sq. ft.	Dwelling	$1,677
Residential, 4,000 sq. ft or more	Dwelling	$1,896
Mobile home/RV park	Pad	$780
Hotel/Motel	Room	$981

324320 IMPACT FEES - TRANSPORTATION - COMMERCIAL

Land Use Type	Unit	Fee
Retail/shopping center	1,000 sq. ft.	$1,752
Discount Superstore	1,000 sq. ft.	$2,242
Bank, Walk-in	1,000 sq. ft.	$2,043
Bank, Drive-in	1,000 sq. ft.	$3,205
Supermarket	1,000 sq. ft.	$3,298
Convenience market	1,000 sq. ft.	$4,216
Golf Course	Acre	$548
Marina	Berth	$321
Racquet/Health Club	1,000 sq. ft.	$3,584
Restaurant, Fast Food	1,000 sq. ft.	$4,638
Restaurant, High Turnover	1,000 sq. ft.	$4,464
Restaurant, Sit-Down	1,000 sq. ft.	$3,244
Service Station	Fuel Position	$1,030
Office, General	1,000 sq. ft.	$1,404
Hospital	1,000 sq. ft.	$2,262
Nursing Home	1,000 sq. ft.	$786
Church/Synagogue	1,000 sq. ft.	$883
School/College	1,000 sq. ft.	$354
Day Care Center	1,000 sq. ft.	$2,048
Other Institutional	1,000 sq. ft.	$1,404
General Light Industrial	1,000 sq. ft.	$888
Warehouse/Storage	1,000 sq. ft.	$632
Mini-warehouse	1,000 sq. ft.	$319

324610 IMPACT FEES - LIBRARY - RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$62
Residential, 500—749 sq. ft.	Dwelling	$78
Residential, 750—999 sq. ft.	Dwelling	$93
Residential, 1,000—1,499 sq. ft.	Dwelling	$112
Residential, 1,500—1,999 sq. ft.	Dwelling	$133
Residential, 2,000—2,999 sq. ft.	Dwelling	$160
Residential, 3,000—3,999 sq. ft.	Dwelling	$190
Residential, 4,000 sq. ft or more	Dwelling	$217
Mobile home/RV park	Pad	$149
Hotel/Motel	Room	$0

324620 IMPACT FEES - LIBRARY - COMMERCIAL

No Library Impact Fees are assessed for Commercial Development

324611 IMPACT FEES – RESIDENTIAL – PARKS

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$186
Residential, 500—749 sq. ft.	Dwelling	$235
Residential, 750—999 sq. ft.	Dwelling	$279
Residential, 1,000—1,499 sq. ft.	Dwelling	$335
Residential, 1,500—1,999 sq. ft.	Dwelling	$399
Residential, 2,000—2,999 sq. ft.	Dwelling	$479
Residential, 3,000—3,999 sq. ft.	Dwelling	$570
Residential, 4,000 sq. ft or more	Dwelling	$649
Mobile home/RV park	Pad	$447
Hotel/Motel	Room	$243

324621 IMPACT FEES – COMMERCIAL – PARKS

No Parks Impact Fees are assessed for Commercial Development

341920 ENGINEERING FEES

The Land Development Code provides that City Council will establish and collect certain fees for engineering services.

Code Reference: Resolutions 02-06, 02-23, 04-13, 04-15
Responsible Department: Community Development Department/Engineering Division

Development Order Review Fees:

TYPE OF APPLICATION:	***E&S Review Fee***	***Engineering Review Fee***	***Floodplain Review Fee***	***Re-Review Fee***
MAJOR DEVELOPMENT or DEVIATION	$200	$200	$25	$100
MINOR DEVELOPMENT or DEVIATION	$100	$100	$25	$50
SIMPLE DEVIATION	$100	$100	$25	$50

341940 MARINE APPLICATION FEES

The collection of residential and commercial application fees is for review by the Harbor Board and Staff. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: 11.05 Code of Ordinance
Responsible Department: Community Development/Planning Division

	Fee (Per Application or Letter)
RESIDENTIAL	$250
COMMERCIAL	$1000

Net Positive environment Benefit (NPEB) is 25% of the cost of construction for all work performed in the Destin Harbor.

341911 MAPS & PUBLICATIONS

Monies collected for providing copies, to include but not limited to, maps, plats and documents.

Responsible Department: Public Services/City Manager's Office (GIS)
Standard data fees: $3.10 / standard CD
$13.40 / standard aerial DVD
$13 / Aerial DVD

- Standard CD types are base vectors and aerial rasters. (Land use vectors available in future.)
- Base vector CD includes roads, water, 7.5-minute quads, quarter-quads, fire stations, city government buildings, libraries, parks, police stations, schools, flood zones, category storm surge, county border, city limits, zoning, future land use, community redevelopment agencies/areas, building footprints, digital elevations & aerial index.
- For parcels, contact Okaloosa County at 850-651-7958.
- In the future, free copies of standard CDs will be given quarterly to public library.
- Standard DVD types are base vectors and aerial rasters.
- Base vector DVD includes same layers as a Standard CD in un-zipped format.
- Aerial Raster DVD has same capacity as (3) CD's.

Standard Map Fees per page		
Size	Sparse Shading	Dense Shading
8.5 x 11 A	$2.60	$5.15
8.5 x 14	$2.60	$5.15
11 x 17 B	$5.15	$10.30
13 x 19	$5.15	$10.30
17 x 24 C	$10.30	$15.45
24 x 36 D	$15.45	$25.75
34 x 44 E	$25.75	$36.05

The above fees are based on map type, ink shading, and printing time, and color-copy fees at local company for small densely shaded maps. A map with over 25% of page shaded with solid ink is considered densely shaded. Custom requests are considered case by case with additional costs. Cost agreement may be in writing. Fulfilled only if costs are agreed upon, time is permitting, and media is practical. Includes but is not limited to:

- Any creation of new data.
- Any modification to existing data and maps.
- Any non-standard media (other than inkjet paper and CD's).
- Any non-standard format such as AutoCAD.dxf

Custom fees: $22.65 / hour staff rate (calculated in 15-min increments, no charge for first 15 min), plus media. $3.10 / 650mb CD media, $13.40 DVD media.

Section 3 Licenses and Permits: Business Tax Receipts (aka business licenses), Rental Registration (LTR/STR), Livery Permits, Vendor Permits, Marine Application Fees, Code Violations

Commented [NB2]: @Krystal Strickland The following fees have are increased based on **Florida Statute 205.033(b) allowances.**
•100 percent for business taxes that are $100 or less; and
•50 percent for business taxes that are between $101 and $300; and
•25 percent for business taxes that are more than $300 and
•25 percent for taxes levied at graduated or per unit rates.

316000 Local Business Taxes (aka Business Tax Receipts aka BTRs)

Fees levied by the City on all businesses, trades, and professions operating with the City or transacting business in interstate commerce where such tax is not prohibited by Sec. 8, Article 1 of the United States Constitution.

Local Business Tax Receipts are invoiced in July and due on October 1 each year. They expire September 30 the succeeding year. A Business Tax Receipt may be transferred to a new owner upon payment of a transfer fee and presentation of evidence of the sale and the original BTR. Receipt holders must comply with all applicable codes of the City and County, including building, fire, and health codes and zoning laws. Fees renewed after ~~Octo ber 14~~ September 30 are subject ~~to~~ up to ~~up to~~ 25% in penalties.

Code Reference: F.S. Chapter 166.201, 205.042, 205.043, 205.053, Sec. 13-40 Code of Ordinances
Responsible Department: Community Development/Building Division

1. Charter boats: All charter boat or fare-carrying boat businesses shall pay a per boat base fee plus a per passenger fee based upon Coast Guard certified passenger capacity.

Charter boats, per boat base	$~~50~~100 per boat
Charter boats, per passenger fee	$1.25 per passenger

2. Coin-operated machines: All businesses or activities utilizing coin-operated machines, except pay telephones, shall pay a BTR based upon the number of such machines. The local business tax fee will be determined based upon the total number of coin-operated machines the business or activity utilizes within the corporate limits of Destin, with a list of individual locations of coin-operated machines to be provided by the business or activity making application for a license. The owner of the business or activity shall make sufficient copies of the issued license for display at each coin-operated machine location.

   Vending machines are those coin-operated devices which dispense a product in exchange for a coin, i.e., soft drinks, candy, grooming aids, cigarettes, etc. Amusement machines include devices such as pinball, electronic games, pool tables, skeet ball, juke boxes, etc. Laundry machines include washers, hot air dryers and dry-cleaning machines.

Amusement machines, per machine	~~$10~~
1 to 10 vending machines	$~~50~~62.50
11 to 25 vending machines	$~~100~~125.00
26 or more vending machines	$~~150~~187.50
1 to 25 coin-operated washing machines and dryers	$~~50~~62.50
26 to 50 coin-operated washing machines and dryers	$~~100~~125.00
51 or more coin-operated washing machines and dryers	$~~150~~187.50

3. Commercial fishing: Net boats, long line and all other commercial non-charter fishing businesses which sell seafood for profit, either retail or wholesale, shall pay a fee based upon the greatest number of vessels.

First boat	~~$50~~100.00
Each additional boat	~~$25~~50.00

4. Contractors and subcontractors: The classifications below are as defined in Florida Statutes Section 489.105.

General contractor	~~$125~~187.50
Building contractor	~~$100~~200.00
Residential, sheet metal, roofing, electrical, class A air conditioning, mechanical, plumbing, and commercial swimming pool contractors and subcontractors	~~$75~~150.00
Class B air conditioning and residential swimming pool contractors and subcontractors	~~$50~~100.00
Class C air conditioning and swimming pool service contractors or subcontractors	~~$50~~100.00
Handymen and similar craftsmen	~~$25~~50.00
All other contractors and subcontractors not listed herein	~~$50~~100.00

5. Food and beverage establishments:

Restaurants, cafes, snack bars, dining rooms, lounges, taverns, nightclubs and the like, whether operating in conjunction with some other line of business or not, base minimum plus per seat	~~$50~~ 100.00 min $1.25 per seat
Snack counters, drive-ins, catering services, take-out services which maintain no seats, or like businesses which may provide some seating but whose primary nature of business is take-out or delivery of food and/or beverages	~~$50~~ 100.00

6. Gasoline stations (including marinas). The annual BT fee shall be based upon the maximum number of vehicles/vessels which can be serviced at any given time, in addition to other fees as may be required pursuant to this article.

1 to 4 vehicles/vessels	~~$50~~62.50
5 to 10 vehicles/vessels	~~$100~~125.00
11 to 15 vehicles/vessels	~~$150187.50~~
16 or more vehicles/vessels	~~$200~~250.00

7. Insurance:

Each insurance company writing any class of insurance upon any person or property residing or located within the city	~~$50~~100.00
Insurance agent or firm doing such business as agent or other representative of insurance company or companies, for each place of business	~~$100~~200.00

Each traveling or itinerant insurance agent or solicitor, soliciting business within the city	~~$100~~200.00
Insurance solicitors employed by, or representing, insurance agents who have an annual license as provided by this section	~~$50~~100.00

8. Leisure rentals: Businesses renting boats, yachts, jet skis, beach equipment, sailboats, motorcycles, mopeds, bicycles, or other similar equipment shall pay a BT fee based upon the number of units. The local business tax fee will be determined based upon the total number of leisure rentals the business or activity rents to the public within the corporate limits of Destin, with a list of individual locations of leisure rental setups to be provided by the business or activity making application for a BT receipt. The business owner or manager shall be responsible for making copies of the issued receipt, with a copy of said license to be distributed to each location site.

1 to 10 units	~~$50~~62.50
11 to 20 units	~~$100~~125.00
21 to 30 units	~~$150~~187.50
31 or more units	~~$200~~100.00

9. Marinas, dry docks, boat storage: Marinas, dry docks and boat storage annual license fees will be based upon the number of spaces for rent.

Spaces	Wet	Dry
1 to 3	~~$50~~65.50	~~$50~~62.50
4 to 10	~~$100~~125.00	~~$50~~62.50
11 to 20	~~$150~~187.50	~~$75~~93.75
21 to 40	~~$200~~250.00	~~$100~~125.00
41 to 60	~~$250~~312.50	~~$125~~156.25
61 or more	~~$300~~375.00	~~$150~~187.50

10. Professionals: The fees referenced in this section apply to each individual pursuing such profession or professional activities and not against the firm, partnership or corporation. Therefore, each individual must obtain a separate receipt rather than one (1) receipt being acquired by a firm, partnership or corporation. It shall be the responsibility of the principle of each firm to provide to the city a list of individual professionals working from or in the firm's office at the time of application, ant to notify the city each time additional professionals assume professional working activities from the office. Each professional is responsible for acquiring his/her individual license BTR and shall post the issued BTR in a conspicuous place in the office in which the professional conducts business activities.

Class 1: Accountants/certified public accountants, architects, attorneys, chiropractors, dentists, engineers, medical doctors, opticians, optometrists, psychiatrists, psychologists, surveyors, and veterinarians	~~$150~~225.00
Class 2: Real estate brokers and stockbrokers	~~$100~~200.00
Class 3: Real estate agents, barbers, beauticians, cosmetologists, electrologists, and others not referenced in class 1, class 2, or in the insurance category (item 7 above)	~~$25~~50.00

11. Rental units: All hotels, motels, houses, cottages, condominium units, trailer spaces, boardinghouses and all other units or spaces rented. The local business tax fee will be determined based upon the total number of rental units the business or activity manages within the corporate limits of Destin, with a list of individual locations of rental units to be provided by the business or activity making application for a BTR. The business owner or manager shall post the issued BTR in a conspicuous place in the office which manages the rental units.

1 to 4 units	~~$25~~31.25
5 to 10 units	~~$50~~62.50
11 to 50 units	~~$100~~125.00
51 to 100 units	~~$200~~250.00
101 to 200 units	~~$300~~375.00
201 to 500 units	~~$400~~500.00
501 or more units	~~$500~~625.00
Mini-warehouse storage facilities	~~$200~~300.00

12. Retail, wholesale, manufacturing, services, financial institutions, clubs, pawnshops, private schools, car rentals, hospitals, clinics, advertising agencies, consultants, etc. All financial institutions and businesses selling goods, either wholesale or retail; businesses for the manufacture or assembly of goods; businesses providing services; all clubs, including golf, racquetball, swimming, health, social and the like; miniature golf, water slides and bowling alleys; private schools of any description; automobile rental agencies; and wrecker towing services shall pay a fee based upon the total number of employees. An employee shall be defined as any person actively connected with the business working within the city limits. An affidavit may be requested to accompany the application for such BTR stating the greatest number of individuals employed during any twenty-four-hour period during the preceding business tax year. The City Manager or his designee shall be supplied proof of the number of employees upon demand.

1 to 5 employees	~~$50~~62.50
6 to 20 employees	~~$100~~125.00
21 to 50 employees	~~$150~~187.50
50 Or more employess	~~$200.00~~250.00

13. Taxicabs, limousines, buses, private ambulances, courtesy cars, delivery cars, etc.: The annual BTR fee shall be a per-unit charge.

Taxicabs, per unit	~~$50~~62.50
Limousines, per unit	~~$100~~125.00
Buses: up to 40 passengers, per unit	~~$100~~187.50
Buses: 41 or more passengers, per unit	~~$150~~250.00
Courtesy/delivery cars, private ambulances, per unit	~~$50~~62.50

14. Theaters: Annual BTR fees will be based upon seating capacity.

1 to 30 seats	~~$50~~62.50
31 to 100 seats	~~$100~~125.00
101 to 300 seats	~~$150~~187.50
301 to 500 seats	~~$200~~250.00
501 to 750 seats	~~$250~~312.50
751 or more seats	~~$300~~375.00

15. Miscellaneous.

Any business activity not listed	$~~200~~300.00

OTHER PERMITS AND LICENSES

329500 Rental Registration

The collection of administrative fees for the processing of applications for long- and short-term rental according to the following schedule: NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Chapter 13, Code of Ordinance Article 6 and Article 7
Responsible Department: Code Compliance Department

Long-term Rentals:

The registration is valid May 1st to May 1st.

Rental Unit	$50
Multiple rental units (i.e., apartment complex) located on one single parcel with onsite property management	$50 Single Registration fee Via the onsite property management
Multiple rental units not located on one single parcel and no available onsite property management	$50 Per Unit
Late Fee (after June 1st)	$50 After July 1st

Short-term Rentals:

Rental unit is a single-family dwelling unit as defined in Chapter 13, Code of Ordinance. The total fee may include an administrative (paper application) fee of $25, a reapplication fee of $25, in addition to the rental registration fee based upon building total area square footage (as per Okaloosa Property Appraiser Building File data) as follows:

Up to 2499 square feet (TOTAL SQUARE FOOTAGE)	$500
2500-4999 square feet	$600
5000+ square feet	$700

Additional short-term rental fees that may apply:

Administrative Fee (Paper Application	$25
Late Fee after March 31st	$100
Late Fee after June 1st	$500

329400 Livery Vessel Permitting

The Land Development Code provides that City Council will establish and collect fees for the issuance of Livery Vessel Permits. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Ordinance 17-02-CC
Responsible Department: Code Compliance Development

Livery Vessel Permit Fee	$100 Per Vessel
Late Fee, per vessel After March 1st of every calendar year	$25

329504 Beach Management Vendor Permits

The Land Development Code provides that City Council will establish and collect fees for the issuance of Beach Vendor Permits. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: LDC 11.08.03
Responsible Department: Code Compliance Department

Wheeled Vehicle Permit, per vehicle	$50
Beach Vendor Permit, per location	$150
Late Fee, per location	$25

329508 Sexually Oriented Business License

Ordinance 09-06-LC provides that City Council will establish and collect fees for the issuance of annual licenses for purposes of ensuring compliance with certain regulations. All licenses shall expire on September 30th of each year unless otherwise suspended or revoked. Applications for renewal shall be made at least 20 days before the expiration of the license. The fines for operating a sexually oriented business without business and employee licenses may be $250 to $500 and/or jail for a period not to exceed sixty days for each violation day.

Code Reference: Ordinance 09-06-LC
Responsible Department: Code Compliance Department

Initial Application Fee, per business	$250
Annual Renewal Fee, per business	$100
Initial Application Fee, per employee	$50
Each Additional License, per employee	$20
Annual Renewal Fee, per employee	$50
Annual Renewal of each additional license per employee	$10

354100 Code Violation Fines

These are fines assessed by the Code Board for non-compliance of violations. In the case of a first violation, the code enforcement board may order the violator to pay a fine not to exceed two hundred fifty dollars ($250.00) for each day the violation continues past the date set by the board's order for compliance.

In cases where the code enforcement board has found that a repeat violation has been committed, the board may order the violator to pay a fine not to exceed five hundred dollars ($500.00) for each day the repeat violation continues beginning with the date the repeat violation is found to have occurred by the code inspector.

Code Reference: Chapter 14 of the Code Ordinances, Section 14-81.
Responsible Department: Code Compliance Department

Special Magistrate

The Code of Ordinances provides that City Council will establish and collect fees for the prosecution of cases heard before the Special Magistrate.

Administrative Fee: $500.00

Code Reference: Code of Ordinance Section 14-81
Responsible Department: Code Compliance Department

Section 4 Miscellaneous: Parking Fees and Fines, Clerk's Office, Cemetery, Election Qualifying Fees, NSF returned check fee

344500 PARKING FACILITIES USER FEES

Harbor District: North of highway 98, the Marler, Community Center, and Zerbe parking lot fees are $20 for up to 24 hours.

Beach Zones: Parking in the beach zones south of Highway 98 is $20.00 for four (5) hours.

No parking is allowed between 11pm and 3am in the parking lots nor in the Beach Zones.

Code Reference: Resolutions 19-05
Responsible Department: Code Compliance Department

354300 PARKING FINES

Payments collected from parking fines related to parking issues throughout the City limits.

Parking Lot Fines in following areas: Marler, Zerbe, Community Center, Beach paid parking zones $100
Other parking infractions $100

Responsible Department: Code Compliance Department

351000 TRAFFIC FINES

A police officer may issue a ticket for any moving violation as set forth in the provision of the Code of Ordinances.

Code Reference: Florida Statutes 34.191; 142.03; 316.660; 318.21
Responsible Department: Community Development

341930 ELECTION QUALIFYING FEES

Elections for candidates running for office in accordance with the City's charter, Section 5.03 Qualifications. "Candidates for the offices of City Council member and Mayor shall qualify for such office by the filing of a written notice of candidacy with the designated city official, by the payment of any applicable qualifying fee at such time and in such manner as may be prescribed by ordinance." For the March 2004 election was $25 per candidate.

Code Reference: City Charter Section 5.03
Responsible Department: City Clerk's Office

364200 CEMETERY LOT SALES.

The City Code provides for City ownership and operation of cemeteries. The City has separate fees for both residents and non-residents.

Code Reference: Resolution 23-05
Responsible Department: City Clerk's Office

	RESIDENTS	
BURIAL LOT, EACH	1,350	
DISINTERMENT FEE	$257	
MAUSOLEUM NICHE	$618	
SEA MEMORIAL ENGRAVING	$200 per visit	
WEEKEND/HOLIDAY GRAVE MARKING	$77	

PUBLIC RECORDS DUPLICATION

Note: The City of Destin will expect/exclude all governmental agencies from photocopying and/or duplicating charges. This policy applies to federal, state, county, or municipal governments, their agencies, and divisions. All other exceptions are at the discretion of the City Manager.

COPIES, CERTIFIED COPY	$1 PER PAGE + PHOTOCOPY CHARGE
COPIES, COMPUTER DISC	$6 PER DISC
FAXED (LOCAL)	$0.10 PER PAGE
FAXED (LONG DISTANCE)	$0.30 FLAT RATE + PHOTOCOPY CHARGE
PHOTOCOPIES, AERIAL (LARGE-36"x60")	$10 PER PAGE
PHOTOCOPIES, AERIAL (SMALL- 24"x 36")	$5 PER PAGE
SITE PLAN Copies (36" x 24")	$2 PER PAGE
PHOTOCOPIES, DUPLEXED	$0.20 PER PAGE
PHOTOCOPIES, ONE-SIDED	$0.15 PER PAGE
SPECIAL SERVICE CHARGE	$24 PER HOUR OR $4 PER TEN MINUTE INCREMENT

**FAXED COPIES LIMITED TO 25 PAGES OR LESS AND 8.5"x14"

Adopted August 05, 2019
Revisions approved at June 15, 2020 Regular Council Meeting
Revisions approved at the September 7, 2021 Regular Council Meeting
Code Reference: Resolution 19-11; Resolution 20-13; Resolution 21-11

369000 NSF and returned check fee

The fee for returned checks paying for any City service, user fee, permit, license or payment of fines is $30 or 10% of check amount, whichever is greater.

RESOLUTION 25-10

A RESOLUTION OF THE CITY OF DESTIN, FLORIDA PROVIDING FOR AUTHORITY; AMENDING THE SCHEDULE OF FEES FOR FISCAL YEAR 2025; RESERVING THE RIGHT TO FURTHER AMEND THE SCHEDULE OF FEES; PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, City Charter, Section 3.13, stipulates that the City Council shall by ordinance adopt a budget on or before September 30th of each year; and

WHEREAS, the Government Finance Officers Association (GFOA) and National Advisory Council on State and Local Budgeting (NACSLB) provide established guidelines and standards for *Best Practices in Public Budgeting* and promote the adoption of an Account Guide establishing Schedule of Fees; and

WHEREAS, City Council has determined through previous adoptions that the City can benefit by establishing a comprehensive fee schedule;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Destin, Florida:

Section 1. Authority. Authority for enactment of this Resolution is Section 166.021, Florida Statutes, and Section 1.01 of the Destin City Charter.

Section 2. Account Guide – Revenues. The City of Destin hereby amends and establishes the Schedule of Fees set forth in Attachment "A" and as adopted by City Council.

Section 3. Reservation of Right to Further Amend the Schedule of Fees. The City Council of the City of Destin hereby reserves the right to further amend the Schedule of Fees set forth in Attachment "A" and as adopted by City Council through future action and by Resolution.

Section 4. Repealer Clause. All sections or parts of sections of any City of Destin's Ordinance or parts of Ordinances, and any City of Destin's Resolutions or parts of Resolutions, and any City of Destin's Policy or parts of Policy, which are in conflict herewith are hereby repealed to the extent of such conflict.

Section 5. Severability. If any portion of this Resolution, including Attachment "A," is determined by any Court to be invalid, the invalid portion shall be stricken and such striking shall not affect the validity of the remainder of the Resolution or Attachment "A."

Section 5. Effective Date. This Resolution shall take effect upon approval by the City Council and signature by the Mayor.

ADOPTED THIS 5th DAY OF MAY 2025.

By: _____

Robert T. Wagner, Mayor

ATTEST:

_____

Rey Bailey, City Clerk

ATTACHMENT A - Schedule of Fees

Section 1 Culture and Recreation: Library, Parks, Sports Complex, Community Center

Section 2 Building and Developers: Building Permits, Developer fees, Impact fees, Right-of-Way permits, Engineering, and Map fees

Section 3 Licenses and Permits: Business Tax Receipts (aka business licenses), Rental Registration (LTR/STR), Livery Permits, Vendor Permits, Marine Application Fees, Code Violations

Section 4 Miscellaneous: Parking Fees and Fines, Clerk's Office, Cemetery, Election Qualifying Fees

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347200 PARK AND RECREATION FEES 4

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Code Reference: Florida Statutes 166.201 Responsible Department: Parks & Recreation 4

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Section 1 Culture and Recreation

Fees to utilize specific recreational facilities to continue the operations and improvements of the park area. Fees are established for reservations and permits of recreational and park facilities to provide a user fee for programs wherever applicable within the City and to establish procedures for the collection of such fees.

347100 LIBRARY SERVICE FEES

Fees collected for library membership and services
Responsible Department: Library

MEMBERSHIP FEES (RESOLUTION 01-27)

Okaloosa County Residents	No charge
In-network, non-resident*	$40 per family per year
6-month out-of-network, non-resident	$30 per person
12-month out-of-network, non-resident	$60 per person

*In-network areas include the other 15 counties in the Panhandle Library Access Network (PLAN) https://www.plan.lib.fl.us/about-us/

SERVICE FEES

Lost items	Replacement cost
Sand in book/damaged cover	$3 re-wrap fee
Local fax	$1 per page
Long-distance fax	$2 per page
Printing – black and white	$0.15 per page
Printing – color	$0.25 per page
Replacement video case	$1.00
Replacement audiobook case	$3.00

347200 PARK AND RECREATION FEES

Fees collected for any type of program open to the public that is not athletic.

Code Reference: Florida Statutes 166.201
Responsible Department: Parks & Recreation

RECREATION & CULTURAL SERVICES		
Department and/or Service	**Fee Description**	**Current Rate**
Athletics	Youth & Adult Sports Residents, Per Player	$30.00 ($150 Tackle Football $80 NFL Flag Football)

Section 1: Culture and Recreation

	Youth & Adult Sports Non-Residents, Per Player	$50.00 ($225 Tackle Football $120 NFL Flag Football)
	Child of Volunteer Head Coach	no charge
	Cheerleading Uniform	$140.00
Team Sponsors	All Sports Adult & Youth (7yrs. & UP)	$300.00
	All Youth Sports (3-6yrs)	$200.00
	Youth Basketball (all ages)	$150.00
Tournament Fees	Rental Rate, per field – per day	$150.00, plus $20/hour per field with lights
	Gymnasium Rental, per gym – per day	300.00, plus $15/hour attendant fee
	Disc Golf Tournament, per player	$5.00 + tax
	Field Attendant fields A/B/C/D/F/G	$10.00 per hour, per field
	Admin fee	$100.00 per day
	Trash Clean Up	w/concession $75.00 per day w/o concession $150.00 per day
	Field Lining (excludes softball/baseball)	$150.00 per field
	Quick Dry, per bag	$20.00
	Temporary field fencing, per fence	$50.00
Rental – Recreational Facilities		
	Destin Community Center – price includes the following: kitchen usage, overhead sound system in gym, portable sound system and set up, microphone, podium, pull down screen with DVD in meeting rooms	Gym (Full) $100.00/hour Gym (Half) $50.00/hour Small Meeting Room $30.00/hour Large Meeting Room $50.00/hour Attendant $15.00/hour (after normal business hours)
	Stage rental	$100.00
	Tables – special event	$1.00 each
	Chairs – special event	$0.25 each
	Other Equipment/Supply Rental	Prices vary per item
	Special Event Set up/Breakdown Fee	$100.00
	Morgan Sports Complex Children's Park Pavillion, Buck Destin Park, Clement Taylor Park Pavillion, Leonard Destin Park Pavillion	$65.00 per day
	Alcoholic beverages permit	$200
	Park Water Source	$30.00 per day
	Park Electric Source	$10.00 per day
Rental – Ball Parks		
	Athletic Fields, Per Hour	$30.00 without lights $50.00 with lights
Programs/activities		
	After School Program Resident/Property owner	$120.00/month
	After School Program Non-Resident	$135.00/month

Section 1: Culture and Recreation

	After School Program – 2nd Child Resident/Property Owner	$110.00/month
	After School Program – 2nd Child Non-Resident	$125.00/month
	Spring Break Camp Resident/Property Owner	$150.00/week
	Spring Break Camp Non-Resident	$180.00/week
	Summer Recreation Resident/Property Owner	$85.00/week
	Summer Recreation Non-Resident	$100.00/week
	Daily "Drop In" Rate	$5/person
	Special Events/Specialty Camps/Other Instructor Led Classes	Prices vary (due to varying instructor charges)
Joe's Bayou		
	Residential daily launch/recovery fee, per trailer	$25
	Commercial daily launch/recovery fee, per trailer	$25
	Resident/non-commercial annual launch/recovery fee	$0 per household (1 pass) $0 per senior household, 65+ (1 pass) $50 per additional pass
	Non-resident/non-commercial, per household per year	$205
	Destin based commercial launch, per year	$1,030
	Commercial launch, non-Destin, per year	$2,060
	Pump out fee, Destin resident	No charge
	Pump out fee, non-resident, per usage	$5
Henderson Beach State Park Fees		
	Daily entrance pass	$30 per household (1 per household) $25 per senior household, 65+ (1 per household)

Section 2 Building and Developers: Construction Permits, Developer Fees, Impact Fees, Right-of-Way permits, Engineering, Marine Application Fees, Map Fees

The governing bodies of local governments may provide a schedule of fees, as authorized by statutes for the enforcement of the provisions of its building code. Such fees shall be used solely for carrying out the local government's responsibilities in enforcing the Florida Building Code. All permit, processing, and plan review fees are non-refundable unless extenuating circumstances are submitted, in writing, and approved by the Building Official. All required fees shall be paid prior to the issuance of any permit and at the commencement of any construction.

NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.
Code Reference: Section 125.56, F.S. Chapter 166.222; FS Section 468.631, 553.721, 553.80
Responsible Department: Community Development/Building Division

329505 Plan Review Fee

The following review fees are applicable to all building construction permits.

Plan Review Fee: All projects are subject to a review fee, which equals the greater of (50%) of the permit fee or actual cost, incurred by the City to include one resubmittal.

1. Projects greater than or equal to four-story and assembly occupancy over 5,000 square feet and/or large projects/developments determined by the Building Official shall be reviewed by a duly Florida Licensed Private Provider. The applicant shall pay the fee to the private provider for their review and the City will waive the Plan Review Fee.
2. The City may require, at the Building Official's discretion, a review of the single-family dwelling plans by a structural engineer. In this case, the applicant shall be required to pay the cost of this review.

3. All projects are subject to a review fee for Engineering/Erosion Control (341920) fee of $55 to be paid upon submittal.

4. FEMA Flood Zone Review: ALL projects within these zones are subject to a review fee for the Floodplain Review of $110.00.

5. Wetlands Protection: ALL projects in or adjacent to environmentally sensitive areas (wetlands & open water bodies) are subject to a review fee of $55. (341920)

6. Any additional resubmittal for review shall be assessed an additional review fee of $27.50 or 27.50% of the permit fee whichever is greater per division review. (341920)

Section 2: Building Permits and Developer Fees

329506 Contractor Registration Fee

An administrative fee will be charged to all contractors not licensed under FS 489 engaging in business in the City of Destin for which a permit is required. The administrative fee is for verification of state, county, and local licenses, as required by city ordinance and certificate of insurance from a Florida Licensed Insurance Company for General Liability 61G4-15.003(2)(c), and Worker's Compensation as required by FS 440.103, 440.41, 440.42, and 489.144.

Code Reference: Chapter 13 Art. IV, Sec. 13-75, Code of Ordinances
Responsible Department: Community Development/Building Division

Specialty Contractors- The City will charge one annual administrative fee for all contractors engaging in the practice of contracting in the City of Destin whose scope of work is identified in a specialty contractor's category.

Contractor annual administrative fee	$80.00

354250 (EBD05) Building Code Violations – Unsafe Code Fines and Fees

Fines and fees will be charged for noncompliance with the Florida Building Code to include the following items will be charged $100 for first citation, $300 for second citation, and a third citation will result in a summons to appear before the Construction Regulation Board:

- Failure to obtain a permit before commencing work
- Failure to post a notice of commencement
- Failure to obtain required inspections
- Failure to maintain proof of current workers' compensation or public liability insurance
- Failure to inform the City of change of name style, address, or that licensee has ceased qualifying as a business
- Making misrepresentation on a permit application

Failure to correct building code violations will be charged $500 for the first citation. The second citation will result in a Summons to Appear before the Construction Regulation Board.

Code Reference: City of Destin Ordinance 366 and Chapter 489 Florida Statutes
Responsible Department: Community Development/Building Division

322000 Building Construction Permit Fees

1. Permit Processing Fee: Administrative processing of $77.00 is applied to all permits.

2. Penalty Fee: Any work which commences prior to securing the appropriate permit or permits shall be charged double the permit fee rate, which shall be collected by the Building Division. (Note: in accordance with Ordinance 336, the Building Official may issue a citation to the contractor.)

3. Re-Permit Fee:

    a. Active permits (Change of Contractor): The fee for re-permitting any active permit will be 50% of the original building permit fee, no plan review fee, a $77 processing fee.
    b. Inactive permits (Expired): The fee for re-permitting any inactive permit will be regular fees, no plan review fee, and a $77 processing fee.

4. In accordance with Florida Statute, a Florida Building Code (FBC) Surcharge (208620) is collected on all Building Permits of 1% or a $2 minimum. In addition, a Building Code Administrators, and Inspectors Fund (BCAIB) Surcharge (208630) is also collected on all Building Permits issued in the amount of 1.5% or a $2 minimum. Both of these surcharges are remitted to the Florida Department of Professional Regulation.

5. All New (Heated and Cooled) Buildings or Structure Additions (includes Manufactured Buildings).

   a. Building Division Permit Fee: A permit for any new building or structure, or for any addition to an existing building or structure, or portion thereof is based on square footage of gross floor area multiplied by $0..22 per square foot.
   b. **P**lanning Division (329502) permit fee: Residential (Single Family – Attached/Detached or Duplex) is $0.06 per square foot of gross floor area. This fee includes the initial Certificate of Occupancy as-built site inspection.
   c. Engineering Division (341920) Permit Fee: Residential (Single Family –Attached/Detached or Duplex) is $0.08 per square foot gross floor area.
   d. Planning Division (329502) permit fee: Multiple Family and Commercial Structures. If applicable, the fee is $132. This fee includes the Certificate of Occupancy or Certificate of Completion and as-built site inspection.
   e. Engineering Division (341920) Permit Fee: - Multiple Family and Commercial Structures: If applicable, the fee is $330. This fee includes initial Erosion Control inspection and the Certificate of Occupancy or Certificate of Completion and as-built site inspection.

6. Other Structure Fee:
   a. Building Division Fee**:** For all other structures to include non-heated and cooled buildings, renovations, interior buildouts, sheds, decks, fences, site disturbance (applies to Planning & Engineering fees only),etc. the permit fee is $8.60 per $1,000 (or fraction thereof).
   b. Planning Division (329502) permit fee: Residential (Single Family Attached/Detached or Duplex): If applicable, the fee is $66.00. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.
   c. Engineering Division (341920) Permit Fee: Residential (Single Family Attached/Detached or Duplex): If applicable, the fee is: $66. The fee includes Certificate of Occupancy/Completion and as-built site inspection.
   d. Planning Division (329502) permit fee: Multiple Family and Commercial Structures: If applicable, the fee is $132. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.
   e. Engineering Division (341920) Permit Fee: Multiple Family and Commercial Structures: If applicable, the fee is: $165. This fee includes the Certificate of Occupancy/Completion and as-built site inspection.
   ~~f.~~

7. Commercial Signs.
   a. The Building Division Permit fee for all permanent signs is based on the total area of each sign (two-sided signs on the same structure are considered as one sign). The following fees per sign are as follows:

Up to 20 square feet	$71
Over 20 square feet	$110

   b. The Planning Division Permit fee (329502) for signs are established:
      i. If the sign will be mounted to an approved, existing structure, the permit fee is $44.

ii. If the sign will be mounted to a new structure, the permit-processing fee is $88.

c. Engineering Division (341920) Permit fee for ground signs only: $44.

8. Mobile/Manufactured Homes.
   a. The Building Division Permit fee for mobile/manufactured homes, blocked, and skirts and tie-downs, is $53.
   b. The Planning Division (329502) Permit fee for mobile/manufactured homes, blocked, with skirts and tie-downs fee is $66. This fee includes the initial Certificate of Occupancy/Completion as-built site inspection.
   c. The Engineering Division (341920) Permit fee for mobile/manufactured homes, blocked, with skirts and tie-downs fee is $55. This fee includes the initial Certificate/Completion as-built site inspection.

9. In Ground Swimming Pools and applicable water features (which includes all pool and water feature equipment, except electrical).
   a. Building Permit Fee:
      i. The fee for new residential swimming pools and applicable water features (excluding electrical fee) is $132.
      ii. The fee for new public swimming pools and applicable water features is $297.
      iii. The fee for renovations/repair/modifications: to existing public swimming pools and applicable water features is $110.00
   b. Planning Division (329502) Permit Fee: The fee for new swimming pools, applicable water features and level III alteration/renovations is $105.60.
   c. The Engineering Division (341920) Permit fee for new residential swimming pools, applicable water features and level III alteration/renovations is $82.50.

10. Antennas - Dish and tower, roof and ground installations.
    a. Domestic (Residential R3) installation: A permit is required only for those towers that are of such height that they cannot be contained on an owner's property if they fall. The permit fee is $53.
    b. Commercial (Non-Residential) installations: The fee is $8.60 per $1,000 (or fraction thereof).

11. Moving Buildings or Structures (excluding mobile homes): The fee to move any non-portable building or structure from one location to another location is $119.

12. Demolition of Buildings or Structures:
    a. Building Division Permit Fee: For the demolition of any building or structure, the fee is $111.00. In addition to the demolition permit, you must submit a notice of asbestos removal form to the asbestos Coordinator for Northwest Florida District of Florida Department Environmental Protection (FDEP). (Note: The present address is 160 Government Center, Pensacola, Florida 31501). No Plan Review Fee or State fee.
    b. Planning Division (329502) Permit Fee: The demolition permit fee is $66.
    c. Engineering Division (341920) Permit Fee: For the demolition of any building or structure, the fee is $27.50. This fee includes initial Erosion Control inspection and the Certificate of Completion and site inspection.

13. Docks, Boathouses, Bulkheads and Seawalls:
    a. Building Division Permit Fee: The fee for construction of docks, boathouses, bulkheads or seawalls is $16.30 per $1,000 (or fraction thereof).
    b. Planning Division (329502) Permit Fee: The permit fee is $33.

14. Land clearing:

a. Planning Division (329502) Permit Fee: The fee for all land clearing permits is $66.
b. Engineering Permit (341920) Fee: The fee for land clearing in lots 1 acre or less in size is $82.50. The fee for land clearing in lots over 1 acre in size is $165. Fee is based on lot size, not the land clearing/area of disturbance.

15. Protected Tree removal:
    a. Planning Division (329502) Permit Fee: The fee for removing any protected or preserved tree shall be $66.

16. Portable Buildings:
    a. Planning Division (329502) Permit Fee: $88
    b. Engineering Division (341920) Permit Fee: $55 (Floodplain)

17. Mobile Vending:
    a. Planning Division (329502) Permit Fee: $27.50 per location

18. Temporary Tents
    a. Building Division Permit Fee: $55
    b. Planning Division (329502) Permit Fee: $27.50

19. Solar Energy Systems Permit Fees: Signed Sealed Drawings required. The permit fee is $16.50per $1,000 (or fraction thereof).
20. Electrical Permit Fees:
    a. Electrical Service:

Temporary service to 100 amperes	$41.25
Low voltage systems i.e., tv, phone, sound, alarm (Exclude wireless security systems for 1 & 2 family)	$8.60per system
Electrical work for New construction, alteration, renovations, additions, generators, repairs, etc.	$16.50 per $1,000 of estimated
Meter/service change outs (to include gang meters)	$69 per meter
Functional check	$69

    b. Swimming Pools and applicable water features: The permit fee, which includes all pool and applicable water feature equipment grounding, and underwater lights, is $88.

21. Mechanical Permit Fees:
    Heat and Air Conditioning Unit (including heat pump) New or Change outs, refrigeration systems, commercial hoods systems, Incinerators, boilers, chillers, Mechanical repair is $16.50per $1,000 (or fraction thereof).

22. Plumbing Permit Fees:
    Plumbing for New construction, W/H change outs, repair/re-piping or renovations work is $16.50 per $1,000 (or fraction thereof).

23. Gas Permit Fees:
    Gas for New construction, W/H change outs, repair/re-piping or renovations work is $16.50 per $1,000 (or fraction thereof).

Section 2: Building Permits and Developer Fees

24. Fire Sprinkler/Suppression Systems Permit Fees:
    - New Construction, repair/re-pipe, renovation. modification is $16.50 per $1000 (or fraction thereof).

25. Utility Site/Infrastructure Permit Fees:
    a. Systems up to 20 devices (manholes, catch basin, storm drains) is $220 (Engineering Division 341920)
    b. Systems with over 20 devices is $385. (Engineering Division 341920)
    c. Planning Division (329502) fee is $132.
    d. Engineering Division (341920) Fee: $165

26. Parking Lot Resurface, Restripe and Overlay Permit Fees:
    a. Building Division fee is $130
    b. Planning Division (329502) fee is $132
    c. Engineering Division (341920) Fee is $82.50

27. Life Safety Inspection Permit Fee: For anyone who request or is required to have an inspection for general life safety or standard housing inspection which are outside of performing permitted construction activity, the fee is $69.

28. Re-inspection Fees: (All subsequent re-inspections shall be doubled the previous fee)

Building Division	Building Inspections	Initial re-inspection	80.00
		Second re-inspection	320.00
		Third or more re-inspection	320.00
Planning Division	Certificate of Occupancy -Site Insp	Single Family or Duplex	110.00
		Minor Development Orders	506.00
		Major Development Orders	676.50
Engineering Division	Certificate of Occupancy - Site Insp	Single Family or Duplex	110.00
		Minor Development Orders	165.00
		Major Development Orders	330.00
Eng. & Planning Div.	Certificate of Completion - Site Insp		55.00
Engineering Division	General Site	All Developments	55.00

29. Stop By/Walk Through Inspection Request Fee: The fee will be $80.

329503 Right-of-Way Fees

The Land Development Code provides that City Council will establish and collect fees for issuing Right of Way Construction Permits for work in the City's rights of way. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: LDC 8.01.00 & Resolutions 02-06, 02-23, 04-13, 04-15
Responsible Department: Community Development Department – Engineering Division

Utility right-of-way permit	$286
Right-of-way administration fee – Residential single/duplex	$44 per row
Right-of-way administration fee – Commercial or multi-family	$137.50 per row
Construction right-of-way – Nonresidential	$12.10 per 100 linear feet PLUS: $85.80 per road bore $286 per road cut $85.80 landscaping/irrigation
Commercial right-of-way – Nonresidential individual simple owner fee for hold harmless & maintenance agreement	$55
Commercial right-of-way – Nonresidential other ownership (corporate or trust) fee for hold harmless & maintenance agreement	$93.50
Residential (single or 2-family lot)	$12.10 per 100 linear feet PLUS: $23.10 per bore $286 per road cut $23.10 landscaping/irrigation
Residential (single or 2-family lot) Individual simple owner fee for hold harmless & maintenance agreement	$55
Residential (single or 2-family lot) other ownership (corporate or trust) fee for hold harmless & maintenance agreement	$93.50
Right-of-way inspections – Commercial satisfactory completion Initial inspection First site re-inspection Each subsequent re-inspection	 No charge $88 $143
Right-of-way inspections – Residential satisfactory completion Initial inspection First site re-inspection Each subsequent re-inspection	 No charge $71.50 $93.50
Right-of-way – vacation/easement	$2750

329502 LAND DEVELOPMENT REVIEW FEES (aka ZONING REVIEW FEES)

The Land Development Regulations provide that the City Council of the City of Destin, Florida will establish land development review, permit and other fees. Fees are set to cover the cost of the work associated with review, permitting, inspection and other activities associated with land development. The City may require, at its discretion, the review and advise of an expert consulting professional on any development application. Applicants will be responsible to reimburse the City for these outside costs plus a 10% Administrative Fee. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Land Development Code 18.01.00
Responsible Department: Community Development

DEVELOPMENT ORDER RELATED APPLICATIONS:

The following development order related application fees include first submittal reviews only. Subsequent submittal reviews and advertisement costs and mailing costs will be invoiced to the applicant at actual cost plus a 10% Administrative Fee. All invoices must be paid in full prior to submittal of additional submittal packages and/or the issuance of the Final Development Order (DO).

TYPE OF APPLICATION	APPLICATION FEE
Pre-Application Review - Residential	$50
Pre-Application Review - Non residential	$150
Developer's Agreement	$4500
Major Developments	$5500
Minor Developments	$3500
Major Deviations to a Major Development	$4500
Minor Deviations to a Major Development	$2500
Major Deviation to a Minor Development	$4500
Minor Deviation to a Minor Development	$2500
Simple Deviation	$1000
Planned Unit Development (PUD) (in addition to fee for subdivision, major development or minor development)	$4000
Landscaping Plan Review (if not submitted as part of a DO Application	$750
Outdoor lighting plan review (if not submitted as part of a DO Application)	$750
Development Order Exemption	$500

DEVELOPMENT ORDER CONSTRUCTION PERFORMANCE BONDS

Some development orders will require construction performance bonds. After City Engineering staff complete an inspection of the construction site against the development order and find the developer has satisfactorily met the requirements of the development order, the City will issue a bond release letter after payment of:

DESCRIPTION	FEE
341920 Engineering Fee (for Bond Inspection)	$80
341300 Administrative Service Fee	$250
341300 Bond Handling Fee	10% of Bond

Section 2: Building Permits and Developer Fees

Code Reference: Land Development Code 2.20.00 C3
Responsible Department: Community Development

SUBDIVISION RELATED APPLICATIONS:

The following subdivision related application fees include first submittal reviews only. Subsequent submittal reviews and advertisement costs and mailing costs will be invoiced to the applicant at actual cost plus a 10% Administrative Fee. All invoices must be paid in full prior to submittal of additional submittal packages and/or final approval.

TYPE OF APPLICATION	APPLICATION FEE
Major Subdivisions	$4500
Minor Subdivisions	$2000
Replat of Subdivision/Lot Reconfiguration	$1500
Lot Split	$1000
Deed of Gift	$1000
If easements follow the plat, replat, or lot reconfiguration and are executed by a separate document	$500 per easement

ORDINANCE AMENDMENT RELATED APPLICATIONS:

An applicant applying for any one of the following ordinance amendment related applications is responsible for paying to the City: administrative expenses, cost recovery for the use of outside consultants by the City to review the application, legal notice costs, and mailing cost at actual cost plus a 10% Administrative Fee.

TYPE OF APPLICATION	APPLICATION FEE
Comprehensive Plan Text Amendment	$2000
Comp Plan Future Land Use Map (FLUM) Amendment	$2000
Land Development Code (LDC) Text Amendment	$2000
LDC Rezoning Map Amendment	$2000
Code of Ordinance Text Amendment	$2000

BOARD OF ADJUSTMENT RELATED APPLICATIONS:

An applicant applying for any one of the following Board of Adjustment applications is responsible for paying to the City: administrative expenses, cost recovery for the use of outside consultants by the City to review the application, legal notice costs, and mailing cost, at actual cost plus a 10% Administrative Fee.

TYPE OF APPLICATION	APPLICATION FEE
Administrative Decision Appeal	$1000
Variance	$1000
Exception (Marina Siting Only)	$1000

TABLING AND/OR REHEARING:

The following fees are established for an applicant initiating tabling and/or re-hearing of an application at City Council, Local Planning Agency (LPA), Board of Adjustment (BOA), or Technical Review Team (TRT). The applicant is responsible for paying to the City administrative expenses, cost recovery for the use of outside consultant by the City to review the application, legal notice costs, and mailing cost, at actual cost plus a 10% Administrative Fee.

Section 2: Building Permits and Developer Fees

TYPE OF HEARING	FEE
City Council	$500
Local Planning Agency (LPA)	$500
Board of Adjustments	$500
Technical Review Team	$500

MISCELLANEOUS APPLICATIONS, FEES, & LETTERS:

TYPE OF APPLICATION, FEE, OR LETTER	FEE (Per Application or Letter)
Alcohol Licenses	$100
Zoning Compliance Letter	$100
FDEP Review Letter	$100
Re-Addressing for Convenience	$500
~~Home Occupation~~	~~$55~~
White Sands Compliance Inspection	$100
Each re-inspection due to failure of a previous inspection	$150
Dog Friendly Dining	$500
Conditional Use	$1500
Property Status Letter (Lien Requests) BLDG (329501)	$52.50
Home Solicitation Sales	$55
Change of Use Application Fee - Commercial	$500
Change of Use Application Fee - Short Term Rental	*$2000*
~~Change of Use Application Fee – Home Occupation~~	~~$50~~
~~Change of Use Application Fee – Mobile Vender~~	~~$25 per location~~
Parking Agreement Review	$500
White Sands Review	$100
Street Name Change	$500
Special Beach Event Permit - Residential	*$250*
Special Beach Event Permit - Commercial	*$500*
Outside Consulting Fee	*10% of invoice or $200 whichever is less*

Commented [SO1]: Need to confirm with Louis & Kim

324xxx IMPACT FEES

Fees charged to developers at the time of development for construction of facilities to serve the development site. Impact fees are based on the Impact fee study performed in 2007.

Code Reference: Land Development Code
Responsible Department: Community Development Department

324110 IMPACT FEES - PUBLIC SAFETY- RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$9

Residential, 500—749 sq. ft.	Dwelling	$11
Residential, 750—999 sq. ft.	Dwelling	$13
Residential, 1,000—1,499 sq. ft.	Dwelling	$16
Residential, 1,500—1,999 sq. ft.	Dwelling	$19
Residential, 2,000—2,999 sq. ft.	Dwelling	$23
Residential, 3,000—3,999 sq. ft.	Dwelling	$27
Residential, 4,000 sq. ft or more	Dwelling	$31
Mobile home/RV park	Pad	$21
Hotel/Motel	Room	$11

324120 IMPACT FEES - PUBLIC SAFETY – COMMERCIAL

Land Use Type	Unit	Fee
Retail/commercial	1,000 sq. ft.	$31
Office	1,000 sq. ft.	$18
Industrial	1,000 sq. ft.	$11
Warehouse	1,000 sq. ft.	$11
Church/Synagogue	1,000 sq. ft.	$11
School/college	1,000 sq. ft.	$11
Hospital	1,000 sq. ft.	$11
Nursing home	1,000 sq. ft.	$11
Other institutional	1,000 sq. ft.	$11

324210 IMPACT FEES - PHYSICAL ENVIRONMENT – RESIDENTIAL

The Net Positive Environmental Benefit Impact Fee is 25% of the cost of construction for all marinas, docks, piers or other similar development within the Destin harbor and canals adjacent to the Destin Harbor.

324220 IMPACT FEES - PHYSICAL ENVIRONMENT - COMMERCIAL

The Net Positive Environmental Benefit Impact Fee is 25% of the cost of construction for all marinas, docks, piers or other similar development within the Destin harbor and canals adjacent to the Destin Harbor.

3243X0 IMPACT FEES – TRANSPORTATION

These Fees help the city address development impacts on transportation to include traffic, roads, sidewalks, streetlights, and parking.

324310 IMPACT FEES - TRANSPORTATION - RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$583
Residential, 500—749 sq. ft.	Dwelling	$724
Residential, 750—999 sq. ft.	Dwelling	$855
Residential, 1,000—1,499 sq. ft.	Dwelling	$1,016
Residential, 1,500—1,999 sq. ft.	Dwelling	$1,198
Residential, 2,000—2,999 sq. ft.	Dwelling	$1,425
Residential, 3,000—3,999 sq. ft.	Dwelling	$1,677
Residential, 4,000 sq. ft or more	Dwelling	$1,896
Mobile home/RV park	Pad	$780
Hotel/Motel	Room	$981

Section 2: Building Permits and Developer Fees

324320 IMPACT FEES - TRANSPORTATION - COMMERCIAL

Land Use Type	Unit	Fee
Retail/shopping center	1,000 sq. ft.	$1,752
Discount Superstore	1,000 sq. ft.	$2,242
Bank, Walk-in	1,000 sq. ft.	$2,043
Bank, Drive-in	1,000 sq. ft.	$3,205
Supermarket	1,000 sq. ft.	$3,298
Convenience market	1,000 sq. ft.	$4,216
Golf Course	Acre	$548
Marina	Berth	$321
Racquet/Health Club	1,000 sq. ft.	$3,584
Restaurant, Fast Food	1,000 sq. ft.	$4,638
Restaurant, High Turnover	1,000 sq. ft.	$4,464
Restaurant, Sit-Down	1,000 sq. ft.	$3,244
Service Station	Fuel Position	$1,030
Office, General	1,000 sq. ft.	$1,404
Hospital	1,000 sq. ft.	$2,262
Nursing Home	1,000 sq. ft.	$786
Church/Synagogue	1,000 sq. ft.	$883
School/College	1,000 sq. ft.	$354
Day Care Center	1,000 sq. ft.	$2,048
Other Institutional	1,000 sq. ft.	$1,404
General Light Industrial	1,000 sq. ft.	$888
Warehouse/Storage	1,000 sq. ft.	$632
Mini-warehouse	1,000 sq. ft.	$319

324610 IMPACT FEES - LIBRARY - RESIDENTIAL

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$62
Residential, 500—749 sq. ft.	Dwelling	$78
Residential, 750—999 sq. ft.	Dwelling	$93
Residential, 1,000—1,499 sq. ft.	Dwelling	$112
Residential, 1,500—1,999 sq. ft.	Dwelling	$133
Residential, 2,000—2,999 sq. ft.	Dwelling	$160
Residential, 3,000—3,999 sq. ft.	Dwelling	$190
Residential, 4,000 sq. ft or more	Dwelling	$217
Mobile home/RV park	Pad	$149
Hotel/Motel	Room	$0

324620 IMPACT FEES - LIBRARY - COMMERCIAL

No Library Impact Fees are assessed for Commercial Development

Section 2: Building Permits and Developer Fees

324611 IMPACT FEES – RESIDENTIAL – PARKS

Land Use Type	Unit	Fee
Residential, less than 500 sq. ft.	Dwelling	$186
Residential, 500—749 sq. ft.	Dwelling	$235
Residential, 750—999 sq. ft.	Dwelling	$279
Residential, 1,000—1,499 sq. ft.	Dwelling	$335
Residential, 1,500—1,999 sq. ft.	Dwelling	$399
Residential, 2,000—2,999 sq. ft.	Dwelling	$479
Residential, 3,000—3,999 sq. ft.	Dwelling	$570
Residential, 4,000 sq. ft or more	Dwelling	$649
Mobile home/RV park	Pad	$447
Hotel/Motel	Room	$243

324621 IMPACT FEES – COMMERCIAL – PARKS

No Parks Impact Fees are assessed for Commercial Development

341920 ENGINEERING FEES

The Land Development Code provides that City Council will establish and collect certain fees for engineering services.

Code Reference: Resolutions 02-06, 02-23, 04-13, 04-15
Responsible Department: Community Development Department/Engineering Division

Development Order Review Fees:

TYPE OF APPLICATION:	***E&S Review Fee***	***Engineering Review Fee***	***Floodplain Review Fee***	***Re-Review Fee***
MAJOR DEVELOPMENT or DEVIATION	$200	$200	$25	$100
MINOR DEVELOPMENT or DEVIATION	$100	$100	$25	$50
SIMPLE DEVIATION	$100	$100	$25	$50

341940 MARINE APPLICATION FEES

The collection of residential and commercial application fees is for review by the Harbor Board and Staff. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: 11.05 Code of Ordinance
Responsible Department: Community Development/Planning Division

	Fee (Per Application or Letter)
RESIDENTIAL	$250
COMMERCIAL	$1000

Net Positive environment Benefit (NPEB) is 25% of the cost of construction for all work performed in the Destin Harbor.

341911 MAPS & PUBLICATIONS

Monies collected for providing copies, to include but not limited to, maps, plats and documents.

Responsible Department: Public Services/City Manager's Office (GIS)
Standard data fees: $3.10 / standard CD
$13.40 / standard aerial DVD
$13 / Aerial DVD

- Standard CD types are base vectors and aerial rasters. (Land use vectors available in future.)
- Base vector CD includes roads, water, 7.5-minute quads, quarter-quads, fire stations, city government buildings, libraries, parks, police stations, schools, flood zones, category storm surge, county border, city limits, zoning, future land use, community redevelopment agencies/areas, building footprints, digital elevations & aerial index.
- For parcels, contact Okaloosa County at 850-651-7958.
- In the future, free copies of standard CDs will be given quarterly to public library.
- Standard DVD types are base vectors and aerial rasters.
- Base vector DVD includes same layers as a Standard CD in un-zipped format.
- Aerial Raster DVD has same capacity as (3) CD's.

Standard Map Fees per page		
Size	Sparse Shading	Dense Shading
8.5 x 11 A	$2.60	$5.15
8.5 x 14	$2.60	$5.15
11 x 17 B	$5.15	$10.30
13 x 19	$5.15	$10.30
17 x 24 C	$10.30	$15.45
24 x 36 D	$15.45	$25.75
34 x 44 E	$25.75	$36.05

The above fees are based on map type, ink shading, and printing time, and color-copy fees at local company for small densely shaded maps. A map with over 25% of page shaded with solid ink is considered densely shaded. Custom requests are considered case by case with additional costs. Cost agreement may be in writing. Fulfilled only if costs are agreed upon, time is permitting, and media is practical. Includes but is not limited to:

- Any creation of new data.
- Any modification to existing data and maps.
- Any non-standard media (other than inkjet paper and CD's).
- Any non-standard format such as AutoCAD.dxf

Custom fees: $22.65 / hour staff rate (calculated in 15-min increments, no charge for first 15 min), plus media. $3.10 / 650mb CD media, $13.40 DVD media.

Section 3 Licenses and Permits: Business Tax Receipts (aka business licenses), Rental Registration (LTR/STR), Livery Permits, Vendor Permits, Marine Application Fees, Code Violations

Commented [NB2]: @Krystal Strickland The following fees have are increased based on **Florida Statute 205.033(b) allowances.**
•100 percent for business taxes that are $100 or less; and
•50 percent for business taxes that are between $101 and $300; and
•25 percent for business taxes that are more than $300 and
•25 percent for taxes levied at graduated or per unit rates.

316000 Local Business Taxes (aka Business Tax Receipts aka BTRs)

Fees levied by the City on all businesses, trades, and professions operating with the City or transacting business in interstate commerce where such tax is not prohibited by Sec. 8, Article 1 of the United States Constitution.

Local Business Tax Receipts are invoiced in July and due on October 1 each year. They expire September 30 the succeeding year. A Business Tax Receipt may be transferred to a new owner upon payment of a transfer fee and presentation of evidence of the sale and the original BTR. Receipt holders must comply with all applicable codes of the City and County, including building, fire, and health codes and zoning laws. Fees renewed after ~~Octo ber 14~~ September 30 are subject ~~to~~ up to ~~up to~~ 25% in penalties.

Code Reference: F.S. Chapter 166.201, 205.042, 205.043, 205.053, Sec. 13-40 Code of Ordinances
Responsible Department: Community Development/Building Division

1. Charter boats: All charter boat or fare-carrying boat businesses shall pay a per boat base fee plus a per passenger fee based upon Coast Guard certified passenger capacity.

Charter boats, per boat base	$~~50~~100 per boat
Charter boats, per passenger fee	$1.25 per passenger

2. Coin-operated machines: All businesses or activities utilizing coin-operated machines, except pay telephones, shall pay a BTR based upon the number of such machines. The local business tax fee will be determined based upon the total number of coin-operated machines the business or activity utilizes within the corporate limits of Destin, with a list of individual locations of coin-operated machines to be provided by the business or activity making application for a license. The owner of the business or activity shall make sufficient copies of the issued license for display at each coin-operated machine location.

   Vending machines are those coin-operated devices which dispense a product in exchange for a coin, i.e., soft drinks, candy, grooming aids, cigarettes, etc. Amusement machines include devices such as pinball, electronic games, pool tables, skeet ball, juke boxes, etc. Laundry machines include washers, hot air dryers and dry-cleaning machines.

Amusement machines, per machine	~~$10~~
1 to 10 vending machines	$~~50~~62.50
11 to 25 vending machines	$~~100~~125.00
26 or more vending machines	$~~150~~187.50
1 to 25 coin-operated washing machines and dryers	$~~50~~62.50
26 to 50 coin-operated washing machines and dryers	$~~100~~125.00
51 or more coin-operated washing machines and dryers	$~~150~~187.50

Section 3: Business Licenses and Permits

3. Commercial fishing: Net boats, long line and all other commercial non-charter fishing businesses which sell seafood for profit, either retail or wholesale, shall pay a fee based upon the greatest number of vessels.

First boat	~~$50~~100.00
Each additional boat	~~$25~~50.00

4. Contractors and subcontractors: The classifications below are as defined in Florida Statutes Section 489.105.

General contractor	~~$125~~187.50
Building contractor	~~$100~~200.00
Residential, sheet metal, roofing, electrical, class A air conditioning, mechanical, plumbing, and commercial swimming pool contractors and subcontractors	~~$75~~150.00
Class B air conditioning and residential swimming pool contractors and subcontractors	~~$50~~100.00
Class C air conditioning and swimming pool service contractors or subcontractors	~~$50~~100.00
Handymen and similar craftsmen	~~$25~~50.00
All other contractors and subcontractors not listed herein	~~$50~~100.00

5. Food and beverage establishments:

Restaurants, cafes, snack bars, dining rooms, lounges, taverns, nightclubs and the like, whether operating in conjunction with some other line of business or not, base minimum plus per seat	~~$50~~ 100.00 min $1.25 per seat
Snack counters, drive-ins, catering services, take-out services which maintain no seats, or like businesses which may provide some seating but whose primary nature of business is take-out or delivery of food and/or beverages	~~$50~~ 100.00

6. Gasoline stations (including marinas). The annual BT fee shall be based upon the maximum number of vehicles/vessels which can be serviced at any given time, in addition to other fees as may be required pursuant to this article.

1 to 4 vehicles/vessels	~~$50~~62.50
5 to 10 vehicles/vessels	~~$100~~125.00
11 to 15 vehicles/vessels	~~$150187.50~~
16 or more vehicles/vessels	~~$200~~250.00

7. Insurance:

Each insurance company writing any class of insurance upon any person or property residing or located within the city	~~$50~~100.00
Insurance agent or firm doing such business as agent or other representative of insurance company or companies, for each place of business	~~$100~~200.00

Section 3: Business Licenses and Permits

Each traveling or itinerant insurance agent or solicitor, soliciting business within the city	~~$100~~200.00
Insurance solicitors employed by, or representing, insurance agents who have an annual license as provided by this section	~~$50~~100.00

8. Leisure rentals: Businesses renting boats, yachts, jet skis, beach equipment, sailboats, motorcycles, mopeds, bicycles, or other similar equipment shall pay a BT fee based upon the number of units. The local business tax fee will be determined based upon the total number of leisure rentals the business or activity rents to the public within the corporate limits of Destin, with a list of individual locations of leisure rental setups to be provided by the business or activity making application for a BT receipt. The business owner or manager shall be responsible for making copies of the issued receipt, with a copy of said license to be distributed to each location site.

1 to 10 units	~~$50~~62.50
11 to 20 units	~~$100~~125.00
21 to 30 units	~~$150~~187.50
31 or more units	~~$200~~100.00

9. Marinas, dry docks, boat storage: Marinas, dry docks and boat storage annual license fees will be based upon the number of spaces for rent.

Spaces	Wet	Dry
1 to 3	~~$50~~65.50	~~$50~~62.50
4 to 10	~~$100~~125.00	~~$50~~62.50
11 to 20	~~$150~~187.50	~~$75~~93.75
21 to 40	~~$200~~250.00	~~$100~~125.00
41 to 60	~~$250~~312.50	~~$125~~156.25
61 or more	~~$300~~375.00	~~$150~~187.50

10. Professionals: The fees referenced in this section apply to each individual pursuing such profession or professional activities and not against the firm, partnership or corporation. Therefore, each individual must obtain a separate receipt rather than one (1) receipt being acquired by a firm, partnership or corporation. It shall be the responsibility of the principle of each firm to provide to the city a list of individual professionals working from or in the firm's office at the time of application, ant to notify the city each time additional professionals assume professional working activities from the office. Each professional is responsible for acquiring his/her individual license BTR and shall post the issued BTR in a conspicuous place in the office in which the professional conducts business activities.

Class 1: Accountants/certified public accountants, architects, attorneys, chiropractors, dentists, engineers, medical doctors, opticians, optometrists, psychiatrists, psychologists, surveyors, and veterinarians	~~$150~~225.00
Class 2: Real estate brokers and stockbrokers	~~$100~~200.00
Class 3: Real estate agents, barbers, beauticians, cosmetologists, electrologists, and others not referenced in class 1, class 2, or in the insurance category (item 7 above)	~~$25~~50.00

Section 3: Business Licenses and Permits

11. Rental units: All hotels, motels, houses, cottages, condominium units, trailer spaces, boardinghouses and all other units or spaces rented. The local business tax fee will be determined based upon the total number of rental units the business or activity manages within the corporate limits of Destin, with a list of individual locations of rental units to be provided by the business or activity making application for a BTR. The business owner or manager shall post the issued BTR in a conspicuous place in the office which manages the rental units.

1 to 4 units	~~$25~~31.25
5 to 10 units	~~$50~~62.50
11 to 50 units	~~$100~~125.00
51 to 100 units	~~$200~~250.00
101 to 200 units	~~$300~~375.00
201 to 500 units	~~$400~~500.00
501 or more units	~~$500~~625.00
Mini-warehouse storage facilities	~~$200~~300.00

12. Retail, wholesale, manufacturing, services, financial institutions, clubs, pawnshops, private schools, car rentals, hospitals, clinics, advertising agencies, consultants, etc. All financial institutions and businesses selling goods, either wholesale or retail; businesses for the manufacture or assembly of goods; businesses providing services; all clubs, including golf, racquetball, swimming, health, social and the like; miniature golf, water slides and bowling alleys; private schools of any description; automobile rental agencies; and wrecker towing services shall pay a fee based upon the total number of employees. An employee shall be defined as any person actively connected with the business working within the city limits. An affidavit may be requested to accompany the application for such BTR stating the greatest number of individuals employed during any twenty-four-hour period during the preceding business tax year. The City Manager or his designee shall be supplied proof of the number of employees upon demand.

1 to 5 employees	~~$50~~62.50
6 to 20 employees	~~$100~~125.00
21 to 50 employees	~~$150~~187.50
50 Or more employess	~~$200.00~~250.00

13. Taxicabs, limousines, buses, private ambulances, courtesy cars, delivery cars, etc.: The annual BTR fee shall be a per-unit charge.

Taxicabs, per unit	~~$50~~62.50
Limousines, per unit	~~$100~~125.00
Buses: up to 40 passengers, per unit	~~$100~~187.50
Buses: 41 or more passengers, per unit	~~$150~~250.00
Courtesy/delivery cars, private ambulances, per unit	~~$50~~62.50

Section 3: Business Licenses and Permits

14. Theaters: Annual BTR fees will be based upon seating capacity.

1 to 30 seats	~~$50~~62.50
31 to 100 seats	~~$100~~125.00
101 to 300 seats	~~$150~~187.50
301 to 500 seats	~~$200~~250.00
501 to 750 seats	~~$250~~312.50
751 or more seats	~~$300~~375.00

15. Miscellaneous.

Any business activity not listed	$~~200~~300.00

OTHER PERMITS AND LICENSES

329500 Rental Registration

The collection of administrative fees for the processing of applications for long- and short-term rental according to the following schedule: NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Chapter 13, Code of Ordinance Article 6 and Article 7
Responsible Department: Code Compliance Department

Long-term Rentals:

The registration is valid May 1st to May 1st.

Rental Unit	$50
Multiple rental units (i.e., apartment complex) located on one single parcel with onsite property management	$50 Single Registration fee Via the onsite property management
Multiple rental units not located on one single parcel and no available onsite property management	$50 Per Unit
Late Fee (after June 1st)	$50 After July 1st

Short-term Rentals:

Rental unit is a single-family dwelling unit as defined in Chapter 13, Code of Ordinance. The total fee may include an administrative (paper application) fee of $25, a reapplication fee of $25, in addition to the rental registration fee based upon building total area square footage (as per Okaloosa Property Appraiser Building File data) as follows:

Up to 2499 square feet (TOTAL SQUARE FOOTAGE)	$500
2500-4999 square feet	$600
5000+ square feet	$700

Section 3: Business Licenses and Permits

Additional short-term rental fees that may apply:

Administrative Fee (Paper Application	$25
Late Fee after March 31st	$100
Late Fee after June 1st	$500

329400 Livery Vessel Permitting

The Land Development Code provides that City Council will establish and collect fees for the issuance of Livery Vessel Permits. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: Ordinance 17-02-CC
Responsible Department: Code Compliance Development

Livery Vessel Permit Fee	$100 Per Vessel
Late Fee, per vessel After March 1st of every calendar year	$25

329504 Beach Management Vendor Permits

The Land Development Code provides that City Council will establish and collect fees for the issuance of Beach Vendor Permits. NOTE: 10% of all fees collected within this section shall be accounted for and deposited in a separate account designated to support development review/compliance quality process improvement initiatives.

Code Reference: LDC 11.08.03
Responsible Department: Code Compliance Department

Wheeled Vehicle Permit, per vehicle	$50
Beach Vendor Permit, per location	$150
Late Fee, per location	$25

329508 Sexually Oriented Business License

Ordinance 09-06-LC provides that City Council will establish and collect fees for the issuance of annual licenses for purposes of ensuring compliance with certain regulations. All licenses shall expire on September 30th of each year unless otherwise suspended or revoked. Applications for renewal shall be made at least 20 days before the expiration of the license. The fines for operating a sexually oriented business without business and employee licenses may be $250 to $500 and/or jail for a period not to exceed sixty days for each violation day.

Code Reference: Ordinance 09-06-LC
Responsible Department: Code Compliance Department

Initial Application Fee, per business	$250
Annual Renewal Fee, per business	$100
Initial Application Fee, per employee	$50
Each Additional License, per employee	$20
Annual Renewal Fee, per employee	$50
Annual Renewal of each additional license per employee	$10

354100 Code Violation Fines

These are fines assessed by the Code Board for non-compliance of violations. In the case of a first violation, the code enforcement board may order the violator to pay a fine not to exceed two hundred fifty dollars ($250.00) for each day the violation continues past the date set by the board's order for compliance.

In cases where the code enforcement board has found that a repeat violation has been committed, the board may order the violator to pay a fine not to exceed five hundred dollars ($500.00) for each day the repeat violation continues beginning with the date the repeat violation is found to have occurred by the code inspector.

Code Reference: Chapter 14 of the Code Ordinances, Section 14-81.
Responsible Department: Code Compliance Department

Special Magistrate

The Code of Ordinances provides that City Council will establish and collect fees for the prosecution of cases heard before the Special Magistrate.

Administrative Fee: $500.00

Code Reference: Code of Ordinance Section 14-81
Responsible Department: Code Compliance Department

Section 4 Miscellaneous: Parking Fees and Fines, Clerk's Office, Cemetery, Election Qualifying Fees, NSF returned check fee

344500 PARKING FACILITIES USER FEES

Harbor District: North of highway 98, the Marler, Community Center, and Zerbe parking lot fees are $20 for up to 24 hours.

Beach Zones: Parking in the beach zones south of Highway 98 is $20.00 for four (5) hours.

No parking is allowed between 11pm and 3am in the parking lots nor in the Beach Zones.

Code Reference: Resolutions 19-05
Responsible Department: Code Compliance Department

354300 PARKING FINES

Payments collected from parking fines related to parking issues throughout the City limits.

Parking Lot Fines in following areas: Marler, Zerbe, Community Center, Beach paid parking zones $100
Other parking infractions $100

Responsible Department: Code Compliance Department

351000 TRAFFIC FINES

A police officer may issue a ticket for any moving violation as set forth in the provision of the Code of Ordinances.

Code Reference: Florida Statutes 34.191; 142.03; 316.660; 318.21
Responsible Department: Community Development

341930 ELECTION QUALIFYING FEES

Elections for candidates running for office in accordance with the City's charter, Section 5.03 Qualifications. "Candidates for the offices of City Council member and Mayor shall qualify for such office by the filing of a written notice of candidacy with the designated city official, by the payment of any applicable qualifying fee at such time and in such manner as may be prescribed by ordinance." For the March 2004 election was $25 per candidate.

Code Reference: City Charter Section 5.03
Responsible Department: City Clerk's Office

Section 4: Miscellaneous Fees, Parking, Clerk, Cemetery

364200 CEMETERY LOT SALES.

The City Code provides for City ownership and operation of cemeteries. The City has separate fees for both residents and non-residents.

Code Reference: Resolution 23-05
Responsible Department: City Clerk's Office

	RESIDENTS	
BURIAL LOT, EACH	1,350	
DISINTERMENT FEE	$257	
MAUSOLEUM NICHE	$618	
SEA MEMORIAL ENGRAVING	$200 per visit	
WEEKEND/HOLIDAY GRAVE MARKING	$77	

PUBLIC RECORDS DUPLICATION

Note: The City of Destin will expect/exclude all governmental agencies from photocopying and/or duplicating charges. This policy applies to federal, state, county, or municipal governments, their agencies, and divisions. All other exceptions are at the discretion of the City Manager.

COPIES, CERTIFIED COPY	$1 PER PAGE + PHOTOCOPY CHARGE
COPIES, COMPUTER DISC	$6 PER DISC
FAXED (LOCAL)	$0.10 PER PAGE
FAXED (LONG DISTANCE)	$0.30 FLAT RATE + PHOTOCOPY CHARGE
PHOTOCOPIES, AERIAL (LARGE-36"x60")	$10 PER PAGE
PHOTOCOPIES, AERIAL (SMALL- 24"x 36")	$5 PER PAGE
SITE PLAN Copies (36" x 24")	$2 PER PAGE
PHOTOCOPIES, DUPLEXED	$0.20 PER PAGE
PHOTOCOPIES, ONE-SIDED	$0.15 PER PAGE
SPECIAL SERVICE CHARGE	$24 PER HOUR OR $4 PER TEN MINUTE INCREMENT

**FAXED COPIES LIMITED TO 25 PAGES OR LESS AND 8.5"x14"

Adopted August 05, 2019
Revisions approved at June 15, 2020 Regular Council Meeting
Revisions approved at the September 7, 2021 Regular Council Meeting
Code Reference: Resolution 19-11; Resolution 20-13; Resolution 21-11

369000 NSF and returned check fee

The fee for returned checks paying for any City service, user fee, permit, license or payment of fines is $30 or 10% of check amount, whichever is greater.

ITEM # 2025-577

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 4.D.

TO: City Council

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

FROM: Jamie Haynes

DATE: May 1, 2025

SUBJECT: Employee Manual Update

I. BACKGROUND:

On October 2, 2023, the Human Resources Director, through the City Attorney, requested that future amendments to the Employee Manual be adopted by resolution, rather than through the more extensive ordinance process. Council had no objections. This change simplifies administrative procedures, allowing for more timely and flexible updates to personnel policies, while preserving transparency and Council oversight.

The Employee Manual was adopted in July 1988 - and Revised: Feb. 1996, Jun. 2003, Dec. 2008, Nov. 2009, Nov. 2020. The most recent version is attached in strikethrough and underline form showing the current proposed revisions to the current Employee Manual.

II. DISCUSSION: The Human Resources Director is now providing a summary of proposed changes, as follows:

1. Staff has completed a targeted update to the Employee Manual to revise the City's leave policies:

- Paid Time Off (PTO) Policy Adoption
  - A new PTO system has been implemented that consolidates sick leave, vacation leave, and personal time into a single bank.
  - Employees hired before May 10, 2025, will retain access to their legacy sick and vacation leave balances.
  - PTO accrual rates, usage procedures, carryover limits, and separation payouts have been formalized in a new Section 33 of the Manual.

- Elimination of Sick and Vacation Leave Accruals:
  - Separate sick and vacation accrual programs have been rescinded.
  - Section 35 (formerly Vacation Leave) is now marked as intentionally left blank.

- Manual-Wide Language Updates:
  - All references throughout the Employee Manual have been updated to consistently reflect the new PTO policy structure.
  - Terms such as "sick leave" and "vacation leave" have been replaced with "PTO" or accrued leave where applicable.

A. Link to Strategic Goals / Objectives: Financially Sound City Providing Service Excellence.

B. Effect on Budget (EOB): No effect on budget.

C. Level of Service (LOS):

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Staff will bring back updates to each section of the Employee Manual as they are completed.

IV. RECOMMENDED MOTION: I move to approve the 5.5.2025 revisions to the Employee Manual with an effective date of 5.10.2025.

Attachments:

1. EXHIBIT A TO RESOLUTION Employee Manual Revision 5.5.25
2. Resol No 25-12 HR Manual Update01 _May 5 2025

Personnel
Rules & Regulations



Updated November 2020

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CITY OF DESTIN
PERSONNEL RULES AND REGULATIONS

SECTION 1 Authority

The authority for the enactment of this ordinance is Article I, Section 1.01 (a) of the City Charter and Section 166.021, Florida Statutes.

SECTION 2 Purpose

These rules set forth the principles and procedures to be followed by the City of Destin in the administration of personnel policies. The objective of these rules is to provide reasonable, fair and equitable treatment for all City employees and to ensure that the citizens served by the City derive the benefits and advantages which can be expected from a component staff of City employees.

SECTION 3 Positions Covered

These rules shall apply to all positions and officers in the City's classified service. The following are exceptions and are not covered:

- Chairman and Members of the Destin City Council
- City Manager
- City Attorney
- Contractual Employees
- Appointed Members of Boards or Committees
- Mayor

SECTION 4 Amendments and Revisions

Amendments and revisions of these rules shall be initiated by the City Manager annually, or as required by the State of Florida, with recommendations made to the City Council for adoption.

SECTION 5 Application

All positions existing and hereinafter created within the City's services, except those listed in Section 3 above, are placed within the jurisdiction of the City and shall be subject to the rules and procedures as are indicated in this ordinance, or as are set forth by action of the City Council. The policies described herein are not intended, nor are they to be construed, to create a contract between the City and its employees. Further, it is specifically understood that all employees are terminable at will and none of the personnel rules and regulations give rise to any due process rights. All grievance and complaint procedures, including those procedures where a Hearing Officer may be requested, shall not place any burden upon the City or the Hearing Officer to make any findings of fact or conclusions of law. Further, no appeal from a final decision as provided within these internal procedures may be taken to any judicial, administrative or quasi-judicial forum.

SECTION 6 Implementation

The responsibility for implementing the provisions of this ordinance is hereby vested in the City Manager or his/her designee.

SECTION 7 Equal Opportunity Employer

The City of Destin, Florida, is an equal opportunity employer and is pledged to provide equal employment opportunity without regard to race, age, color, religion, national origin, marital status, disability, or sex. This pledge applies to all employees and to all applicants for employment with regard to recruiting, hiring, placement, promotion, transfer, demotion, advertising, or solicitation for employment, rates of pay, or other forms of compensation, treatment while employed, training, lay-off or termination.

Whenever possible, the City will always give consideration to qualified City employees when filling job vacancies. If no City employee either qualifies for or desires to be transferred or promoted to a vacancy, then recruiting efforts will seek applicants from other sources.

SECTION 7.1 Anti-Harassment (*from Ordinance 109.4)*

The City of Destin is opposed to and will not tolerate any unlawful harassment of its employees. The City makes every effort to maintain an atmosphere which will enable employees to perform their work without sexual, racial, and/or ethnic harassment, intimidation and/or without creating an offensive work environment. Sexual, racial, and/or ethnic harassment consisting of the use of derogatory terms, jokes or any conduct or comment that disparages someone because of their race, national origin, sex, age or ethnicity. The City will not tolerate such harassment of its employees by anyone. Persons guilty of unlawful harassment will be subject to discipline up to and including discharge. The City is also equally opposed to bad faith claims of sexual harassment which means claims of sexual harassment that have no rational basis in fact or justifiable employee perception and are deliberately designed to effect adversely the employment or personal reasonable relationships of persons against whom the complaint is made.

Sexual harassment can include so called "cheesecake" or "beefcake" calendars, graffiti, or other sexually suggestive or offensive materials. It is defined as:

Unwelcome sexual advances, requests for favors, and other verbal or physical conduct of a sexual nature constitute sexual harassment when:

1. submission to such conduct is made either explicitly or implicitly a term or condition of an individual's employment;

2. submission to or rejection of such conduct by an individual is used as a basis for employment decisions affecting such individual; or

3. such conduct has the purpose or effect or unreasonably interfering with an individual's work performance or creating an intimidating, hostile, or offensive working environment

Any employee who believes he/she is being unlawfully harassed by a department head, supervisor, co-worker, or anyone else, including the City Manager or Council Member, should contact Human Resources or complete a Harassment Complaint Form.

All employees have the obligation to understand this policy and to understand what type of conduct and/or language can constitute harassment and agree not to engage in such conduct. All City Personnel should also understand that they will be subject to discipline up to and including discharge for any violations.

Further, all personnel have an affirmative obligation to report such conduct, and will not be subject to any discipline for doing so.

SECTION 7.2 Procedure

The City of Destin establishes the following procedure for investigating and resolving claims of unlawful harassment, including sexual harassment, or other types of claims or problems dealing with improper personal behavior, which either has caused, or in the opinion of management, has the potential of causing disruption or interference with the operation of the City:

1. All employees have been informed as to the City's policy concerning unlawful harassment. All management has been advised concerning improper personal involvement with others and behavior towards others. All such claims should be reported within a reasonable time frame and will be investigated and handled by the City Manager or Human Resources immediately. If the allegation or claim is against the City Manager, then the investigation will be handled by the City Attorney or designee.

2. Because of the extremely sensitive nature of these types of problems and the potential "spill over effect" to the job future as well as the personal lives of all involved:

    a. A file for each complaint or problem reported will be opened by the City Manager or designee, which will be separate from the personnel files of individuals involved. The file will be confidential to the extent permitted by law.

    b. An investigation will be conducted by the City Manager or designee and management personnel as appropriate.

    c. Where appropriate, disciplinary action up to and including discharge will be taken.

d. Where appropriate, those persons directly involved will be made aware of the decision and documentation entered into the confidential file.

Because of the extremely sensitive nature of these types of claims and cases, investigators will request all persons interviewed to keep the contents of their interview confidential to the extent permitted by law.

Management personnel who discuss cases in which they or any of their employees are involved with anyone other than those persons directly involved, will be subject to discipline, including discharge, unless they have been given specific instructions to the contrary.

Any questions about this policy should be addressed to the City Manager.

SECTION 8 Definitions

As used in these rules, unless the context clearly requires otherwise, the following words shall have the meaning herein given them.

SECTION 8.1 Allocate

The act of assigning each position to its proper class.

SECTION 8.2 Anniversary Date

The recurring date of original appointment or the date of promotion, except that such shall be adjusted for suspensions, unauthorized leaves of absence, and separation and re-employment.

SECTION 8.3 Appeal

An application for review of an alleged grievance.

SECTION 8.4 Appointment

The offer and acceptance by a person of a position either on a permanent, part-time, temporary or seasonal basis. A temporary appointment shall terminate automatically upon completion of the activity necessitating the appointment.

SECTION 8.5 Class/Classification

A position or group of positions having similar duties and responsibilities, requiring similar qualifications, which can be properly designated by one title indicative of the nature of the work and which carry the same salary range.

SECTION 8.6 Compensatory Time

Time off from work in lieu of monetary payment for having worked in excess of forty (40) hours during a work week.

SECTION 8.7 Continuous Service

Employment in the classified service which is uninterrupted except for authorized leave(s) of absence.

SECTION 8.8 Demotion

The assignment of an employee to a position in a lower class and/or having a lower maximum salary than the class from which the assignment is made.

SECTION 8.9 Department Head/Division Head

An employee responsible for the day-to-day operation of a major division of the City and work force assigned to it, whose responsibility includes developing efficient work schedules, proper assignment of personnel for efficient operation, budgeting expenses, developing the potential of employees in the division and keeping the City Manager informed as to the progress of the division. The Department Head generally shall authorize disciplinary action deemed necessary for the orderly and efficient operation of the division subject to the approval of the City Manager.

SECTION 8.10 Full-Time Employee

An employee working a forty (40) hour week in either a permanent or probationary position, budgeted on an annual basis.

SECTION 8.11 Job Description

A written statement describing the duties and responsibilities and entrance qualification requirements of a position.

SECTION 8.12 Layoff

The involuntary, non-disciplinary separation of an employee from employment with the City.

SECTION 8.13 Overtime

Time worked in excess of **forty** (40) hours per work week for those persons not working in an exempt position under FLSA guidelines.

SECTION 8.14 Part-Time Employee

An employee working less than thirty-four (34) hours per week who is paid on an hourly basis for those actually worked and who is not entitled to City benefits.

SECTION 8.15 Pay Status

An employee who is physically at work or is on an approved leave of absence with pay.

SECTION 8.16 Position

A group of duties assigned to one person or job.

SECTION 8.17 Probationary Employee

Any employee who is serving his/her probationary period following original appointment (hiring) or following promotion, prior to being regularly appointed to a regular position and class in the classified service.

SECTION 8.18 Probationary Period

A specified period of time whereby the employee's performance is carefully evaluated in order to attain regular status. At any time during the probationary period, the Department Head may recommend termination and/or the City Manager may terminate the employee. Any termination prior to expiration of the probationary period shall be final with no right of appeal of any type.

SECTION 8.19 Promotion

The assignment of an employee to a position in a higher class and/or having a higher maximum salary than the position from which the assignment is made.

SECTION 8.20 Regular Employee

An employee who has been appointed to a regular, full-time or part-time position in the classified service in accordance with the provisions of these rules after completing a probationary period.

SECTION 8.21 Regular Position

Any position (vacant or filled), without time limitations or special restrictions as to continued employment, which is designated as such by the budget or by the Council.

SECTION 8.22 Regular Status

A classification conferred upon an employee in a position designated by the City budget and who has satisfactorily completed a probationary period.

SECTION 8.23 Temporary Employee

An employee holding a position other than regular, except as provided in the rules, which is of temporary, seasonal, casual, or emergency nature. A temporary employee is not entitled to City benefits.

SECTION 8.24 Temporary Position

All positions that are not designated as regular.

SECTION 8.25 Transfer

The voluntary or involuntary change of an employee's assignment from one position to another position of a substantially similarly level.

SECTION 8.26 Work Day

The scheduled number of hours an employee is assigned to work.

SECTION 8.27 Work Period

The scheduled number of hours an employee is assigned to work during two (2) calendar weeks, for which the employee receives a bi-weekly paycheck. This also may be known as the Pay Period.

SECTION 8.28 Work Week

The scheduled number of hours an employee is assigned to work during a calendar week.

SECTION 8.29 Vacancy

A position not occupied, for which funds are available.

SECTION 8.30 Exempt Employee

Executive, professional, managerial, or administrative employees within the organization who are exempt from wage and hour law requirements and are not paid overtime or compensatory time for hours worked over forty (40) hours in a seven (7) day period.

SECTION 8.31 Non-Exempt Employee

Support personnel who are eligible for overtime and compensatory time payment at the rate of one and one-half times the regular hourly rate for actual work required beyond forty (40) hours in a seven (7) day work week.

SECTION 8.32 Short-Term Leave Without Pay

Time away from the job without pay for up to thirty (30) days. Leave without pay may be granted upon approval by the City Manager. The City will continue benefits, regardless of reason for leave.

SECTION 8.33 Extended Leave Without Pay

Time away from the job without pay for period in excess of thirty (30) consecutive days, not to exceed one (1) year. A leave of absence may be granted upon approval by the City Manager, however, the employee may lose his/her benefits after thirty (30) days.

SECTION 9 Recruitment

The goal of the City of Destin is to select the best qualified individual without regard to race, color, religion, national origin, marital status, sex, age, or physical or mental disability.

The City shall treat all job candidates uniformly and give close attention to internal promotion.

SECTION 9.1 Job Vacancies – General

All vacancies in the City workforce shall be filled by original appointment, promotional appointment, re-employment, reinstatement, transfer, or demotion. Upon approval of the city Council, a commercial employment service may be used to recruit and procure prospective candidates for original appointment vacancies at the level of Department Head.

SECTION 9.2 Notice of Vacancy

When a vacancy occurs within a Department, the Department Head shall notify the City Manager and request a replacement to fill a temporary or regular position. The City Manager's approval is required prior to notice of a vacancy being issued.

SECTION 9.3 Sources of Recruitment

All job vacancies below the level of Department Head shall be posted in-house for promotional or transfer consideration. Where there is no in-house appointment for the position:

- The Florida State Employment services may be notified of the vacancy.

- Applications will be accepted only when there is a vacancy and applications will only be active for a period not to exceed ninety (90) days.
- Advertisements shall be placed in local newspapers or professional journals, or both.
- Organizations reaching minorities, women, and disabled individuals may be notified.

SECTION 9.5 Recruitment Area

Individuals shall be recruited from a geographical area as wide as is necessary to assure obtaining qualified candidates for the various types of positions. The City Manager reserves the right to establish residency requirements for employment. Specific response time requirement for employees in Departments where quick response time is essential may be required.

SECTION 9.6 Veteran's Preference

Veterans, spouses of totally and permanently disabled veterans, and spouses of Missing in Action persons shall receive preference in employment and, in retention should a layoff occur. This preference is in compliance with "Veteran's Preference in Appointment and Retention In Employment" rule, Chapter 22VP-1 of the Florida Administrative Code.

SECTION 10 Hiring

SECTION 10.1 Application for Employment

All applicants shall complete forms relevant to the requirements of the position or vacancy for which they are applying. References may be required.

SECTION 10.2 Interviewing

All applications shall be carefully screened and referred to the appropriate Department Head for further review. The Department Head shall notify applicants they desire to interview. The City Manager or his/her designee shall set up and control the interview schedule. Department Heads shall make every effort to adhere to the interviewing schedule.

SECTION 10.3 Testing

The City Manager or designee may test specific applicant skills that are required to fulfill the duties of the vacancy. Such tests shall be designed and the parameters for satisfactory completion shall be promulgated by the head of the affected department. All testing shall be consistent with State and Federal regulations concerning employee selection.

SECTION 10.4 References

The City Manager, or designee shall make any necessary contacts for the purpose of checking references. References shall preferably be obtained by telephone, but where necessary, written reference checks will be made. When written reference checks are required, applicants will be offered employment with the understanding that their employee status is dependent upon the results of reference checks.

Falsification or withholding of pertinent information shall result in immediate termination of the interviewing process or of employment.

SECTION 10.5 Pre-employment Drug Screen/Physical Examinations

Pre-employment drug screen and physical examination requirements are specified in Section 15, Medical Examinations.

SECTION 10.6 Selection and Notification of Offer

The Department Head shall select the applicant whose qualifications most ideally meet the requirements of the vacant position. The Department Head shall recommend to the City Manager the name of the applicant selected.

Upon approval of the City Manager, the Department Head may notify the successful applicant of the offer of employment.

Department Heads are selected by the City Manager and approved by City Council. Notification and offer to the successful applicant is made by the City Manager.

SECTION 10.7 Disqualification of Applicants

The Department Head or City Manager may remove from further consideration, at any time, the application of any applicant who:

- Does not possess the minimum job-related qualifications
- Has made false statements of any material fact or practiced deception in the application.
- Fails to pass the required drug-screen test.
- Fails to accept appointment within two (2) days or report for duty within the time prescribed in the offer.

SECTION 10.8 Notice of Rejection of an Application

Whenever an application or applicant is rejected, notice of such rejection shall be given to the applicant by the City Manager's office.

SECTION 10.9 Application Files

Only active applications of qualified unsuccessful candidates will be considered if the position(s) the applicant initially applied for becomes vacant.

SECTION 10.10 Reporting for Duty

A new employee shall be instructed to report directly to the Department in which he/she will be working on the first day of work for in-processing.

SECTION 11 Hiring Part-Time Employees

A continuous year-round position budgeted for less than an average of thirty-four (34) hours per week and paid on an hourly basis for hours actually worked shall be designated a part-time appointment.

Part-time employees may be recruited, hired, evaluated after the usual probationary period to receive regular part-time status, and reviewed on his/her anniversary date for determination for eligibility for a merit increase in the same manner as full–time employees. Part-time employees may also be eligible for any special annual salary increase afforded to full-time employees by the City Council. Part-time employees shall not be entitled to other benefits offered to full-time employees.

SECTION 12 Hiring Former Employees

SECTION 12.1 Procedure

A former employee may be rehired providing the following conditions are met:

- His/Her qualifications meet the requirements of the vacant position.
- He/she had been an employee in good standing at the time of separation.

The City Manager shall review the personnel folder of a former employee prior to actual job offer to recommend whether to rehire, based on previous employment record.

A former employee who is rehired shall be processed in the same manner as a new hire to also include a pre-employment drug screen.

SECTION 12.2 Terms

For purposes of computing benefits due, the employee shall be considered as a new appointment and shall serve the required probationary period.

SECTION 13 Hiring Temporary Employees

A temporary employee may be recruited to assist in the handling of peak workloads, seasonal employment, casual employment or employment of an emergency nature. A temporary employee shall not be used to fill a continuing full-time position.

A temporary employee shall not be entitled to City fringe benefits.

If a temporary employee changes status to a regular position, the employee shall be considered as a new hire at the time that employee's status is changed unless otherwise designated by the City Manager.

The provision of this Section shall not apply to temporary reassignments of a regular employee nor to restructuring of an employee's job description.

Department Heads may request the hiring of temporary employees. Requests must be justified by the Department Head and submitted to the City Manager for his/her approval. Preferably such request should be submitted during the budget process.

SECTION 14 Employment of Minors

All persons employed by the City should be a minimum of seventeen (17) years of age. Where it is not possible to recruit a qualified applicant who has reached his/her seventeenth birthday, employment of a younger person may be considered if approved by the City Manager.

Prior to employing a minor under sixteen (16) years of age, the City Manager's Office shall complete an Application for Employment Certificate that shall be obtained by the minor from the County Superintendent of Schools or such other person designated by the Superintendent to issue certificates.

Unless married, all minors who have not reached age eighteen (18) at time of hire shall be required to have an Age Certificate. This certificate shall be obtained through the same channels as the Application for Employment Certificate.

The Employment Certificate and the Age Certificate shall remain in the employee's personnel file.

SECTION 15 Medical Examinations

SECTION 15.1 Pre-Employment Examinations

Once a prospective employee has been offered employment, he/she shall be required to undergo a pre-employment medical examination through a City designated physician. This examination shall be in addition to the medical history statement. Applicants may also be required to take a pre-employment psychological examination. The City of Destin does comply

with the provisions of the Americans with Disabilities Act in making the final determination of employment as it relates to the essential functions of the position.

The City reserves the right to require employees to submit to examination by a physician which will be paid for by the City under circumstances where the City deems it necessary to protect the employee from physical harm and/or the City from potential liability.

SECTION 15.2 Drug Screen

The City of Destin is a "Drug Free" workplace. All employees will be subject to a drug screen at the City's expense prior to their employment with the City. The results of these tests may be used to determine the eligibility of a candidate for employment.

In relation to workmen's comp claims, an employee will also be subjected to a drug-screen. (A copy of the Drug-free Workplace is included in this policy.)

SECTION 16 Nepotism

It is the policy of the City that no employee shall be hired to work under the direct supervision of a relative as defined below, except in accordance with the terms of this subsection:

- If two employees change their family relationship by adoption or other means so as to come in conflict with these prohibitions, one of them shall be transferred to a different Department, if possible, or separated from City service.

The relative of an official or an employee shall be defined as the following relationships: parent, sibling, uncle, aunt, first cousin, nephew, niece, parent-in-law, child-in-law, sibling-in-law, stepparent, stepsibling, half-sibling or child. If related employees are eligible for promotion, advancement or a raise in pay or status, other than cost of living increases, the appropriate Department Head shall make a special evaluation of the proposed change and report to the City Manager for a determination before any change takes place.

SECTION 17 Orientation

The City recognizes the importance of a sound indoctrination program so that the employee shall have a clear understanding of his/her duties, how to perform them and the relationship to the Department and the overall operation of the City Government.

Orientation of a new employee begins with processing by the City Manager's Office and includes:

- Completion of all hiring forms
- Detailed explanation of benefits and conditions of employment
- Accompanying the employee to his/her area of employment whereby the Department Head shall assure that:

1. The employee is introduced to co-workers and various facilities.
2. The employee has proper supplies and a suitable working area.
3. The employee becomes familiar with his/her duties and responsibilities.

The most important function of the Department head during this process is to make every attempt to ensure that a new employee is comfortable and familiar with his/her new surroundings.

SECTION 18 Probationary Period

The probationary period is regarded as an integral part of the placement process. It is utilized to closely observe the employee's performance for securing the most effective adjustment of the new employee to the position and for rejecting an employee whose performance or conduct does not meet the required standards.

The minimum time an employee will serve under the probationary period is six (6) months. The City Manager, at this his/her discretion, may require an employee to serve a longer period of time, but will not exceed one (1) year.

SECTION 18.1 Termination of Employment

At anytime during the probationary period, the Department Head may recommend termination and the City Manager may terminate the employee. Any termination prior to expiration of the probationary period shall be final with the no right of appeal of any type.

SECTION 18.2 Initial and Final Probationary Reviews for New Hires and Promoted Employees

A new employee or an employee promoted to a higher classification shall be formally reviewed by his/her Department Head once immediately after ninety (90) days and then again immediately after 180 days from date of hire or from date of promotion. These reviews shall in no way affect the employee's salary, but rather, shall be a means of notifying the employee, the Department Head and the City Manager of the employee's progress. The initial and final review of new employees reflecting less than satisfactory progress may be one cause for immediate termination of employment. The review forms shall be forwarded to the Department Head by the City Manager's Office at the time the review is to be conducted. The completed review form shall be signed by the Department Head, the employee and the City Manager. The review form shall provide space for comments of the employee.

Upon completion of 180 days of service, the Department Head shall evaluate the employee's performance and complete an Employee Evaluation Form indicating final recommendation on the employee's probationary status. The Department Head shall sign the form and shall return the form for review and approval by the City Manager. If approved by the City Manager, a Change of Status form shall be prepared taking the employee off probation. After approval by the City Manager, the form shall be signed by the employee, who shall

receive a copy of same from the City Manager's Office. Original review and change of status forms are retained in the employee's permanent personnel file. New employees attaining regular status, following successful probationary period, shall be entitled to receive all City benefits as described in other sections. Promoted employees shall not experience loss of City benefits while serving a probationary period for a position in a higher classification. A final probationary review reflecting less than satisfactory progress shall be sufficient grounds for immediate termination of employment. See also Section 26, Promotion.

SECTION 18.3 Extension of Final Probationary Review Procedures

The circumstances where extension period beyond 180 days may be permissible are specifically as follows:

- An employee hired at a salary or hourly rate which is greater than the entry step for the position may, as a condition of offer of employment, be required to serve a one (1) year probationary period at the discretion of the City Manager. Such affected employee shall, however, be reviewed after ninety (90) days and, if determined to be making satisfactory progress, the employee shall be entitled to City benefits.

- At the conclusion of the one (1) year probationary period, a final review and determination of status shall be done according to the process outlined under subsection 18.2, Final Probationary Review, above.

- Probationary employees who have been absent without pay and excused from duty for a collective total of twenty (20) scheduled workdays or more during the probationary period may, upon approval of the City Manager, have their probationary period extended for a period equivalent to time lost during the initial probationary period. Newly hired employees affected by this provision shall not be entitled to City benefits until final probationary review and approval to regular status. The review procedure shall conform to subsection 18.2 above.

- Excessive absence, even if excused, has a negative impact on completion of departmental workloads. This provision to extend the probationary period is set forth to recognize those unique and unusual circumstances, such as major illness or injury to a probationary employee or member of his/her family, necessitating an excused absence of greater duration than normal.

SECTION 18.4 Anniversary Date – Merit Increase Review

The date of original appointment to a position shall be the anniversary date and the employee shall be considered, following a performance review and above satisfactory evaluation, for a merit increase one (1) year from this date, with the recommendation of the Department Head and approval of the City Manager.

SECTION 19 Performance Evaluations

SECTION 19.1 Performance Evaluation Report

At least once a year at the employee's anniversary date, supervisors shall rate and discuss the overall job performance with each employee. The performance evaluation evaluates quantity of work, quality of work, work habits and relationships with fellow employees and the public. If the rated employee is a supervisor, his/her supervisory ability also is evaluated.

The City Manager's Office shall forward a Performance Evaluation Form and cover memo to the appropriate supervisor when an employee becomes eligible for regular status, a merit increase or an annual rating.

If an increase is indicated, the supervisor shall make the appropriate recommendations and return the form to the City Manager's Office for approval. If approved, a Change of Status form shall be prepared entitling him/her to an increase. The Employee Service Report then shall be signed by the employee and retained in the personnel file.

The employee may submit a rebuttal statement as part of the evaluation and such statement shall remain in the employee's personnel file as long as the evaluation is retained on file.

All questions on the Performance Evaluation shall be forwarded to the City Manager.

SECTION 19.2 Employee Performance Problem – Corrective Action

It is recognized that unacceptable job performance may stem from misunderstanding, lack of knowledge, skills and abilities, or general unsuitability to meet the requirements of the job. Corrective action requires counseling, training or retraining. If this process is unsuccessful, transfer, demotion or termination will result. The City retains the right to treat each incident on an individual basis without creating a precedent for other cases which may arise in the future and to determine appropriate corrective action on a case-by-case basis.

The steps below are recommended but not mandatory and should apply to specific offences; however, the action utilized shall be discretionary with management and nothing herein shall require that a particular action be utilized in any case prior to the utilization of another. In determining the action, management may consider the severity of the problem or offense, the cost involved, the time interval between occurrences, the employee's work record, the employee's length of service with the City, the employee's overall value to the City, the ability and potential of the employee concerned and other factors as may bear on the efficient and harmonious operation of the government.

Step 1: Documented Verbal Counseling – The problem(s) should be handled promptly and discussed with the employee to ensure that he or she clearly understands the problem and

what corrective action must be taken. If such counseling corrects the problem, no additional action is required.

Step 2: Documented Corrective Action – Document the problem(s) in writing and cite specific examples of deficiencies and review the document with the employee. Develop a planned improvement program with measurable goals to be achieved in an acceptable time frame i.e., 30, 60 or 90 days.

Step 3: Review the improvement goals and timetables and document the results of the review. Obtain the employee's signature and that of the City Manager. If significant improvement has been achieved to the extent that the employee's performance has met the job requirements, the program may be successfully documented and concluded.

If the employee has not corrected the deficiencies in his/her job performance during or by the conclusion of the planned improvement program, the supervisor should review the case with the City Manager to determine the following:

1. Offer the employee an opportunity to be placed in a position equal to his/her demonstrated skills and abilities, if such position is available, or;

2. Terminate the employee due to "inability to do the job."

SECTION 20 Merit Increases

A salary increase shall be based on merit. A merit increase in salary rewards an employee who is doing above satisfactory performance.

An employee shall become eligible for his/her first merit increase after satisfactorily completing one (1) year of service for the City, being the employee's anniversary date.

An employee becomes eligible for consideration for further merit increases on the anniversary of the first merit increase granted. All merit increases stop when an employee reaches the maximum amount of his/her pay grade.

The Department Head shall notify the City Manager's Office one (1) month before an employee becomes eligible for a merit review. See Section 19 for procedures.

SECTION 21 Outside Employment

An employee shall not accept outside employment, either incidental, occasional or otherwise, where City time, equipment or materials is to be used or where such employment or any part thereof is to be performed on City time.

An employee may be authorized to accept incidental or occasional outside employment as long as such employment is not contrary, detrimental or adverse to the interest of the City or any of its departments.

Approval by the Department Head is required for all outside employment. Such approval or denial shall be retained in the employee's Personnel File.

Requests to engage in outside employment must be in writing and must explain the type of employment and hours involved for which the request is made. Such requests shall be submitted to the Department Head for approval or disapproval, and a copy of the request shall be
forwarded to the City Manager's Office for inclusion in the personnel file. If outside employment appears to be contrary to the City's policies concerning such employment, a final decision shall be made by the City Manager as to whether or not an employee can engage in such employment.

Permission to engage in supplemental employment may be denied or withdrawn at any time when the Department Head feels such employment is interfering with the employee's efficiency or is in conflict of interest of the City.

SECTION 22 Hours of Work

SECTION 22.1 Hours of Work

The normal hours of work for City Departments will be 8 AM to 5 PM Monday through Friday except for legal or designated holidays. Alternate working hours may be established by each Department Head with the approval of the City Manager.

The lunch period is one hour and employees are encouraged to utilize their lunch period during the designated hours. This time cannot be accumulated and cannot be saved for the purposes of leaving work early.

Each employee is required to maintain a weekly record of hours worked, to be turned in to his/her supervisor or Department Head at the end of each pay period. Failure to keep or falsification of the weekly records of hours worked shall be grounds for disciplinary action or dismissal.

SECTION 22.2 Absence from Work/Lateness

An employee who is not at work during the approved hours shall be considered unexcused, unless such absence is approved by the Department Head.

Lateness, which is an unexcused absence from work, shall cause an employee to be penalized in quarter hour (15 minute) units for each fraction of such period absent.

Repeated lateness including extended lunch periods and unexcused absences is significant to operational effectiveness and is grounds for disciplinary action against the employee.

SECTION 23 Overtime and Compensatory Time

Departmental schedules should be prepared to provide for the completion of work tasks and delivery of public services within the standard forty (40) hours work week of each and all employees assigned to the Department.

Overtime hours are permissible only by an actual emergency or such other unusual circumstances, requiring the assignment of employees to overtime hours of work, certified by the Department Head and approved by the City Manager. For purposes of this section, the term "emergency" shall be construed to mean circumstances including, but not limited to, civil disturbances, natural disasters such as hurricanes, or a significant shortage of personnel or unusual surplus of work to be performed.

Overtime shall be voluntary except in emergency situations, at which time an employee can be required to work. The Department Head, or supervisor, will give the employee as much notice as possible before requiring overtime.

SECTION 23.1 Authorization Required

Prior to assigning overtime work, it shall be the Department Head's responsibility to notify and obtain approval from the City Manager for the circumstances requiring the overtime work. The only exception shall be in emergency situations where the immediate repair of facilities shall be essential to prevent loss of equipment, further damage to the facility or an interruption of essential public services. In case of such emergency, it shall be the Department Head's responsibility to notify the City Manager as soon as possible regarding the details surrounding the overtime worked.

SECTION 23.2 Practice for Overtime and Compensatory Time

Actual hours worked in excess of the normal forty (40) hours in any work week shall be compensated at the rate of one and one-half (1½) times the employee's hourly rate of pay; for the purpose of this provision, actual hours worked shall include only those hours actually worked and holidays.

Certain positions within the City require attendance of meetings after normal work hours. Department Heads will give employees the option of taking time off during the work week in which they have worked after hours or pay the employee overtime or comp time, unless giving the employee such option would place a burden on the Department.

Compensatory time at the rate of one and one-half (1½) hour for each overtime hour, in lieu of paid overtime, may be granted upon request of the employee, subject to the approval of the Department Head and City Manager. Accrual of compensatory leave shall be governed by the provisions of FLSA. The maximum comp time to be accrued in public safety, emergency response or seasonal activity is 480 hours (or 320 hours of actual overtime work); other employees are permitted a maximum compensatory accrual of 240 hours (160 hours of actual overtime work).

Compensatory time, recorded in the employee's payroll File, shall be removed from the books and paid to the affected employee:

- As a result of a properly authorized Leave of Absence, or
- At the time of termination, in good standing, whether voluntary or involuntary.

It is the responsibility of the employee, the appropriate Department Head and the City Manager's Office to monitor compensatory time earned. In accordance with the provisions of FLSA, all employees who have accrued the maximum compensatory time shall be paid in cash for additional overtime hours of work until they have used some of their accrued compensatory time.

SECTION 23.3 Eligibility

Exempt employees, in accordance with the Fair Labor Standards Act, are not entitled to overtime payment or accrual of recorded compensatory time. Exception: in preparation, during or after an officially declared emergency such as a natural or man made disaster, exempt employees may be compensated for overtime and paid in accordance with the provisions of Sections 23.1 and 23.2 of the City's Personnel Rules and Regulations and Federal Law.

The City Manager shall have the authority to provide reasonable and commensurate work schedule flexibility, where not in conflict with the essential work and delivery of public

services of the City, for exempt employees whose duties and responsibilities regularly require substantial hours of work beyond a normal workweek.

SECTION 24 Attendance

SECTION 24.1 Punctuality

Lateness, to include absence, causes additional burden on the City. Therefore, an employee shall be expected to make every effort to be on the job at starting time.

Problems occasionally occur causing an employee to be late. Whenever possible, the employee shall be expected to advise his/her Department or supervisor prior to starting time.

Lateness, which is unexcused absence from work, shall cause an employee to be penalized in quarter hour (15 minute) units for each fraction of such period absent.

SECTION 24.2 Recording Attendance

The City shall maintain time records to ensure that all employees are correctly paid for time worked. Accuracy in reporting time worked is extremely important.

The City shall maintain individual records on employees':

- ~~sick leave and available time~~
- ~~vacation leave and available time~~
- Available PTO
- compensatory time ~~and available time~~
- ~~holiday leave and available time~~

Each payroll period, each employee shall submit an accurate record of his/her time for that period to his/her Department Head. The Department Head shall summarize the time for the entire Department on a Payroll Summary Sheet. Employees must arrive and depart only at their scheduled hours. Employees will be paid according to their work schedule, with adjustments for leaves of absence and any overtime authorized as reported by the Department Head.

The City Manager or his/her designee shall review and record all lost time and forward payroll data for processing.

The Department Head shall bring any apparent abuse of leave time to the immediate attention of the City Manager's Office.

SECTION 25 Unauthorized Absence

An unauthorized absence automatically results when an employee fails to report within one (1) hour of the scheduled work time and fails to communicate to the Department Head explaining the reason for the absence and requesting leave.

SECTION 25.1 Resignation Due to Unauthorized Absence

If an employee is absent without authorization for a period exceeding one (1) day, the Department Head shall notify the City Manager immediately.

Unauthorized absence for a period of two (2) consecutive days shall be considered as a resignation without notice from the employee. Acceptance of the resignation shall be by letter from the City Manager.

SECTION 26 Promotion

Promotions may be either inter- or intra-departmental and must be recommended by the Department Head(s) and approved by the City Manager. All promotions shall be based on qualifications of the individual.

SECTION 27 Demotion

A demotion is the assignment of an employee to a position in a lower classification, having a lower maximum salary, than the classification from which an assignment is made.

Department Heads shall have the authority to recommend demotion of an employee. All demotions require the written approval of the City Manager. If it becomes necessary to recommend demotion of an employee, the Department Head should make the recommendation to the City Manager, in writing, citing the reasons. The causes for demotion shall normally be due to the removal of higher-level duties and responsibilities, or inability of the employee to assume or perform duties. Demotions may be initiated by the City Manager.

An employee not on a probationary status in the position from which he/she has been demoted has the right to appeal demotions through the grievance procedure as outlined in this employee manual.

An employee who has not completed his/her probationary period prior to the demotion will be required to serve a new probationary period. Regular employees may be required to serve a new probationary period upon the recommendation of the Department Head.

SECTION 28 Transfer

A transfer is the moving of an employee to a job on an equal level in the same or another Department.

An employee may submit a written request for a transfer to another Department or to another division or section within the Department, if a position is vacant. A transfer must be approved by the affected Department Heads and the City Manager. Employee requests for transfer to another Department shall be made, in writing, to the City Manager with a copy to the Department Head.

The City Manager may transfer an employee temporarily, or permanently, when said transfer is deemed to be in the best interest of the City.

A transferred employee shall not be placed in probationary status. Regular status and all accrued benefits shall be transferred with the employee.

SECTION 29 Temporary Acting Positions

Appointments in an acting capacity to positions in a higher class shall be approved by the City Manager.

Persons appointed in acting capacity for a period exceeding thirty (30) days will receive compensation at the entry level for the position being filled, if higher than his or her normal salary.

Temporary acting assignments may conclude due to the return of the regular employee holding the position, the hiring or promotion of an individual to fill the position, the elimination of the position or upon notification by the City Manager, without regard to the reason.

SECTION 30 Leave of Absence

SECTION 30.1 General Policy

The following types of leave are officially established: Holidays, ~~Sick Leave~~, PTO, Leave with Pay and Leave Without Pay. Leaves may be granted by the respective Department Head in conformance with the rules established for each type and after verification from the City Manager's Office in the case of accrued leave~~Sick Leave~~ or other Leave with Pay that the affected employee has accrued the number of leave hours being requested. Leave without Pay also requires the approval of the City Manager. Any employee who is on leave of absence and obtains employment elsewhere, which employment conflicts with the employee's normal work schedule for the City, shall automatically be deemed to have resigned his/her position with the City, without notice, and shall forfeit his/her ~~vacation and sick leave.~~accrued leave.

SECTION 30.2 Leave of Absence Request Form

The purpose of this form is to document the employee's request and approval to be absent during scheduled working hours and to provide for an orderly review by the employee's Department Head.

Except in emergency situations, an employee shall submit a completed request form to the Department head two (2) weeks prior to the intended absence. An employee who is absent from work without advance notice shall complete a request form immediately upon his/her return to work.

SECTION 30.3 Routing of Request Form

After the Department Head receives the request form and if the leave request is acceptable to the Department Head, it is signed and forwarded to the City Manager's Office. The City Manager or his/her designee shall review the hours of paid leave requested against the employee's accrual record and shall countersign the request from, if sufficient accrual exists to cover the paid leave period sought. The type, amount and dates of the leave shall be recorded in the employee's Payroll File and the original leave request form shall be retained therein. A copy shall be returned to the employee's Department as proof of approval.

SECTION 30.4 Family and Medical Leave Policy

This is the City's Policy for taking family and/or medical leave. Eligible employees will be allowed up to twelve (12) weeks of leave for the birth, adoption, or foster care placement of a child with an eligible employee or when an employee or the employee's parent, child or spouse

has a serious health condition and the employee is needed to care for that person. All or a portion of the leave may be paid in certain instances. The taking of leave under this policy will not be used against an employee in any employment decision including the determination of raises, promotions or discipline.

Eligibility for Leave: It is the Policy of the City to provide employees with family or medical leave if they have worked for the City for at least twelve (12) months and have at least 1,250 hours in the twelve (12) month period prior to the time leave begins. The leave taken under this Policy will count towards the leave to which an employee is entitled under federal or state law.

Amount Of Leave Available: Employees are entitled to up to twelve (12) weeks of leave, in a twelve month period, for any one or combination of the reasons under A, B, C, and/or D:

A. Birth and Care of the Employee's Newborn Child

This leave must be taken all at once, unless both the City and the employee agree to leave on an intermittent basis. Available ~~sick days~~ accrued leavewill be used by the mother. Earned vacation days will be substituted for unpaid time. If both parents are employed by the City, the combined total of leave time is 12 weeks. Extensions of the leave period are not permitted.

B. Placement and Arrangement of a Child for Adoption or Foster Care with Employee

This leave must be taken all at once, unless both the City and the employee agree to leave on an intermittent basis. Earned vacation days will be substituted for unpaid time. Extensions of the family leave period are not permitted. If both parents are employed by the City, the combined total of leave time is 12 weeks.

C. Serious Health Condition of Employee

Leave may be taken by an employee in the event he/she experiences a "serious health condition." A serious health condition will generally occur when the employee receives

inpatient care at a hospital, hospice, nursing home or residential medical care facility, or receives outpatient care which requires continuing treatment by a health care provider. Medical leave may be taken all at once or in smaller increments where medically necessary. If leave is taken in smaller increments, the employee may be temporarily transferred to another job at the City with equivalent pay and benefits, to better accommodate the employee's treatment or care schedule. Available ~~sick days~~accrued leave will be used. ~~Earned vacation~~ Accrued leave will be substituted for unpaid time. Extensions of leave are not permitted.

D. Serious Health Condition of a Spouse, Parent, Son or Daughter

Leave may be taken to care for a child (including any child for whom the employee has the day to day responsibility of raising), spouse or parent with a "serious health condition". The leave may be taken all at once or in smaller increments where medically necessary. If leave is taken in smaller increments, the employee may be transferred to

another job at the City to better accommodate the treatment or care schedule. Earned ~~vacation and sick days~~accrued leave will be substituted for unpaid time, the remaining portion of the leave will be unpaid. If both spouses are employed by the City, the combined total leave time is 12 weeks. Extensions of leave under this Policy are not permitted.

NOTIFYING THE CITY OF YOUR NEED FOR FAMILY OR MEDICAL LEAVE:

In the event an employee would like family or medical leave, the City must be notified at least fifteen (15) days before the date on which leave is to begin, on the Request for Family or Medical Leave form.

If the leave is unforeseeable, notice must be given to the City of the need for leave as soon as possible, but not later than three (3) workdays after the occurrence of the reason for leave.

The failure to timely notify the City of the need for leave may result in the delaying of leave until a proper notice is received.

HEALTH CARE PROVIDER CERTIFICATION:

If an employee needs a family or medical leave, the employee must provide the City with a Health Care Provider Certification, which must be completed by the employee's (or qualifying family member's) treating health care provider. If the leave is required to care for a family member, the certification must state the employee is needed "to care for" the family member. If the leave is for the employee's own serious health condition, the certification must state the employee is unable to perform one or more of the essential functions of the employee's position.

The Health Care Provider Certification must be provided prior to the beginning of the leave. With an unforeseeable leave, the Health Care Provider Certification must be provided to the City within 15 calendar days of the leave.

If medical certification is not provided, the leave is not protected under the Family Medical Leave Act (FMLA).

HEALTH INSURANCE AND BENEFITS WHILE ON LEAVE:

Group Insurance coverage will continue while on a family or medical leave, but the employee must pay for his/her share of the cost of coverage. Insurance payments should be made payable to The City of Destin.

Should the employee fail to continue to pay his or her share of the premium, notices of proposed insurance cancellation, and the opportunity to pay the premium as required by the FMLA, will be provided before the cancellation.

Employees will be advised, well in advance, of any changes in premiums so they will have ample opportunity to make arrangements to continue to pay their share of the premiums during their leave.

SECOND OPINIONS

The City may request that an employee provide a second and third certification from a health care provider, chosen and paid for by the City, if it questions the correctness of the certification provided by the employee. If the second opinion differs from the initial certification, a third opinion may be obtained. The third opinion is final and binding.

ADDITIONAL CERTIFICATIONS

The City may request that an employee recertify as to the continuation of the serious health condition at various points in time.

RETURN TO YOUR POSITION AT END OF LEAVE

At the end of an employee's period of leave, the employee will be returned to his/her former position or, if the position is filled, to an equivalent position, with equivalent pay and benefits and other terms and conditions of employment, with the City.

If an employee wants to return to work before the leave is to end, and work is available, the employee must notify the City on the Early Return Request form, at least two (2) days prior to the desired early return date.

If the reason for leave was due to the serious health condition of the employee, a Fitness for Duty Certification must be provided before returning to work. If this form is not received, the employee's return to work will be delayed.

ACCRUAL

During leave, the FMLA does not require accrual of employment benefits such as ~~vacation pay, sick days~~accrued time off, seniority, etc. Accordingly, during FMLA leave, accrual of leave benefits and seniority shall be on the same basis as for any other unpaid leave of absence. Pension benefits will be determined in accordance with DOL rules. Employment benefits to which an employee may be entitled on the day on which the FMLA leave absence begins will not be lost because of such leave, except for those paid leave days substituted for leave taken under this policy as described above. Upon return from FMLA leave, employees are entitled to any changes in benefit plans not dependent upon seniority or accrual during the leave period.

RELATIONSHIP TO PAID LEAVE

Leave covered by worker's compensation and/or short term or long term disability will run concurrently with the FMLA leave when the reason for the leave is covered by the FMLA.

However, the City will not allow, the use of ~~paid vacation, sick,~~accrued leave or personal leave at the same time as worker's compensation paid leave.

EXCEPTION TO POLICY

A salaried employee among the highest paid five percent (5%) of all employees may be denied family leave to prevent substantial and grievous economic injury to the City's operations.

FAILURE TO MEET POLICY REQUIREMENTS

If the employee fails to meet the requirements of this Policy, the request for leave may be denied or delayed until the requirements are met.

If the employee has any questions regarding the operation or interpretation of this Policy, please contact Human Resources.

FAMILY AND MEDICAL LEAVE POLICY / NOTICE OF RIGHTS

The following information concerns your rights and obligations under the FMLA and will explain to you the consequences of your failure to meet these obligations. Please read the information carefully, and if you have any questions, please contact Human Resources.

1. **Leave Entitlement**. The actual amount of time you spend on family and/or medical leave will be subtracted from your 12 workweeks of leave entitlement. The City will designate the time you have been absent as Family & Medical leave if your condition qualifies based on the information received.

2. **Medical Certification**. If your leave request is based on your serious health condition or the serious health condition of a qualifying family member, you must provide Human Resources with a Health Care Provider Certification form prepared by your treating health care provider. The medical certification must be provided to Human Resources prior to the beginning of the leave. In cases of medical emergency or unforeseen circumstances, the certification is needed as soon as practicable after your leave begins, up to 15 calendar days. If you fail to provide Human Resources with a timely medical certification, your leave request, or your continuation of leave will be denied until the required certification is provided.

3. **Second Opinions**. If Human Resources has any doubt about the accuracy of your initial medical certification, you must submit to another examination, at the City's expense, by a health care provider selected by the City. If the second opinion differs from the initial certification, a third opinion may be obtained. The third opinion is final and binding.

4. **Recertification**. You must provide Human Resources with subsequent recertifications on a periodic basis that your serious health condition still prevents you from performing your job functions or that you are still needed to care for a family member with a serious health

condition. Upon taking such leave, the employee will be advised of the reporting requirements.

5. **Intent to Return to Work**. You must provide Human Resources with a periodic report on your status and intent to return to work.

6. **Fitness for Duty Certification**. If you are on medical leave because of your own serious health condition, you must provide Human Resources with a Fitness for Duty Certification signed by your treating health care provider before you can return to work. If you fail to provide a Fitness for Duty Certification, your reinstatement will be denied until the required certification is provided.

7. **Substitution**. You may be paid by the City for paid leave you have earned under the City's leave policies. Under no circumstances will you be entitled to additional family and/or medical leave as a result of the substitution of paid leave.

8. **Maintenance of Health Insurance Coverage**. In order to maintain your group insurance coverage during your family or medical leave, you must continue to pay your share of the insurance premiums, as you did prior to your leave. If you elect to substitute paid leave, or if the City requires the substitution of paid leave, your share of premiums will be paid through your normal payroll deduction method. Otherwise, you will have to arrange to make your regular premium payment to The City of Destin.

9. **Employment Protection**. Upon returning to work from family or medical leave, you will be reinstated to the position you held prior to leave or, if your position is no longer available, to an equivalent position with equivalent pay, benefits, and other equivalent terms and conditions of employment.

10. **Recovery of Premiums**. If you fail to return to work after your leave, you will be liable to the City for any group insurance premiums paid on your behalf by the City during your leave.

FAMILY AND MEDICAL LEAVE REQUEST

I, _____, request a leave of absence under the Family
Name of Employee
and Medical Leave Act:

The leave of absence is requested for the following reason (check the appropriate number):

1. ____ The birth of my child and to care for such child.

2. ____ The placement of a son or daughter with me for adoption or foster care.

3. ____ To care for my spouse, child, or parent (circle one) who has a serious health condition.

4. ____ My serious health condition.

I will be absent from work from ____/____/____to ____/____/____.

If you checked number 3 or 4, please have a Health Care Provider Certification completed by the Health Care Provider indicated below.

Health Care Provider:

Name_____Telephone_____

Address_____

By reception of this request form, I hereby authorize the Health Care Provider to provide such information and medical records as requested by the City without liability for such release of information. I understand that I may elect to substitute for my unpaid leave, leave that I have earned under other City leave plans. The substitution of paid benefits with Family and Medical Leave will not extend or result in additional Family and Medical Leave being available to me. Family and medical leaves will not be extended due to layoffs or emergency shutdowns.

Return to Work Certification: I understand that if I am requesting medical leave for my serious health condition, I must not only provide the City with a certification from my health care provider as to the existence of my serious health condition, but must also provide the City, prior to my return to work, with a Return To Work Certification which has been completed by my health care provider. I understand that failure to provide the Return to Work Certification may result in my being denied reinstatement until such document is provided to Human Resources. I understand that the Return to Work Certification Form is attached.

In the event that I desire to return to work prior to the expiration of my leave, I will notify the City at least two (2) working days prior to my desired return date. If my position is filled or equivalent employment is not available, I am not eligible for employment until the expiration of

my family or medical leave though I may accept alternative employment with the City (a position dissimilar from my regular employment position).

Alternative Position During Leave: I understand and agree that if my leave is requested to be taken on a reduced or intermittent basis and I am capable of performing work during my requested leave, the City may place me in alternative employment within the City and I hereby agree to such placement. I understand that the position that I may be placed in may have no relation to my current job responsibilities and that such placement is only temporary. I will be returned to my position or substantially equivalent employment upon the expiration of my leave.

If I am requesting intermittent or reduced leave for the birth, adoption or foster care of a son or daughter, below is a proposed schedule of leave. Human Resources will notify me if it agrees with my intermittent or reduced leave proposed schedule.

Date____/____/____ _____
Employee's Signature

****

For Office Use Only

Date Received: ____/____/____ Received By:_____

Date Notice of Rights provided to employee: ____/____/____.

FAMILY AND MEDICAL LEAVE
HEALTH CARE PROVIDER CERTIFICATION

I, _____, certify that _____
Name of Health Care Provider **Patient's Name**
has a "serious health condition", which is an illness or injury, impairment or physical or mental condition involving:

A) In-patient care in a hospital, hospice or residential medical facility; and/or

B) 1. Any period of incapacity requiring absence from work, school, or other regular daily activities of more than three (3) calendar days that involve continuing treatment or supervision by a health care provider;

2. Continuing treatment by (or under the supervision of) a health care provider for a chronic or long-term health condition that is incurable or so serious that it may result in a period of incapacity of more than three (3) calendar days; or

3. Prenatal care.

In addition, I certify that the patient is one of the following (check the appropriate):

____ An employee of the City of Destin;
____ The spouse of an employee of the City of Destin;
____ The child of an employee of the City of Destin; or
____ The parent of an employee of the City of Destin.

Accordingly, I certify that:

- The serious health condition commenced on ____/____/____and has a probable duration through ____/____/____.

- The patient was seen by me and treated for this serious health condition on the following date(s):

____/____/____; ____/____/____; ____/____/____; ____/____/____.

- The patient was treated on an inpatient / outpatient basis (circle one).

- The medical facts regarding the serious health condition are as follows:

_____

_____

If the patient is an employee, **the serious health condition must render the employee unable to perform the functions of his or her position which means the employee is unable to work at all or unable to perform the essential functions of the position.**

Below is an explanation of the extent to which the employee is unable to perform the functions of the position as a result of the serious health condition:

_____

_____

_____

If the employee requires intermittent leave (leave taken in blocks of time) or reduced leave (leave that reduces the employee's hours per workweek or workday) which is medically necessary, please describe why the intermittent or reduced leave is medically necessary, the dates on which treatment is expected, and the expected duration of the treatment and leave.

_____

_____

_____

If the patient is the spouse, son, daughter or parent of the employee, **the serious health condition of such individual must require that the employee is needed to care for such individual. A serious health condition for such individual is any condition that affects an individual's ability to engage in normal daily activities.**

- The employee will be needed to care for the spouse, parent, son or daughter for approximately the following length of time:

  _____

- Describe the care to be provided by employee

  _____

  _____

  _____

- If the employee required intermittent leave (leave taken in blocks of time) or reduced leave (leave that reduces the employee's hours per workweek or workday) to care for the

employee's spouse, parent, son or daughter, please describe why it is necessary, the schedule of treatment, and the duration.

_____

_____

_____

_____

Dated this _____day of _____, 20_____

_____ _____
Signature of Health Care Provider Telephone Number

_____ _____
Address City/State

FAMILY AND MEDICAL LEAVE
BENEFIT ELECTION FORM

Employee Name:_____

NOTICE

While you are on a leave of absence, the City will continue to maintain your group insurance if you continue to pay the employee co-payment amounts for insurance coverage. Make checks or money orders payable to the City of Destin, and send the payment to Human Resources.

If you elect to cease coverage while on leave, you will again be covered under the plan once your leave expires. Your entire premium arrearage will be deducted from your first paycheck upon returning to work unless other arrangements are made prior to the running of payroll. If you have questions about payments, please call Human Resources at (850) 837-4242.

If your insurance arrearage amount reflects 12 weeks or more, you will be removed from the group insurance and offered COBRA continuation insurance. Your last day of coverage will reflect the date that your insurance premium was paid through. Please note, only medical claims with dates of service prior to your "paid through date" will be responded to.

If you elect or if the City requires you to substitute paid time for the unpaid family or medical leave time, your insurance premium amount will be deducted from your regular payroll on a pre-tax basis.

Please note, if you elect to maintain coverage and do not return to work, the City will seek to recover from you all amounts it paid for health insurance coverage during your leave.

ELECTION

Please check the appropriate line below, sign, and date this Benefit Election Form. Return this Election Form to Human Resources prior to the commencement of your leave.

I elect the following with respect to health and/or dental insurance coverage and premium payments during my leave of absence:

___ **I DO ELECT** to continue my health and dental coverage during my leave of absence and pay to the City, on an after tax basis, and will send a check or money order by the required date each month.

___ **I DO ELECT** to continue my health and dental coverage during my leave of absence and request the Company to deduct the premium payments from my paychecks. If my paid leave ends, and my leave should become unpaid, I will send a check or money order by the required date each month.

___ **I DO NOT ELECT** to continue coverage during my leave of absence.

NOTE: If you elect not to continue coverage, all other persons receiving health insurance coverage through you must also elect not to continue coverage below:

DATE:____/____/_____ Employee's
Signature:_____

If coverage is declined:

Date: ____/____/_____ Other Covered Person: _____

****

For Office Use Only:

Received:____/____/_____

By:_____

FAMILY AND MEDICAL LEAVE
HEALTH CARE PROVIDER RECERTIFICATION AND
INTENT TO RETURN TO WORK

TO BE COMPLETED BY A HEALTH CARE PROVIDER EMPLOYEE:

I certify that _____continues to suffer from
(Name of Patient)
a serious health condition that renders him/her unable to perform his/her job functions.

May the individual perform duties with restrictions? YES ___ NO ____

Explain:_____

_____

[OR]

PARENT, SPOUSE, SON OR DAUGHTER OF EMPLOYEE:

I certify that _____continues to suffer from a serious health
(Name of Patient)
condition and that _____is needed "to care for" the individual
(Name of Employee)
with the serious health condition. The employee will provide care from ____/____/____to

____/____/____on the following schedule if an intermittent leave:

_____

_____

_____ DATE: ____/____/____
Signature of Health Care Provider

TO BE COMPLETED BY EMPLOYEE:

I, _____, intend / do not intend (circle one) to return
Name of Employee

to work at the City of Destin at the end of my leave of absence.

_____ DATE:____/____/_____
Signature of Employee

FAMILY AND MEDICAL LEAVE POLICY
EARLY RETURN TO WORK REQUEST FORM

I, _____, am requesting to return to work at (time) _____ on (Date) ____/____/____. My family or medical leave is due to expire on __/___/___. I understand that if my position is filled or equivalent employment is not available, that I may accept alternative employment (a position different from my regular employment position) with the City of Destin for the remainder of my leave period.

_____ DATE: ____/____/_____
Signature of Health Care Provider

FAMILY AND MEDICAL LEAVE POLICY
FITNESS FOR DUTY CERTIFICATION

I certify that _____, as of ____/____/____, no longer
Employee Name
suffers from a serious health condition or other medical condition or disability and is able to return to work to perform all of the functions of his/her position without restriction.

_____ Date: ____/____/____
Signature of Health Care Provider

SECTION 31 Official Leave

The City Manager may grant requests for leave of absence with pay for the purpose of having employees attend professional meetings, technical conferences, short-term courses, seminars in matters relating to official duties or for other purposes. Such leave shall not be deducted from any other leave earned by the employee. Approval must be obtained prior to taking the leave.

Travel expenses and reimbursements for authorized official leave shall be processed in accordance with the rules and regulations contained herein.

SECTION 32 Leave of Absence Without Pay

The City recognizes that a matter of unusual or emergency nature may cause an employee to leave the job for a specific period of time.

SECTION 32.1 Short-Term Leave of Absence Without Pay

With the approval of the City Manager, a full-time employee will be granted leave without pay for personal reasons for a period not in excess of thirty (30) calendar days in one (1) calendar year. A regular status full-time employee requesting leave of absence without pay must utilize ~~accrued compensatory, personal and vacation leave~~all accrued leave ~~-~~prior to the commencement of leave without pay. ~~Sick leave can be used in conjunction with illness only. Approved absences shall not constitute a break in the continuity of service.~~

Leaves of absence may be granted for:

- Sickness and disability, maternity or paternity leave, after all accumulated ~~sick leave~~ accrued time has been exhausted.
- Extended religious holidays.
- Engagement in a course of study.
- Other good and sufficient reasons in the best interest of the City service.

Leaves of absence shall not be granted to permit an employee to accept employment elsewhere or to establish a business.

SECTION 32.2 Extended Leave of Absence Without Pay

Medical Leave:

For an extended period beyond thirty (30) days, due to illness or injury, the employee may apply for an extended leave of absence. The employee will be required to first utilize all accrued ~~sick and/or annual leave~~PTO. The City Manager may authorize leave up to one (1) year with physician's written verification of illness. The City will continue to pay for the employee's

health benefits for the first thirty (30) days, after which time the employee must request coverage under COBRA or his/her benefits will cease.

The application for extended leave of absence without pay shall be in writing and shall include a physician's certification of the condition and the period of time the employee will be incapacitated. Dates set forth by the physician shall be strictly adhered to; however, they may be amended by the physician. The City may require additional documentation from the physician issuing the certificate or may secure additional medical opinions from other physicians.

If an employee applies for disability insurance coverage, he/she may use their accrued leave for the first seven (7) days of disability. On the eighth (8th) day, disability coverage begins and the employee may use the remaining leave to make up the difference in his/her salary (33 1/3 %). ~~If the employee has no accrued sick leave, they~~Employees may use their accrued ~~vacation~~ leave or comp time for their first seven (7) days and to make up the additional 33 1/3% of their salary. At no time shall the employee receive double payments from both ~~sick~~ accrued leave and disability. It is the intention of this provision for ~~sick~~ accrued leave to work in conjunction with disability, if applicable.

If a disability claim, which is sickness or injury related, is denied, the employee must use all accrued leave prior to going on Leave of Absence Without Pay status, provided sickness is in accordance with "approved uses" as outlined in Section 33, ~~Sick Leave.~~Paid Time Off

Due to the staffing needs of the City, there is no guarantee that a position will be available immediately upon the release of an employee to return to work. The employee will then be eligible for the first available opening for which they are qualified.

SECTION 32.3 Benefits

All job-related benefits cease when an employee is granted Leave of Absence Without Pay (LWOP) for personal reasons in excess of thirty (30) days. When an employee returns, the City Manager's Office shall be notified immediately so that reinstatement may be effected. Approved absences shall not constitute a break in the continuity of service if less than thirty (30) days.

If an employee on Leave of Absence With Out Pay status desires to continue their health-related benefits, they will be notified of their rights of insurance coverage under COBRA.

Section 32.4 Revocation of Leave

Except in cases of sickness of disability, Leave of absence Without Pay may be subsequently withdrawn and the employee recalled to service.

SECTION 32.5 General – Other

All employees on Leave of absence With Out Pay are subject to the applicable provisions of these rules.

¶Employees must be reminded of the consequences of taking Leave Without Pay, but responsibility for these consequences resides with the employee.

SECTION 33 PTO

1. PTO Accrual Rates
Employees accrue Paid Time Off (PTO) based on their years of service with the City of Destin. PTO accrues biweekly per pay period and can be used for any purpose, including vacation, personal time, and medical leave.
Years of Service Accrued PTO Accrued Hours per pay period
1st through 3rd year- 6:47 per pay period
4th through 7th year- 7:24 per pay period
8th through 12th year- 8:19 per pay period
13+ years- 9:13 per pay period

2. Legacy Leave Balances of Existing Sick and Vacation Leave Banks
Eligibility:
Employees hired before May 10, 2025, will retain access to their existing vacation and sick leave banks. However, beginning on May 10, 2025, these employees will no longer accrue separate sick or vacation leave. Instead, they will accrue PTO under the new system.

Use of Existing Leave Banks:
Vacation Leave Bank: Employees may continue to use any vacation leave they accrued prior to May 10, 2025, for personal, vacation, or non-medical purposes.
Sick Leave Bank: Employees may continue to use their accrued sick leave for illness or medical-related absences.

New PTO Accrual
Beginning on May 10, 2025, employees will start accruing PTO under the new rates outlined above. PTO can be used for any purpose, without distinguishing between vacation or sick leave.

Payout of Existing Leave Banks
Vacation: Employees will receive a 100% payout of any unused vacation time accrued before March May 10, upon separation. The total vacation payout cannot exceed the 240-hour payout limit.
Sick Leave: Unused sick leave accrued before May 10, 2025, will not be paid out upon separation.

3. PTO Carryover Limits
Employees are encouraged to use their PTO within the year it is accrued. However, any unused PTO can be carried over into the next calendar year, up to a maximum of 480 hours
Carryover Limit: Employees may carry over a maximum of 480 hours of PTO per calendar year.
Forfeiture: Any PTO above the 480-hour limit at the end of the year will be forfeited.

4. Requesting and Using PTO
No Waiting Period.
Employees may use PTO as soon as it is accrued, with no waiting period for new hires.

Request Process:
Employees should request PTO through the UKG timekeeping system. PTO may be denied per supervisor discretion.
Minimum Use: PTO can be used in increments of 15 minutes providing flexibility for partial-day absences.
Unscheduled PTO requests exceed three (3) days may require a doctor's note.

5. PTO Payout Upon Separation
Upon separation from the City of Destin, employees will be paid for a percentage of their unused accrued PTO based on their years of service:

Years of Service Payout
1-3 years: 47.1% of accrued PTO
4-7 years: 50% of accrued PTO
8-12 years: 56.1% of accrued PTO
13+ years: 60.9% of accrued PTO
Payout will be limited to 240 hours of accrued PTO.
Employees who leave in good standing (proper notice, no misconduct) will receive the PTO payout according to the schedule above. Employees terminated for cause will forfeit their PTO payout.
Employees who do not give two weeks' notice will have their payout reduced accordingly.

6. Transition for Employees Hired Before 2025
Employees hired prior to May 10, 2025, will:
Retain their existing sick and vacation leave balances but will no longer accrue time under these categories.
Start accruing PTO under the new policy as of May 10, 2025.
Existing vacation and sick leave must be used before newly accrued PTO. Employees can draw down their previous leave balances while accruing and using PTO moving forward.

7. Interaction with Other Leave Policies
Holidays:
City-observed holidays do not count against PTO. Employees will receive separate holiday pay for official holidays.
Family and Medical Leave (FMLA):
Employees who qualify for FMLA may use PTO concurrently with FMLA leave. Once PTO is exhausted, the remaining FMLA leave will be unpaid unless other benefits apply.
Unpaid Leave:
Employees may request unpaid leave once their PTO balance has been exhausted, subject to departmental approval.

8. PTO Accrual Suspension During Leave Without Pay
Employees who are in a Leave Without Pay (LWOP) status for more than thirty (30) consecutive calendar days will cease accruing PTO beginning on the 31st day of unpaid leave.

- Accruals will resume in the pay period during which the employee returns to active paid status.

- This provision does not apply to periods of approved military leave, protected leave under FMLA, or other leave categories where accrual protections are provided under federal or state law.
- Employees are encouraged to consult with Human Resources prior to entering extended unpaid leave to understand the impact on accruals, benefits, and service time.

9. Compliance and Adjustments

This policy complies with all applicable federal, state, and local employment laws, including the Family and Medical Leave Act (FMLA) and the Fair Labor Standards Act (FLSA). The City of Destin reserves the right to modify this policy as needed, subject to approval from the City Council.

The City of Destin's Paid Time Off (PTO) policy simplifies time off management by combining vacation and sick leave into one flexible benefit, with a carryover limit of 480 hours. Employees hired before May 10, 2025, will retain access to their existing leave banks while transitioning to the new PTO system, ensuring fairness and continuity for all staff.

~~**SECTION 33 Sick Leave**~~

~~Sick leave with pay may be granted to regular status, full-time employees and full-time probationary employees who have completed thirty (30) days of service. Sick leave with pay shall be earned at the rate of one (1) day per month.~~

~~¶Sick leave will be calculated from the first of the month in which the employee begins work, if the starting date occurs between the first and fifteenth of the month. Employees entering on duty after the fifteenth will begin earning leave from the first day of the month following employment.~~

~~**SECTION 33.1 Approved Uses**~~

~~Sick leave shall not be considered a right which an employee may use at his/her own discretion but, rather a privilege. Sick leave shall not be used as general time off or vacation leave. An employee on vacation leave who becomes seriously ill or injured may request that earned sick leave be substituted for annual leave, while he/she is under the care of a physician. Such request must be accompanied by a statement signed by the employee's attending physician.~~

~~Sick leave shall be allowed for the following reasons:~~

- ~~Absence due to personal/contagious illness or an injury which would prohibit an employee from performing their job.~~
- ~~Personal medical and dental appointments~~
- ~~Absence due to illness in the employee's immediate family (father, mother, sister, brother, children and spouse, and legal dependents who are under the dependent care of the employee), or those with illness who are within the~~

~~household of the employee and under the care of such employee.~~

~~**SECTION 33.2 Eligibility**~~

~~A probationary, full-time employee, assigned to a regular position (not temporary), shall begin to earn sick leave immediately upon date of appointment (first day on duty). After completion of thirty (30) days of service, the probationary employee shall be entitled to request use of his/her sick leave.~~

~~Any regular status, full-time employee, other than those appointed to a temporary position, shall be entitled to request the use of his/her earned sick leave.~~

~~**SECTION 33.3 Advance Approval**~~

~~Whenever possible, an employee shall give his/her Department Head advance notice of sick leave. If this is not possible, an employee shall be expected to contact the Department Head within one (1) hour after starting time, unless extenuating circumstances prevent such communication.~~

~~**SECTION 33.4 Release to Resume Duties**~~

~~An employee who is absent from work due to an illness in excess of three (3) consecutive working days may be required to submit a physician's statement of physical condition. When deemed necessary, the Department Head may require proof of any illness.~~

~~**SECTION 33.5 Abuse of Sick Leave**~~

~~Excessive abuse of sick leave may be grounds for disciplinary action and shall be closely monitored by the City Manager and the Department Head. Fraudulent use of sick leave shall be sufficient grounds for termination.~~

~~**SECTION 33.6 Maximum Accrual of Unused Leave**~~

~~Accrual of unused sick leave is unlimited. Upon separation of employment, all accrued sick leave is forfeited.~~

~~33.7 Sick Leave Conversion to Paid Time Off (PTO) (Ordinance 109.~~

~~During January each year, any employee with a "meets expectations" or better sick time evaluation as defined in the appropriate operating instruction, and has accumulated 80 hours or more of sick time, will have the option to convert 32 hours of sick time to personal time off. Personal Time Off days are designed to allow the employee to select paid days off which suit differing individual needs and circumstances (for example, a birthday, a religious holiday etc.) Personal Time Off, should be scheduled in advance and with the approval of your supervisor similar to vacation days and cannot be accumulated and carried over to the next calendar year. Like sick leave, Personal Time Off will not be paid out when leaving the City. Any remaining time will either be converted back to sick time at the end of the calendar year or used as part of the new conversion in January.~~

SECTION 34 Funeral Leave

In case of a death in an employee's immediate family, an employee may be granted up to three (3) days leave with pay. This time may be extended, at the discretion of the City Manager. Funeral leave shall not be deducted from any other leave earned by the employee. All full-time employees are eligible, and eligibility commences on the first day of active employment with the City. Immediate family shall be defined as parent, spouse, children, step-parents, step-brother, step-sister, grandparents, brother, sister, parent-in-law, grandchildren or

legal dependent. If requested, the employee shall provide the Department Head with proof of death in family before compensation is approved.

Section 35

This section is intentionally left blank.

~~**SECTION 35 Vacation Leave**~~

~~It is the intent of the City to grant vacation leave as a reward for services rendered and for the purpose of rest and relaxation.~~

~~¶All full-time employees, excluding those classified as temporary, shall be entitled to have vacation leave credited to their account after satisfactorily completing a probationary period. Upon approval, once an employee completes their probationary period, he/she may use Vacation Leave as accrued. The employee can be paid for such leave upon separation, if he/she has successfully completed the probationary period.~~

~~**SECTION 35.1 Scheduling**~~

~~Request for four (4) consecutive days or longer of vacation leave shall be made at least one (1) two (2) weeks (updated 11/2/2020) in advance of actual use. An employee wishing to use vacation leave shall submit Request for Leave to his/her Department Head for approval. Without prior approval, the leave may be charged as unauthorized absence at the discretion of the supervisor and may be subject to disciplinary action against the employee. If two (2) employees within the same department request vacation coinciding and it is determined to be a burden upon the department, seniority may be used.~~

~~To avoid scheduling conflict within the same department, employees are encouraged to follow the guidelines as set forth above.~~

~~Vacations shall be scheduled with as much consideration as possible for the desire of the employee. However, maintenance of service, adherence to schedules and approved leave for co-workers may restrict the scheduling of vacations. Holidays occurring while an employee is on vacation shall not be charged against vacation time.~~

~~**SECTION 35.2 Vacation Credit**~~

~~An employee shall earn vacation leave based upon the number of years the employee has worked for the City. All service must be continuous to be credited toward accumulated vacation leave.~~

~~¶Vacation leave shall be earned at the following rate:~~

Years of Employment	Paid Vacation Days Per Year
~~1st through 3rd~~	~~10~~
~~4th through 7th~~	~~12~~
~~8th through 12th~~	~~15~~
~~13 or more~~	~~18~~

~~When there has been a break in service of fifteen (15) working days or more, the employee, upon reinstatement or reemployment, will begin earning annual leave as a new employee. For purpose of calculation, annual leave will be calculated from the first of the month in which the employee begin work, if the starting date occurs between the first and fifteenth. Employees entering on duty after the fifteenth will begin earning leave from the first day of the month following employment.~~

~~SECTION 35.3 Carry-Over of Annual Leave~~

~~It is the intent of these policies that all employees take their vacations yearly. Department Heads should make every effort to ensure that his/her employees receive a vacation, if earned.~~

~~If a Department Head or an employee is not afforded the opportunity to use annual leave or is refused the time for leave, the excess shall be carried in the employees annual leave account.~~

~~An employee shall not be paid for earned annual leave in lieu of taking such leave during any calendar year unless it is demonstrated that it is in the best interest of the City and must be recommended by the Department Head or City Manager and approved in advance by the City Council.~~

~~The maximum amount of annual leave which can be carried over from one calendar year to the next is twenty (20)~~ thirty (30) days. ~~*(updated 11/2/2020)*~~

~~SECTION 35.4 Annual Leave Pay Upon Termination~~

~~Regular employees who resign or are separated in good standing shall receive pay for their accrued and unused annual leave. Only full calendar months of employment will be considered in computing annual leave and will be based upon the employee's regular rate of pay at separation. Annual leave pay for terminated employees will be included in their final paycheck, when possible.~~

SECTION 36 Compensatory Leave

Compensatory time shall be used in the same manner as Paid Time Off (PTO) under the City of Destin PTO Policy.~~Compensatory Leave may be used for the same purposes as vacation leave or sick leave.~~
~~Requesting and approving procedures are the same as for vacation leave~~.

If a non-exempt employee is promoted to an exempt position, or if the position an employee is in is determined to be exempt, any compensatory time accrued prior to that date will remain available for use by that employee as outlined above. Once filling an exempt position, however, the employee will no longer accrue additional compensatory leave.

SECTION 37 Military Leave

Any employee who is a member of the National Guard or the Military Reserve Forces of the United States and who is ordered by the appropriate authorities to attend a prescribed training program or to perform other duties shall be granted a leave of absence up to seventeen (17) days with pay as provided by Florida Statutes and/or Federal law.

SECTION 38 Civil Leave

In an attempt to help employees meet civil responsibilities, the City shall provide leave for jury duty, for appearance as a witness in cases related to the City, and to vote.

If an employee is required to appear in a litigation involving the City or arising out of his/her work with the City, he/she will be placed in a Leave with Pay status. Any witness fees shall be surrendered to the City. If the witness fee is not surrendered, the employee will be placed in Leave Without Pay status. Likewise, any jury duty fees will be surrendered to the City.

After witnessing or upon completion of jury duty for any given day, the employee will return to work if sufficient time remains before working hours end as to be meaningful.

An employee involved in litigation not involving the City or his/her duties with the City is not eligible for Civil Leave. Other forms of leave may be used.

An employee who has filed suit against the City and/or any member of management of the City, will not receive leave with pay concerning any aspect of that litigation.

All employees may be granted up to one (1) hour with pay in order to vote on Election Day. Time off to vote will be scheduled by the employee's Department. Employees shall present their voter registration card to their Department Head at the time they request leave to vote. Employees must notify their Department of their plan to request voting leave prior to Election Day.

SECTION 39 Travel Policy

On occasion, it may be necessary for City employees to travel outside the City boundaries to conduct City business or attend a conference or City business-related meetings. Transportation costs for such purposes shall be borne by the City.

The City Travel Procedures are designed in accordance with IRS rules and are outlined in the appropriate City Operating Instruction. This Operating Instruction gives detailed information including the types of expenses and amounts allowable for reimbursement, substantiation required and procedures to be followed for the authorization and payment of travel expenses. These procedures apply to all employees of the City of Destin.

Under circumstances where an employee travels during normal work hours (8:00 a.m. to 5:00 p.m.), Monday through Friday, or during these hours on Saturday or Sunday, travel time shall be considered "hours worked."

Prior to approval for all such travel expenses, except in cases of emergencies where prior approval is not possible, shall be obtained from the City Manager.

SECTION 40 Holidays

Eligible full-time employees are entitled to Christmas Eve Day, the day after Thanksgiving and all federal holidays as those holidays exist effective August 15, 2022.
~~Eligible full-time employees are entitled to the following paid holidays per year:~~

- ~~New Year's Day~~
- ~~Martin Luther King Jr. Day~~
- ~~Memorial Day~~
- ~~Labor Day~~
- ~~Christmas Eve Day~~
- ~~Christmas Day~~
- ~~Veteran's Day~~
- ~~President's Day~~
- ~~Independence Day~~
- ~~Thanksgiving Day~~
- ~~Day after Thanksgiving~~

~~In order for any full-time employee to qualify for overtime holiday pay, that individual must work his or her regularly scheduled shifts that immediately precede and follow the holiday. Approved absences do not count towards regularly scheduled shifts. Employees who are required to work on a holiday will receive their regular pay in addition to holiday pay~~.

SECTION 41 Separation By Resignation

SECTION 41.1 Voluntary

An employee who desires to resign in good standing shall submit his/her written resignation to his/her supervisor or Department Head at least two (2) weeks before leaving, and must state the date the resignation shall become effective and the reason for separation. Such resignation entitles the employee to payment of any benefits due. Failure to comply with this procedure may be considered cause for denying such employee future employment by the City. See section 33 for exact payout rules.

SECTION 41.2 Unauthorized Absence

A resignation, as a result of unauthorized absence, does not entitle the employee to payment of any benefits due. It is a resignation by an employee considered to be "not in good standing" as a direct result of the unauthorized absence and said employee shall not be eligible for rehire. See Section 25.

SECTION 42 Disability Insurance

The City provides a comprehensive disability program -- which consists of both short-

term and long-term disability benefits – for its employees. The coverage is effective following

completion of thirty (30) days of service, excluding those employees classified as temporary, at no cost to the employee.

For current information on disability benefits, the employee should refer to the insurance schedule booklet.

SECTION 43 Separation at Death

Separation shall be effective as of the date of death. All compensation due to the employee as of the effective date of separation shall be paid to the next of kin or the estate. Further, all benefits due an employee separated by death shall be paid to the next of kin or to the estate. The Department Head shall arrange for the return of all City property (badges, keys, tools, equipment, etc.) if any, signed out and in the possession of the deceased employee.

SECTION 44 Lay-Off and Recall

SECTION 44.1 Lay-Off

The City Manager shall have the authority to lay off any employee(s) because of lack of funds, lack of work or when there has been an insufficient appropriation to meet salary requirements necessary to maintain existing personnel in any Department. A reduction in the number of employees in a job classification shall be made by the City Manager. The City Manager shall notify the City Council of this action at the first appropriate opportunity.

SECTION 44.2 Recall

Names of employees laid off by the City will be maintained on a recall register for a period of one (1) year. During this period, should an appropriate job become available, one for which the laid off employee has adequate job-related skills, the former employee will be notified.

Following this notice, the employee would subsequently be treated like any new applicant applying for City employment. However, if recalled to the same position, a recalled employee who has previously completed a probationary period in said position, will not be required to complete an additional probationary period upon recall. All employee benefits will be offered to the employee immediately upon recall to his/her position.

Should a laid off employee refuse two (2) job opportunities offered by the City, his/her name shall be removed from the recall register.

SECTION 45 Disciplinary Actions

STATEMENT OF POLICY

It is the policy of the City of Destin to provide a well-defined system of discipline that sets forth standards of conduct and guidelines for disciplinary actions and which will be applied to al employees equitably, without bias or prejudice.

SECTION 45.1 General Provision

It is the intent of the City that discipline should be characterized as corrective and constructive rather than punitive and that disciplinary actions be utilized as an element of an overall program to educate and motivate employees to exhibit behavior which will contribute to individual growth and development and to the successful operation of City government.

The type of discipline used may vary in each case, depending on the employee's past work record and/or seniority, each with which he/she can be replaced, the severity of the misconduct, or other factors related to the efficient operation of City business. Nothing herein requires that any particular type of discipline be used as a condition precedent to the use of another form of discipline.

SECTION 45.2 Applicability

Any City employee may be disciplined

SECTION 45.3 General Infractions

The need for disciplinary action may arise as a result of different kinds of action on the part of the employee, such as, but not limited to:

1. Infractions of rules, regulations, policy or procedures as established either by the City Council or City Manager.

2. Offenses or misconduct which violate general rules of behavior or are specifically prohibited by law.

SECTION 45.4 Specific Infractions

The following types of infractions, offenses, or misconduct represent typical reasons for disciplinary action and are not meant to be the only permissible reasons for such action:

1. Absence without calling in
2. Disregard or violation of safety rules
3. Distracting other employees
4. Failure to report an injury
5. Failure to keep the work area tidy
6. Failure to follow instructions
7. Leading or participating in a work slowdown
8. Gambling while on duty
9. Late for work without valid reason
10. Leaving work area without permission
11. Use of another employee's equipment without permission
12. Involvement in an accident chargeable to employee while operating City vehicles or equipment

13. Operating a City vehicle or equipment without a proper and valid driver's license
14. Habitual extension of lunch periods or break periods
15. Abuse of accrued ~~sick~~ leave privilege
16. Conduct unbecoming of a City employee
17. Failure to report an accident
18. Insubordination
19. Leaving job without permission
20. Outside employment that interferes with City job
21. Possession or drinking of alcoholic beverage or use of drugs on the job
22. Giving falsified information or refusal to give testimony
23. Reporting to work when intoxicated or under the influence of drugs
24. Sleeping on the job
25. Threatening co-worker or supervisor
26. Unauthorized use or unsafe operation of City property, equipment or vehicle
27. Use of abusive language to an employee, co-worker, supervisor or public
28. Abuse of City vehicle or equipment
29. Conviction and imprisonment for a felony or first degree misdemeanor directly relating to the position held
30. Excessive accidents resulting in injury to self, others or damage to equipment
31. Falsifying application or concealing information during screening and processing
32. Giving false testimony
33. Leading or participating in a strike
34. Falsifying attendance or leave records
35. Failure to work required overtime assignments or unavailability during stand-by duty
36. Fighting on the job or engaging in any intentional act that may inflict bodily harm on anyone
37. Participation in prohibited political activity
38. Theft or removal from City locations without proper authorization, any City property or property of any City employee
39. Soliciting or accepting an unauthorized fee or gift
40. Unauthorized display or possession of a firearm or concealed weapon on property or while performing official City duties
41. Sale of narcotics or alcohol while on duty
42. Alcohol and/or drug influence during working hours
43. Any other action that would bring discredit or interfere with the City service

SECTION 45.5 Application for Disciplinary Action

The following are general considerations to be utilized in administering disciplinary actions:

1. Although internal consistency in administering discipline (both departmentally and City-wide) is desirable, numerous factors should be considered in

determining the appropriate level of discipline to be assessed at each successive step.

2. Some of the factors involved include time intervals between offenses, effectiveness of prior disciplinary actions, willingness to improve, overall work performance, job attitudes, and disciplinary actions previously taken with other comparable employees for similar offenses.

3. Some infractions may be more serious in one case, because of the employee's responsibilities, than in another case. For example, failure to be at an assigned work station would be a more serious offense for a dispatcher or watchman than for a secretary or maintenance worker.

4. A repetition of the same offense or other serious offenses indicates that more severe disciplinary measures should be administered.

5. Certain offenses are of such a serious nature that immediate discharge upon first offense is applicable.

6. When circumstances permit, the City Manager and Department Heads are expected to pursue a philosophy of "progressive discipline" by administering gradually increasing disciplinary actions for each successive instance of employee misconduct. Each level of progressive discipline shall be fully documented for inclusion in the employee's personnel folder.

SECTION 45.6 Types of Disciplinary Action

The following types of disciplinary actions are available to management:

1. Oral Reprimand (Counseling Report)

The purpose of an oral reprimand is to allow the supervisor to bring to the employee's attention the need for improving behavior, or attitude, and to serve as a warning against further repetition of the unsatisfactory conduct. The supervisor should utilize the occasion to identify and define the area needing improvement and inform the employee as to how such improvement can be realistically achieved. Counseling forms are to be utilized to record actions taken.

2. Written Reprimand (Reprimand Form)

In situations where an oral warning has not resulted in the expected improvement, or when an employee commits a more serious offense, a written reprimand should be given to the employee. Reprimand forms are to be utilized

to record actions taken and should include the incident(s) detailed description, specific times, dates, locations, personnel involved, and rules violated. The reprimand should indicate an expected date of improvement or period allowable for improvement.

3. Suspension (Letter with causes)

In the event of continued and repetitive offenses for which the employee has already received oral or written reprimands, or where the nature of the offense is relatively serious, an employee may be suspended for a specific period of time.

Such suspension shall be without pay and, if for more than one day, shall be issued on a consecutive working day basis. A suspended employee may not be permitted to work on his normal day(s) off, nor take paid leave time, nor make up the time by working overtime, in lieu of a payroll loss for the period of suspension. A narrative report showing the number of days and specific dates of suspension, in order for the appropriate payroll computation to be made should be sent to Personnel with an acknowledgement from the employee.

4. Dismissal

For unremedied, lesser offenses, repetition of serious offenses, or on the first occurrence of an extremely serious offense, an employee may be dismissed from City employment. A letter stating the reason(s) for termination must be given to the employee with a copy sent to Personnel for the employee's file.

In cases where an investigation may have to be made of the employee's conduct or of the seriousness of the offense, an employee should be placed on indefinite suspension which may later be changed to dismissal depending on the results of the investigation. Such suspension may be with or without pay.

SECTION 45.7 Disciplinary Action Procedures

The authority for most disciplinary actions are initiated by the immediate supervisor. In general, the final authority to approve a disciplinary action is related to the type of action taken.

SECTION 45.8 Action Approval Authority

The action and approval authority for respective action are as follows:

Type of Action	**Authority to Approve**
Oral Reprimand (Counseling Form)	Immediate Supervisor
Written Reprimand (Reprimand Form)	Department Head/City Manager
Suspension (letter)	City Manager
Dismissal (letter)	City Manager

SECTION 46 Dismissal

Any employee may be dismissed by the Department Head, with the approval of the City Manager. For all employees, a written statement of the reasons therefore shall be submitted to the employee affected.

SECTION 47 Employee Rights of Appeal

SECTION 47.1 Grievance Procedure

Any regular employee who is suspended, discharged or demoted, or claims that the Rules have been improperly applied or misinterpreted to his/her detriment, may file a grievance in accordance with the procedure herein provided within ten (10) work days after such action is taken. Performance evaluation and decisions with respect to promotions are not grievable.

Probationary, part time and temporary employees are excluded from these provisions.

STEP ONE

An aggrieved employee shall present a grievance orally to his/her immediate supervisor. If the employee is dissatisfied with the immediate supervisor's answer or if the immediate supervisor fails to respond to the grievance within five (5) working days, he/she may appeal to Step Two.

If the grievant is a Department Head, he/she may address his/her complaint orally to the City Manager and, if dissatisfied with the response, may notify the City Manager that he/she wishes to have his/her grievance heard by the Hearing Officer in the case of a suspension or discharge. In all other grievances where a Department Head is the grievant, the City Manager's oral decision shall be final.

STEP TWO

If the grievance is not resolved in Step 1, the employee may appeal the grievance to his/her Department Head in writing. At this step, the employee must complete the grievance from and state specifically, in writing, the precise nature of his/her grievance and which rule, regulation or ordinance of the City has been violated. The grievance form must be completed and submitted to the Department Head and a copy given to Human Resources within five (5) working days of Step 1. (***Note***: If the employee's immediate supervisor is the Department Head, the employee must still submit the grievance, in writing to that Department head. After seeing the grievance in writing, the Department Head may change his/her decision from Step One.) The Department Head will respond to the grievance, in writing, and will also provide a copy to Human Resources, within five (5) working days.

STEP THREE

If the grievance is not satisfactorily resolved in Step two, and involves a complaint other than one related to a suspension or discharge, the employee may appeal, in writing, to the City Manager and the City Manager's decision at this step shall be final

SECTION 47.2 Time Limits

The time limits contained in the Rules must be strictly observed. A grievance not presented in a timely fashion by the employee shall be deemed resolved and withdrawn, unless an extension of time is mutually agreed upon in writing. If a timely grievance does not receive a timely response, the grievance may proceed to the next Step on the last day within the proper time limit, as if a negative response had been received.

SECTION 47.3 Rights and Interests

This grievance procedure has been promulgated to provide employees an opportunity to have their grievances heard and it is not intended to create for employees any property or liberty interest in their employment nor is it intended to create any due process rights. Consequently, these provisions are not intended to permit any appeal to any state or federal court or to any administrative agency.

SECTION 48 Exiting Process

SECTION 48.1 Return of City Property

Each employee who is entrusted with City property is responsible for the safety and maintenance of said property. At the time of separation from service and prior to receiving final payment due, all property entrusted to said employee including but not limited to, records, books, uniforms, keys and tools, shall be transferred or returned to the Department Head or supervisor.

SECTION 49 Safety and Reporting Accidents

SECTION 49. 1 Policy Statement and Responsibility of City Manager

The City is vitally interested in the safety and well being of every employee and the general public. It is the intent of the City to provide safe equipment, procedures and surroundings for all employees and the general public and to provide safe and healthful working conditions. The City Manager shall have responsibility for the establishment of safety standards and for the administration and ongoing development of safety education and training to accomplish these goals.

SECTION 49.2 Safety Precautions

The Department Heads are responsible to the City Manager for the observance of safety precautions by all their employees.

All employees shall observe the following rules and practices:

- Take every precaution for the prevention of accidents to themselves, their fellow employees and the public.
- Bring any hazardous condition to the attention of their Department Head.
- Observe the proper procedures for safe operation of all equipment used in the performance of the employee's duties, particularly vehicles and heavy equipment.
- Observe safety rules, regulations and procedures.
- Wear required safety equipment.
- See to it that the safety equipment they are required to use or wear in the performance of their duties is in proper condition and is used as instructed.

SECTION 49.3 Reporting Accidents

It shall be the responsibility of each employee to immediately report any accident to the Department Head along with notification to the Public Risk Administrator. The employee will also assist, if possible, the appropriate person in filing the "First Report of Injury" as required by the State's Workers Compensation Laws. It shall be the responsibility of the Department Head to investigate the circumstances of the accident to secure the names of employees and/or other persons who witnessed the occurrence; to make such investigation as may appear to be necessary; to make a written report of the information secured; and to forward immediately such to the City Manager and/or his or her designee for review and appropriate action. This procedure is to be followed accordingly or could result in disciplinary action to both the Department Head and employee.

SECTION 49.4 Vehicular Accident Review Board

Following the reporting process outlined in Subsection 49.3 above, the City Manager shall convene a Vehicular Accident Review Board to review the circumstances of vehicular collisions, or other accidents or incidents, which result in bodily injury or property damage.

This Review Board shall be comprised of three (3) employees, regular, temporary, contract or otherwise, only one of which may be a Department Head, and will be appointed by the City Manager. No member of the Review Board may be a member of the Department reporting the matter to be reviewed. The term of service expires at the conclusion of the

investigation and submission of a report to the City Manager. The City Manager may recall former Review Board members for future occasions or may rotate service. There will be no additional compensation for this service.

The Vehicular Accident Review Board shall review the Department Head's report, police reports, if applicable, may require further testimony from witnesses, the involved employee(s) and the Department Head, make on-site inspection of the accident scene and take other action necessary to reach its findings. The Board shall report to the City Manager its determination as to cause, contributing factors, "preventability" and measures to prevent reoccurrence, if possible. The Vehicular Accident Review Board shall not make any recommendations regarding the employee(s) involved in the accident. Such determination remains the purview of the Department Head and/or City Manager.

SECTION 49.5 Disciplinary Action

Accidents which, after investigation, show carelessness or negligence on the part of any employee and indicate a disregard for his/her safety or the safety of others shall be cause for disciplinary action, to include termination of employment.

SECTION 49.6 Safety Advisory Committee and Safety Officer

The City Manager may appoint a member of his/her staff to serve as Safety Officer and may authorize the establishment of a Safety Advisory Committee, to be comprised of one employee representative for each Department. The Safety Officer shall be the Chairman of the committee. The employee representatives shall be appointed from informal vote of his/her Department co-workers. There will be no additional compensation for this service.

The Safety Advisory Committee shall meet periodically to establish, promote and monitor safety measures throughout the organization. Minutes of the meeting shall be kept and copies shall be sent to the City Manager and each Department.

All members of the Safety Advisory Committee shall encourage the observance of safety regulations, serve as good examples for their co-workers and shall develop programs to stimulate awareness of the importance of safety to the employees and general public.

SECTION 50 Occupational Injury/Death

SECTION 50.1 Occupational Injury General Policy

All City employees are covered by and are entitled to the benefits of the Florida Workers Compensation Law. If an employee is injured in the course of performing his/her duties regardless of how minor the injury he/she is responsible for immediately advising the immediate supervisor. The employee will also be required to undergo a drug-screen at the time of the treatment. The supervisor is responsible for preparing and submitting the "Supervisor's Report of Accident" to the City Manager's Office no later than one (1) working

day following the accident. The City Manager's Office shall be responsible for filing the Notice of Injury and for all future correspondence relating to the claim.

Section 440.12(1) provides, in part, that no compensation shall be allowed for the first seven (7) days of disability. However, if the injury results in disability of more than twenty-one (21) days, compensation shall be allowed from the commencement of the disability. Accordingly, compensation for time off the job due to a work-related injury, commences at the beginning of the second week. The employee has the option of using any accrued ~~vacation and/or sick~~ leave during the initial period of injury not covered under this provision. At the time of injury, the employee will sign a statement declaring whether or not he/she wants to exercise their option of using ~~vacation and/or sick~~accrued leave for the first week or only be paid the

sum allowed by the Workers Compensation Law. If an employee is compensated from the date of injury, a readjustment will be made to the employee's ~~sick/vacation time accrued~~accrued time.

SECTION 51 Group Insurance

Life**,** health and dental insurance coverage provided by the City shall become effective for all new full-time employees who have completed thirty (30) days of service, at no cost to the employee. The employee is also entitled to family coverage, if desired, with the City and the employee equally sharing the cost.

Should an employee desire dependent coverage, said coverage may be purchased by payroll deduction beginning at the time of the employee's eligibility. Insurability depends on any pre-existing conditions.

The employee will complete all insurance paperwork the first day they start work. It will be sent onto the insurance carrier and they implement the policy on the employee's effective date.

SECTION 51.1 Group Health Insurance

For up-to-date information on hospitalization and major medical benefits, the employee should refer to the insurance schedule booklet.

SECTION 51.2 Group Life Insurance and/or Accidental Death Benefits

Life insurance amounts are $40,000 for non-exempt employees and $50,000 for exempt employees. Life insurance and/or accidental death coverage is extended only to employees.

SECTION 51.3 Disability Insurance

The City provides a comprehensive disability program~~,~~ -- which consists of both short-term and long-term disability benefits~~,~~-- for its employees. The coverage is effective following

completion of the employee's six (6) month probationary period, excluding those employees classified as temporary, at no cost to the employee.

SECTION 51.4 C.O.B.R.A. Benefits

An employee of the City has the right to choose continuation coverage (COBRA) if group health benefits are lost due to a reduction in hours or termination of employment, for reasons other than crime(s) committed in the workplace ~~(~~to include embezzlement or theft.~~)~~

SECTION 52 Dress Code/Uniforms

Each employee is required to dress appropriately. The Department Head will discus this with the employee(s) upon their employment with the City.

Some positions require employees to wear a uniform by virtue of his/her position will be provided a complete set of uniforms that reflect his/her position and respective department. It is the responsibility of the employee to keep them in a neat and orderly manner. The complete uniform must be worn at all times while on duty, and no uniform may be altered or changed in appearance. Any employee not wearing his/her assigned uniform will be sent home on his/her on time to change. After three (3) such offenses, the employee will be subject to suspension without pay or dismissal.

SECTION 53 Code of Ethics

All employees are expected to adhere to certain recognized principles and practices in the conduct of their public lives. These principles are embodied in the following Code of Ethics:

1. Employees may not, either directly or indirectly, use their official position with the City, or information obtained in connection with their employment, for private gain.

2. Employees shall not accept any gifts, favors or services that tend to improperly influence the discharge of their official duties.

3. No employee shall make any false statement, certification or recommendation of any appointment under any provision of these policies or, in any manner, commit or attempt to commit any fraud preventing the impartial execution of the provisions of these policies with regard to employment, promotion or transfer.

4. No City employee shall transact any business in his/her official capacity with any business entity of which that employee is an officer, agent or member, or in which he/she owns a controlling interest.

5. No City employee shall have personal investments in any enterprise that will create a substantial conflict between the private interest and the public interest.

6. Employees shall not conduct personal business while in City uniform, nor shall they consume alcoholic beverages while on duty, inclusive of mealtime, nor on off-duty hours while in uniform.

7. The political activities of any employee shall be in accord with and regulated by Florida Statute 104.31 as it may be amended from time to time.

8. Any violations of the provisions of this policy shall be subject to review and appropriate disciplinary action. If the employee has any doubt as to the application of the policy as it relates to his/her position, the possible violations should be discussed with the Department Head, who shall either approve or forbid the activity, or refer the question to the City Manager.

SECTION 54 Social Security

The City of Destin and its employees do not participate in the retirement portion of the Social Security Program. Employees hired after April 1, 1986 will participate in the Medicare portion of the Social Security program. If Federal laws are amended to require comprehensive participation in the Medicare portion of the program, regardless of hire date, all City employees will participate. The employee's contribution will be deducted each pay period at the then-existing Federal rate.

SECTION 55 Retirement

The City offers a comprehensive retirement program for its employees with the basic Retirement Plan. The City also allows a payroll deduction for a Deferred Compensation Plan.

SECTION 55.1 Retirement Plan

The City contributes an amount equal to six percent (7.5%) of the employee's annual salary into the plan. The City will also match an employee's contribution up to a maximum of five percent (5%) of the employee's annual salary if the employee participates in the Deferred Compensation Plan. This contribution is in conjunction with the City's Retirement Plan.

SECTION 55.2 Deferred Compensation Plan

Following the completion of thirty (30) days of service, employees can elect to participate in the Deferred Compensation Plan. Upon commencement of employment, employees will be given a separate handbook relating to the Deferred Compensation Plan.

SECTION 55.3 Vesting Schedule

The vesting schedule of the City's contributions is determined in accordance with the *City of Destin Employee Thrift Plan*.

SECTION 56 Education Reimbursement

The City of Destin recognizes the value of a program promoting additional in-service education and training for its personnel.

Accordingly, the City will reimburse the costs of enrollment/tuition for job-applicable coursework or training, provided however, that the employee's participation in the program has been approved in advance by the Department Head and City Manager's Office and that the employee receives a grade of "C" or better, if a grade course, or a certificate of satisfactory completion, if ungraded. Educational costs will be considered for reimbursement upon completion of the course and receipt of final grade or certificate.

SECTION 57 Savings Clause

If any section or part of a section of this ordinance is held by any court or legislation to be invalid or unconstitutional, the same shall not invalidate or impair the validity, force the effect of any other section or part of a section of this Ordinance unless it clearly appears that such other section or part of a section is wholly or necessarily dependent for its operation upon a section or part of a section so held invalid or unconstitutional.

SECTION 58 Effective Date

This Ordinance shall become effective upon its adoption by Council and signature of the Chairman.

RESOLUTION 25-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA; PROVIDING FOR AMENDMENT OF PERSONNEL RULES AND REGULATIONS (AKA EMPLOYEE MANUAL); PROVIDING FOR AMENDMENT TO PROVISIONS RELATING TO EMPLOYEE LEAVE TIME; PROVIDING FOR A PAID TIME OFF (PTO) SYSTEM IN LIEU OF EMPLOYEE LEAVE TIME; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

Section 1. Authority.

The authority for the enactment of this resolution is Article I, Section 1.01 of the City Charter and Section 166.021, Florida Statutes.

Section 2. Findings of Fact.

WHEREAS, Section 1.01 of the City Charter authorizes the City Council to adopt resolutions as may be required for the good government of the city; and

WHEREAS, Section 166.021, Florida Statutes, states "*As provided in s. 2(b), Art. VIII of the State Constitution, municipalities shall have the governmental, corporate, and proprietary powers to enable them to conduct municipal government, perform municipal functions, and render municipal services, and may exercise any power for municipal purposes, except when expressly prohibited by law*"; and

WHEREAS, the City Council, on advice of the Human Resources Director, desires to update and modify the City's Personnel Rules and Regulations as set forth in **Exhibit "A"** to this Resolution and replace the City's current employee leave policies and establishing a Paid Time Off (PTO) policy in lieu thereof; and

WHEREAS the City Council has determined that the policy set forth in this Resolution 2025-12 serves the health, safety and welfare of residents and visitors of the City of Destin; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DESTIN, THAT:

Section 3. Recitals. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 4. Revisions to Personnel Rules and Regulations. It is the intent of the City Council to establish a City-wide policy for employee Paid Time Off. The City Council hereby modifies and revises the attached "Personnel Rules and Regulations" (commonly referred to as the *Employee Manual*), attached hereto as **Exhibit "A",** and fully incorporated herein by this reference. *Language in all sections of the attached Exhibit "A" 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.*

Section 5. Conflicting provisions. Any resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

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

Section 7. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY OF DESTIN, FLORIDA THIS 5TH DAY OF MAY, 2025.

_____
BOBBY WAGNER, MAYOR

ATTEST:

_____
REY BAILEY, CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY FOR THE
CITY OF DESTIN, ONLY:

_____
KIMBERLY ROMANO KOPP
CITY ATTORNEY

ITEM # 2025-583

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.E.

TO: City Council

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

FROM: Larry Jones , City Manager

DATE: 4/30/2025

SUBJECT: Destin Community Center - Exterior Building Condition Assessment (BECI)

I. BACKGROUND: The following direction was provided to staff during the Regular City Council meeting on Febrary 3, 2025:

Consent Agenda item 3A:

Councilmember Bagby moved to direct staff to either secure a contractor or bring back a RFP for inspection of the community center. The goal of the inspection is to identify necessary repairs, including addressing the water leak, and provide a comprehensive report to the council. Councilmember Trammell seconded the motion. Motion passed 5-1, with Councilmember Braden dissenting.

An update was provided to Council on March 3, 2025, regarding the request for the Community Center building inspection quotes. Staff reached out to three companies, receiving two quotes and a response from the third indicating that their current workload would prevent them from conducting the inspection in a timely manner. The quotes received were from BECI at $9,500 and O'Connell & Associates at $14,100.

BECI was selected by staff.

BECI has provided an exterior building condition assessment and an executive summary, which are attached to this item.

II. DISCUSSION: Project Overview – Destin Community Center Exterior Assessment

Built in 1992, the Community Center facility shows significant aging and deterioration.

BECI conducted a detailed survey of the exterior envelope (roof, cladding, windows, doors, sealants, coatings).

Overall condition: Poor, with multiple areas of water intrusion, material failure, and visible structural degradation.

Key Findings & Recommendations

Roof System

Condition: End of useful life; leaks, corrosion, fastener issues.

Recommendation: Complete removal and replacement, including flashing and penetrations.

Storefront Windows

Condition: Fogged/broken glazing, corrosion, sealant failure.

Recommendation: Replace with thermally broken aluminum-framed systems and low-E insulated glazing.

Cladding (EIFS)

Condition: Cracks, delamination, missing mesh, moisture risks.

Recommendation: Remove existing and install new drainable EIFS with WRB and aluminum flashing.

Coatings and Sealants

Condition: UV degradation, microbial growth, cracking/missing sealants.

Recommendation: Full replacement of coatings and sealants, coordinated with EIFS work.

Doors

Condition: Faded, chalked, surface corrosion; structurally sound.

Recommendation: Clean and recoat with high-performance exterior-grade coatings.

Implementation Guidance

Engage a licensed Professional Engineer to develop specifications and scope.

Coordinate work on roof, cladding, and windows for optimal sequencing and compatibility.

BECI offers support through design, bidding, and construction phases.

A. Link to Strategic Goals / Objectives: IV. Effective, efficient and aesthetically pleasing infrastructure.

B. Effect on Budget (EOB): The adopted FY2025 budget includes a line item of $717,500 (project # RR573) for the front windows and doors of the Community Center. Staff recommend issuing a request for proposals to obtain cost estimates for the repairs and replacements recommended by BECI. This will help inform budgeting needs for FY2026.

C. Level of Service (LOS):

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Staff are requesting guidance from Council on the survey results presented by BECI.

IV. RECOMMENDED MOTION:

Attachments:

1. R2256_Destin Com_ConSurv_001
2. Community Exeutive summary

A Sensible Approach to Building Solutions

www.be-ci.com

Destin

March 18, 2025

Attention: **Larry Jones**

Project: **Destin Community Center**
101 Stahlman Ave
Destin, FL 32541

Regarding: **Condition Survey**

Dear Larry Jones:

Pursuant to your request, BECI has completed an on-site survey of the typical existing conditions of the roof, exterior walls (cladding), windows, doors, sealants, and coatings at representative areas of the Destin Community Center located in Destin, Florida. The following will serve to document the results of our visual observations, along with our opinions and general recommendations for repairs regarding the anomalies we have noted.

Respectfully Submitted,
BECI

Chase A. McInnis, RRO, REWO
Destin Branch Manager

Attachments: Appendix A: Photo Log

1.0 HISTORY AND BACKGROUND

1.1 The Destin Community Center located in Destin, FL, was originally constructed in 1992 and is currently managed by the City of Destin. In our discussion with the facility staff, it was noted that the history of the building and its records are incomplete, and documentation of repairs and restorations may not be available. Interviews with key building personnel were performed in an attempt to understand the history of the building's maintenance and upkeep.

1.2 Through interviews with site personnel, BECI was informed that isolated instances of water infiltration have occurred during periods of inclement weather. Reported areas of moisture intrusion include the building lobby, a small front office, and multiple locations along the gymnasium roof—specifically the South corner, center ridge, and around the cupola. A re-roofing project was completed in 2014; however, it was noted that isolated leaks persisted following the completion of that work. In response, additional repairs were undertaken, including a full replacement of the roofing fasteners approximately two years after the initial roof installation. Since that time, various maintenance efforts have been made, primarily involving localized sealant applications at suspected failure points. Despite these interventions, active leaks reportedly continue to occur, indicating ongoing deficiencies in the roofing system's waterproofing performance.

2.0 PURPOSE AND SCOPE

2.1 The purpose of this Exterior Condition Survey was to perform visual non-destructive observations and assess the conditions of typical exterior building enclosure components such as the roof, exterior claddings, coatings, sealants, and windows of the subject building. BECI performed these observations by accessing the building from the ground level, mechanical lift, and aerial drone operated by a licensed FAA sUAS pilot.

2.2 Observations enumerated within this report, unless stated as isolated, are intended to be general typical conditions observed at the time of our investigation. As such, our conclusions are based on our observations of the existing conditions. The observations and opinions provided in this report are the opinion of BECI and are based on our experience, as well as the information provided to BECI regarding the exterior building enclosure at the Destin Community Center.

2.3 BECI's general assessment of the property condition for various individual components is rated as "Good, Fair, or Poor." An evaluation of "Good" indicates almost new condition with no immediate attention required. An evaluation of "Fair" refers to an acceptable rate of use with few or no immediate needs. An evaluation of "Poor" indicates failure or partial failure of building components needing immediate attention or nearing immediate replacement. Overall, BECI observed the property to be in poor condition overall based on visual observations of the in-situ conditions. Observations in this report have been organized by prioritizing the building components that are in need of immediate attention first (Poor), followed by components that were observed to be in "Fair" to "Good" condition at the time of the survey.

3.0 OBSERVATIONS AND OPINIONS

3.1 BECI performed the initial inspection of the roof via drone and observed the roof to be in poor condition overall (Reference Photo Exhibit Nos. 1 through 5). Upon accessing the roof and traversing all accessible slopes, BECI observed that the standing seam metal roof was in overall poor condition and had reached the end of its useful service life. A key deficiency noted was the widespread failure of sealant materials applied at critical transition points, including flashing terminations, panel joints, and perimeter conditions. These sealants exhibited advanced signs of degradation such as surface chalking, cracking, separation from adjoining substrates, and visible shrinkage—conditions typically associated with prolonged exposure to ultraviolet (UV) radiation, thermal cycling, and general environmental weathering (Reference Figures 01 through 04 and Photo Exhibit Nos. 6 through 9). Cracking was especially prevalent along sealant beads at flashing overlaps and joint interfaces, indicating a loss of elasticity and cohesive integrity. These conditions render the sealant ineffective as a waterproofing barrier and significantly increase the risk of moisture intrusion, which may contribute to the ongoing deterioration of adjacent roofing components and the exterior insulation and finish system (EIFS) cladding that interfaces the roof.

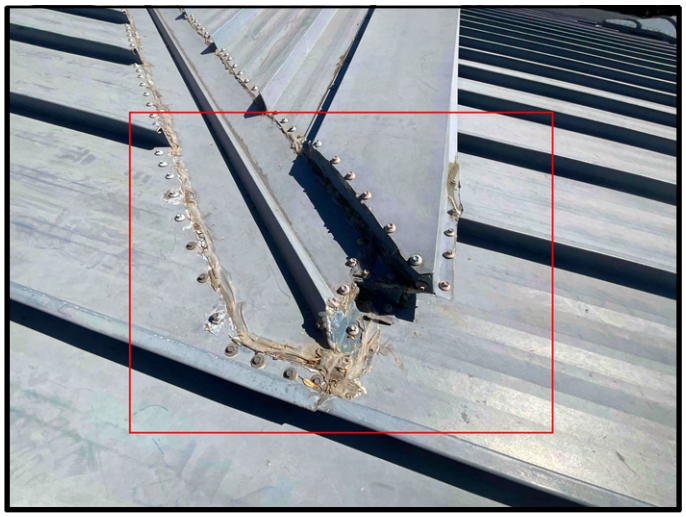


FIGURE 1 - Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.

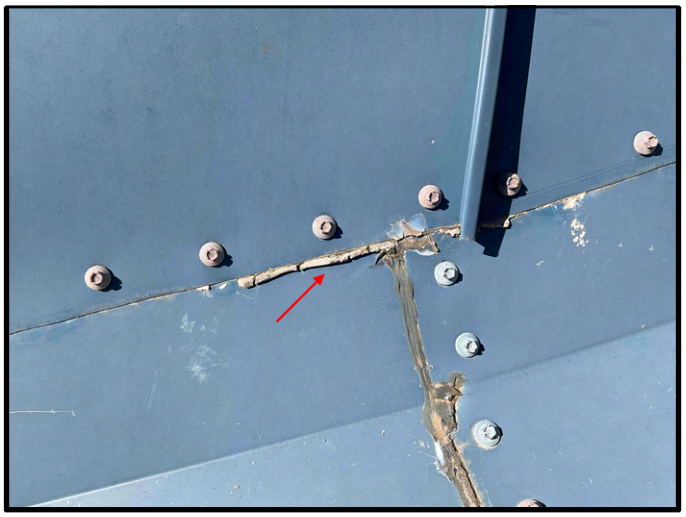


FIGURE 2 - Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.

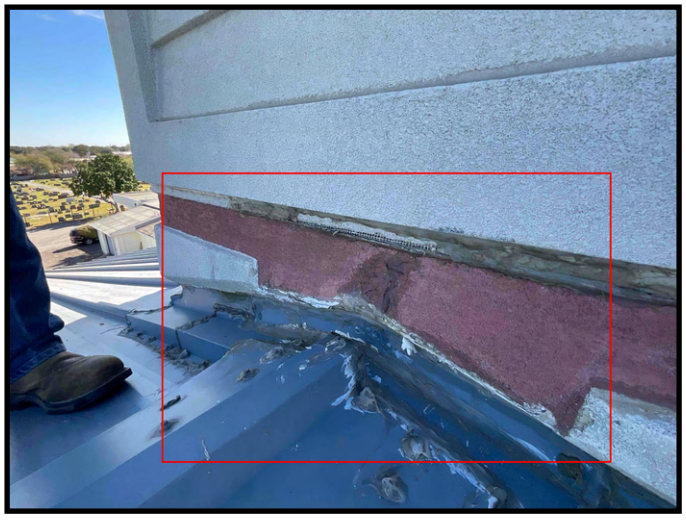


FIGURE 3 - Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.

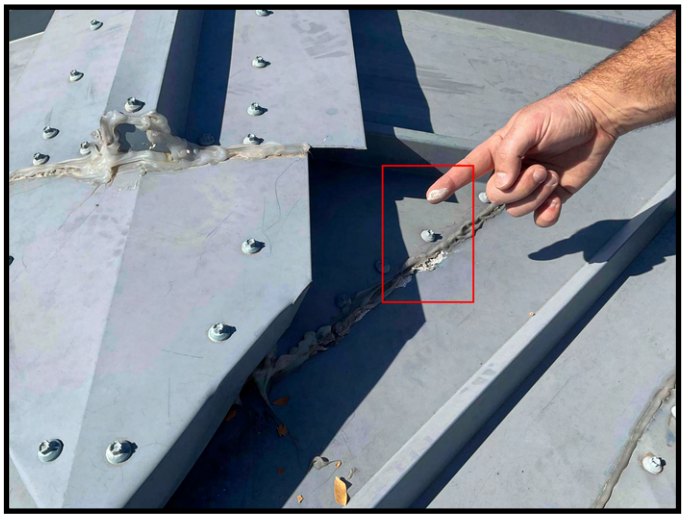


FIGURE 4 - Overall view of the failed sealant exhibiting sings of degradation and reversion.

3.1.1 BECI also observed loose fasteners at a standing seam panel splice located above the gymnasium at the Southwest Elevation (Reference Figure 05 and Photo Exhibit No. 10). This condition was identified directly above a reported active roof leak within the gymnasium interior. Upon closer inspection, the fasteners at this splice location were observed to be hand-tight and not anchored into any underlying structural roofing members, thereby compromising the mechanical integrity of the panel connection (Reference Figure 06 and Photo Exhibit No. 11). Additionally, failed and deteriorated sealant was observed along the same splice joint, further increasing the potential for water infiltration at this location (Reference Figures 07 & 08 and Photo Exhibit Nos. 12 and 13).



FIGURE 5 - Overall view of the standing seam panel splice.

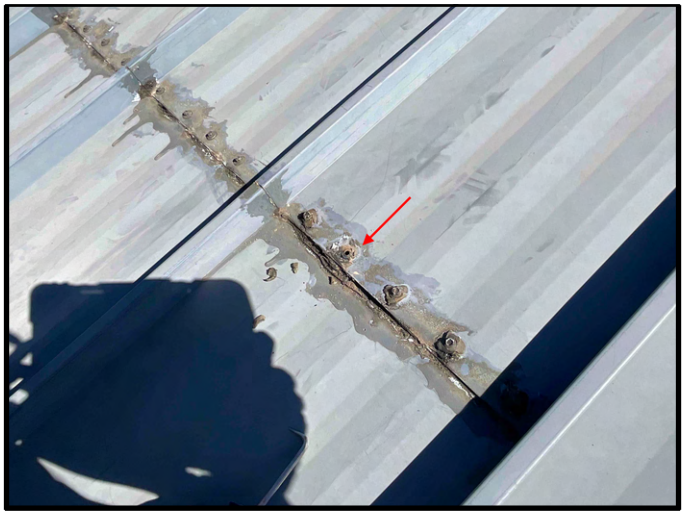


FIGURE 6 - Close up view of the loose fastener at the panel splice.



FIGURE 7 - Close up view of the deteriorated sealant at the panel splice.



FIGURE 8 - Close up view of the deteriorated sealant at the panel splice.

3.1.2 BECI observed widespread oxidation, surface chalking, and significant fading of the factory-applied finish on the standing seam metal roof panels, with deterioration most pronounced along panel edges and at eave terminations (Reference Figures 09 and 10 and Photo Exhibit Nos. 14 and 15). Similar degradation was also noted at fastener penetrations, where evidence of galvanic corrosion was observed—likely due to dissimilar metal contact and prolonged moisture exposure. These conditions are indicative of long-term UV exposure and progressive breakdown of the roof's protective coating system, reducing its ability to prevent corrosion and extending service life. Additionally, BECI identified an isolated area of physical damage to the roofing panels beneath overhanging tree limbs at the Northeast corner of the building. Abrasions resulting from limb contact have removed the factory-applied coating, exposing the bare metal substrate and leading to the formation of localized rust spots (Reference Figure 11 and Photo Exhibit No. 16).



FIGURE 9 - Close up view of the oxidation and surface chalking observed on the edges of the roofing panels.



FIGURE 10 - Close up view of the oxidation and surface chalking observed on the edges of the roofing panels.



FIGURE 11 - Overall view of the damaged roofing panel below the overhanging tree limb.

3.1.3 BECI observed an isolated instance of a damaged plumbing vent stack boot, which exhibited a visible tear or void in the rubber flashing material (Reference Figure 12 and Photo Exhibit No. 17). This deficiency presents a direct path for water infiltration at the roof penetration. In addition, multiple plumbing vent stack boots throughout the roof were found to be in poor condition exhibiting deterioration, with failed sealants and boot materials exhibiting signs of oxidation, surface chalking, and general weathering (Reference Figures 13 & 14 and Photo Exhibit Nos. 18 and 19).

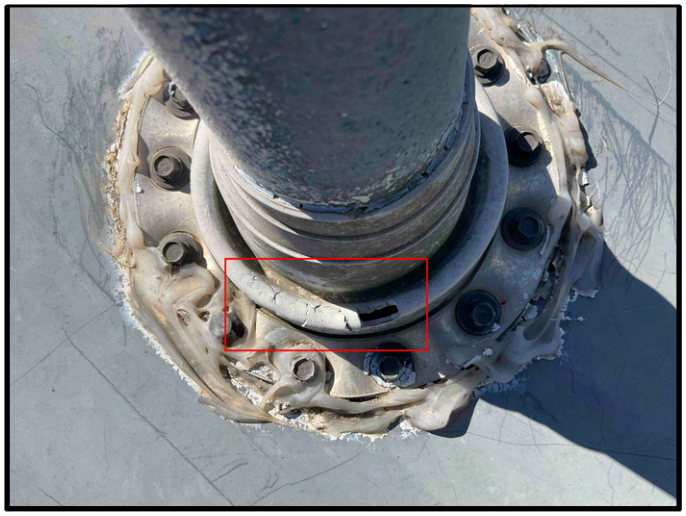


FIGURE 12 - Close up view of the damaged plumbing vent stack boot.



FIGURE 13 - Close up view of the plumbing vent stack boot exhibiting oxidation and surface chalking.



FIGURE 14 - Close up view of the plumbing vent stack boot exhibiting oxidation and surface chalking.

3.2 BECI observed that storefront window assemblies were installed at the lobby entrance at the South Elevation of the building (Reference Photo Exhibit Nos. 20 and 21). BECI observed that the storefront window assemblies are in overall poor condition and have reached the end of their useful service life. Widespread deterioration and failure of perimeter sealants and glazing sealants were observed at multiple locations at the storefront frame-to-cladding joints and frame-to-glazing joints (Reference Figures 15 and 16 and Photo Exhibit Nos. 22 and 23). In addition, isolated instances of broken glass lites of the storefront assembly were observed, with several units exhibiting failed wet glazing at metal-to-glass joints, including internal fogging and visible moisture accumulation between the glass lites (Reference Figures 17 and 18 and Photo Exhibit Nos. 24 and 25).



FIGURE 15 - Close up view of the failed window perimeter sealants.



FIGURE 16 - Close up view of failed wet glazing.



FIGURE 17 - Close up view of water retention in-between the glass lites of the storefront.



FIGURE 18 - Close up view of water retention in-between the glass lites of the storefront.

3.2.1 BECI also observed isolated area of missing trim components at the frames of the storefront at the Southwest Elevation of the lobby (Reference Figure 19 and Photo Exhibit No. 26). Additionally, widespread corrosion was observed on exposed fasteners and window trim throughout the window frame assemblies (Reference Figures 20 and 21 and Photo Exhibit Nos. 27 and 28). Missing pieces of the frame configuration, as well as corroded fasteners can result in premature deterioration of the storefront assembly, as well as introduce added moisture into the assemblies at attachment locations.



FIGURE 19 - Overall view of the missing window trim components with exposed fasteners.



FIGURE 20 - Close up view of the corroded window frame fasteners.



FIGURE 21 - Close up view of the corroded window frame fasteners.

3.3 BECI observed that the Exterior Insulation and Finish System (EIFS), installed over gypsum sheathing, is in overall poor condition (Reference Photo Exhibit No. 29 through 34). Multiple areas exhibit visible damage, including exposed fiberglass reinforcing mesh, indicative of advanced weathering and degradation of the protective base and finish coats. Documented anomalies within the EIFS cladding include surface cracking, finish coat delamination, unsealed wall penetrations, voids at system terminations, and isolated impact damage—likely caused by mechanical contact or environmental exposure. BECI observed delaminating finish coat at the Southwest Elevation and the Southeast Elevation, exposing the underlying reinforcing mesh (Reference Figures 22 and 23 and Photo Exhibit Nos. 35 and 36). BECI also observed damaged EIFS at the outside corner conditions at the Northwest and Northeast Elevations, exposing the underlying gypsum sheathing and light gauge metal framing at the Northwest Elevation and the underlying reinforcing mesh at the Northeast Elevation (Reference Figures 24 and 25 and Photo Exhibit Nos. 37 and 38). In the Northwest corner of the building, deterioration has progressed to the point where the underlying sheathing may be vulnerable to water intrusion and microbial growth. Additionally, BECI did not observe the presence of a weather resistive barrier (WRB) installed beneath the EIFS at the sheathing level, which can result in moisture intrusion to interior spaces at areas of exposed mesh and impact damage.

These deficiencies compromise the system's intended performance as a continuous thermal and moisture barrier. Cracks and voids in the finish coat create potential pathways for water intrusion, especially during wind-driven rain events, while unsealed penetrations and damaged areas allow for water accumulation behind the cladding. Prolonged moisture exposure can lead to deterioration of the gypsum sheathing substrate, corrosion of embedded fasteners, loss of insulation value, and even structural damage over time if left unaddressed. Furthermore, the presence of exposed reinforcing mesh indicates that the EIFS lamina is no longer fully intact, reducing the impact resistance and weatherability of the assembly.

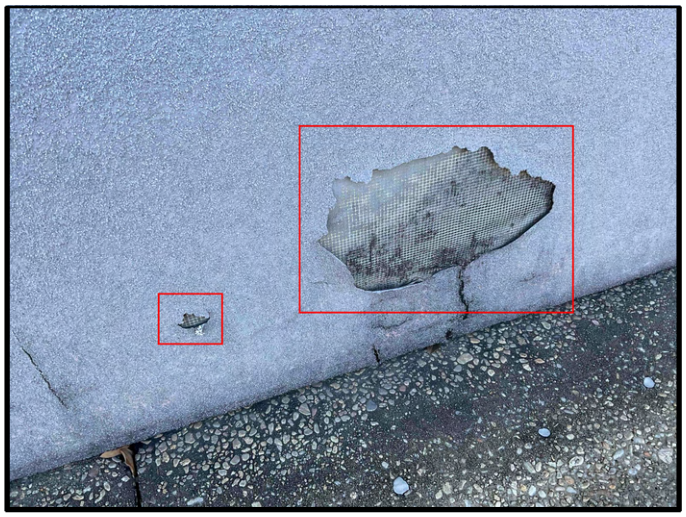


FIGURE 22 - Close up view of the delaminating finish coat.

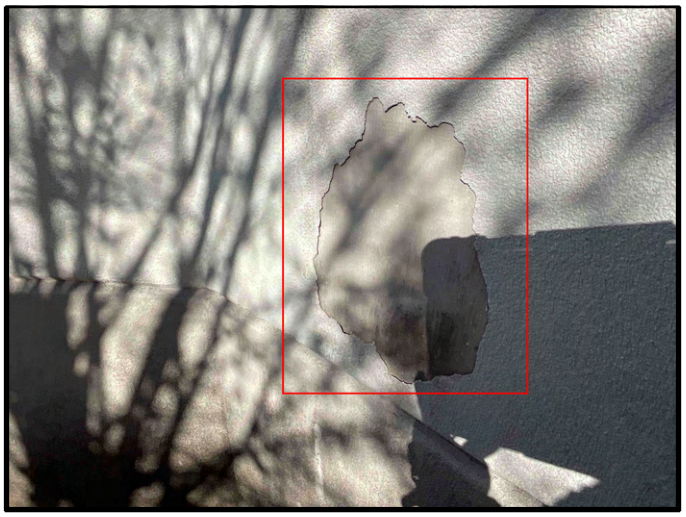


FIGURE 23 - Close up view of the delaminating finish coat.



FIGURE 24 - Close up view of impact damage with exposed sheathing.



FIGURE 25 - Overall view of previously repaired damaged EIFS cladding.

3.3.1 At the Southeast roof overhang adjacent to the playground, BECI observed that the soffit/ceiling is in poor condition, with isolated areas exhibiting visible sagging and deformation (Reference Figure 26 and Photo Exhibit No. 39). This condition may indicate compromised framing support or water-related deterioration. Additionally, BECI noted that the EIFS cladding system in this area lacks a properly designed drainage path at the interface between the horizontal overhang and the adjacent vertical wall surface (Reference Figures 27 and 28 and Photo Exhibit Nos. 40 and 41). The absence of adequate drainage detailing at this transition increases the risk of water entrapment, which can lead to moisture infiltration, and material degradation. BECI also observed isolated areas exhibiting surface corrosion to the light gauge metal framing at this condition at an area where the soffit vent was detached.



FIGURE 26 - Overall view of an isolated area of deformation in the overhead condition.

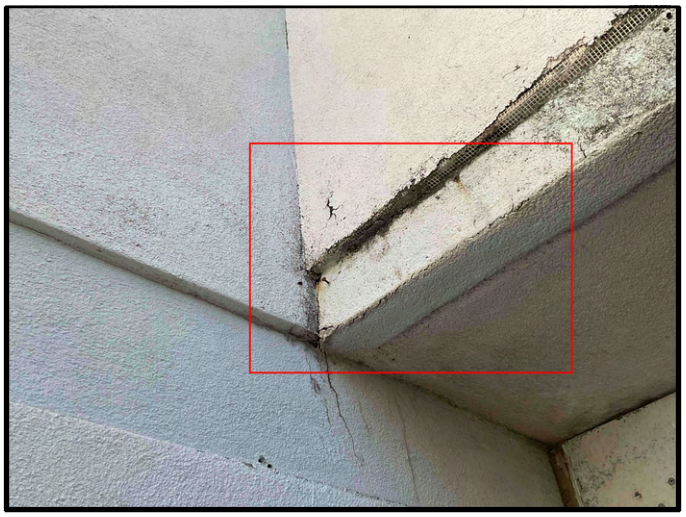


FIGURE 27 - Close up view of the overhang without a drainage detail.



FIGURE 28 - Close up view of the overhang without a drainage detail.

3.4 BECI observed widespread coating deterioration across the EIFS cladding system, characterized by a chalky, powder-like residue on the surface of the finish indicating that the coatings have reached the end of their useful service life (Reference Figure 29 and Photo Exhibit No. 42). This condition is indicative of long-term ultraviolet (UV) degradation of the resin components within the coating system, resulting in the breakdown of the protective film and reduced waterproofing capability. The compromised coating may allow increased moisture absorption into the EIFS system, elevating the risk of substrate deterioration over time. Additionally, BECI observed widespread microbial growth on the surface of the EIFS cladding (Reference Figures 30 through 32 and Photo Exhibit Nos. 43 through 45). This staining is typically associated with retained surface moisture and insufficient drainage or ventilation, as well as lack of exposure to sunlight for the surfaces to dry after a rain event and may further accelerate coating failure and aesthetic degradation.

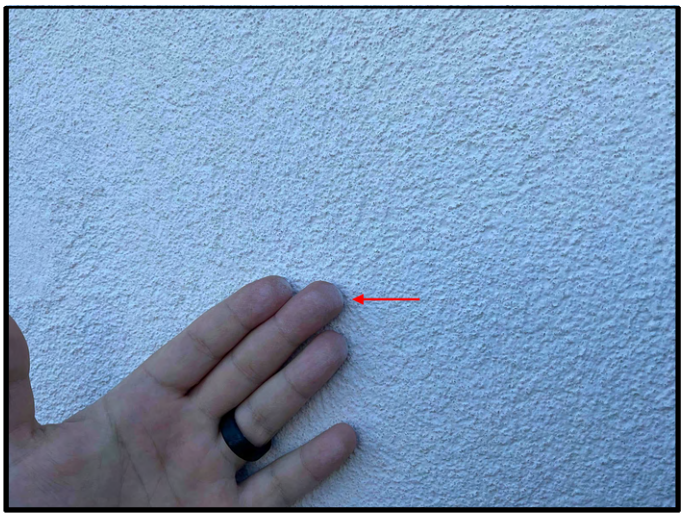


FIGURE 29 - Close up view of the coating deterioration.



FIGURE 30 - Overall view of the widespread microbial growth observed on the building's exterior.



FIGURE 31 - Overall view of the widespread microbial growth observed on the building's exterior.

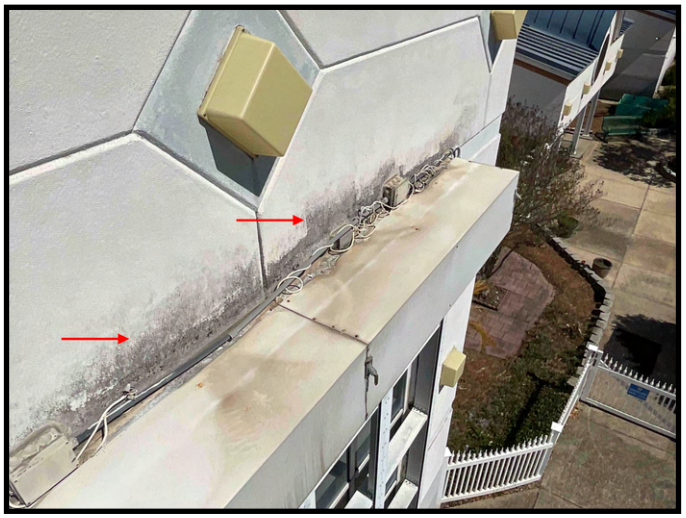


FIGURE 32 - Overall view of the widespread microbial growth observed on the building's exterior.

3.5 BECI observed that the exterior doors are in overall fair condition. Typical age-related wear was noted, including faded and chalked coatings consistent with prolonged UV exposure and environmental weathering (Reference Figures 33 & 34 and Photo Exhibit Nos. 46 and 47). Isolated areas of surface corrosion were observed on door panels, along with signs of oxidation on exposed door hardware (Reference Figures 35 & 36 and Photo Exhibit Nos. 48 and 49). While these conditions appear to be primarily cosmetic at this time, they may progress if left unaddressed, potentially impacting the durability and function of the door assemblies.



FIGURE 33 - Close up view of the faded and chalked door coatings.

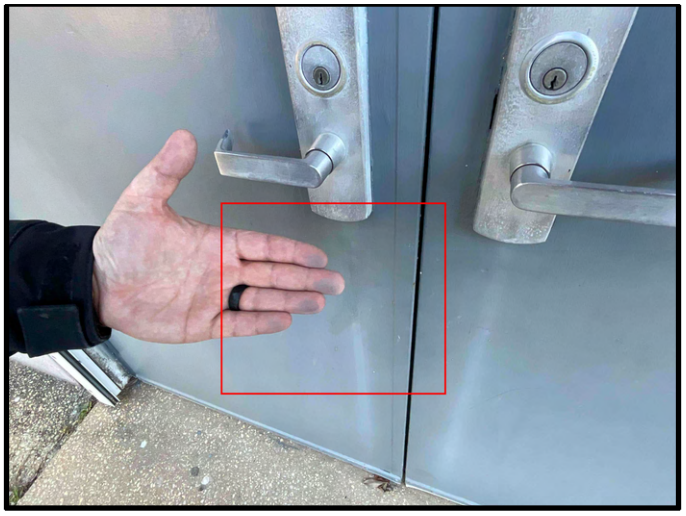


FIGURE 34 - Close up view of the faded and chalked door coatings.



FIGURE 35 - Close up view of the isolated surface corrosion.

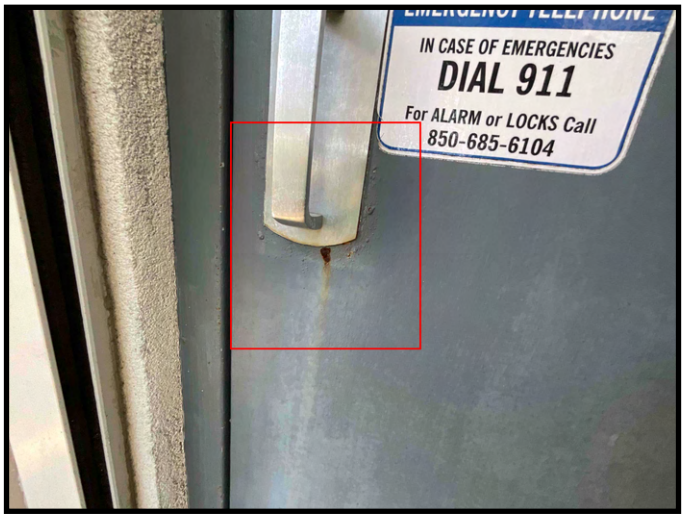


FIGURE 36 - Close up view of the isolated surface corrosion.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Based on the observed roof conditions and the history of ongoing, unresolved leaks, BECI is of the professional opinion that the existing standing seam metal roof system requires extensive restoration beyond isolated repairs and has reached the end of its useful service life. The cumulative deficiencies—including widespread failed sealants, loose or improperly anchored fasteners, damaged roof panels, and deteriorated plumbing vent stack boots—indicate that the roof assembly has been compromised and no longer provides reliable protection against water intrusion. Given the extent and persistence of these issues, BECI recommends full removal and replacement of the standing seam metal roof system across all elevations of the building to restore long-term performance and integrity and to provide a watertight roof assembly. As such, all associated flashings should be removed and replaced as part of the roof restoration, including but not limited to, headwall flashings and sidewall flashings at integrations with the EIFS cladding, pipe penetration flashings, valley flashings, and eave flashings.

4.2 Due to the widespread glazing failures observed and the overall deteriorated condition of the storefront window assemblies at the South Elevation, BECI recommends complete removal and replacement of the existing storefront systems at the lobby. Observed deficiencies include failed perimeter glazing sealants, fogged and moisture-compromised glass lites, broken glass lites, and corroded and oxidized fasteners and hardware. These conditions have collectively diminished the functional performance of the windows, reducing their ability to resist air and water infiltration and are compromising the thermal efficiency of the building envelope.

Replacement of the window assemblies should include the installation of new, thermally broken aluminum-framed storefront systems with high-performance, low-E insulated glazing units. All new assemblies should be properly flashed and sealed, and integrated with adjacent wall systems—including EIFS transitions—to ensure a continuous air and water barrier. Additionally, head, jamb, and sill conditions should be detailed to accommodate thermal movement, drainage, and structural support per current industry standards, including AAMA, ASTM, and relevant Florida Building Code requirements.

Window replacement at this elevation will not only address the existing deficiencies but also enhance building performance, energy efficiency, and overall occupant comfort. Coordination with ongoing or proposed façade restoration work is recommended to ensure continuity and compatibility of adjacent systems.

4.3 BECI recommends removal of the existing barrier EIFS cladding system down to the substrate and installation of a new drainable EIFS cladding assembly incorporating a fluid-applied weather resistive barrier (WRB). The replacement system should be properly detailed to promote drainage and minimize moisture retention within the wall assembly. As part of the cladding replacement, BECI also recommends the installation of pre-finished aluminum head flashings at all window openings, as well as through-wall flashings at horizontal floor-line joints to facilitate water management and prevent infiltration at transitions. Additionally, BECI recommends integrating the drainable EIFS system into the roof overhang assemblies to ensure continuity of the building envelope and to mitigate water entrapment at horizontal-to-vertical interfaces.

4.3.1 BECI recommends that a comprehensive coating and sealant replacement project be conducted concurrently with the EIFS cladding restoration. Coordinating these scopes of work will ensure proper integration between the new drainable EIFS system and adjacent building components, including joints, transitions, and penetrations. Application of new wall coatings and replacement of all deteriorated and failed sealants will help enhance the building enclosure's overall durability, aesthetics, and resistance to moisture intrusion. Executing these scopes in unison will also reduce redundancy, improve long-term performance, and provide a more cost-effective and cohesive restoration effort.

4.4 BECI recommends that the entry and access doors exhibiting faded coatings, surface chalking, and light corrosion be properly prepared and recoated using a high-performance acrylic or polyurethane coating system suitable for exterior metal applications. Surface preparation should include cleaning, mechanical abrasion, and spot-priming of corroded areas to ensure proper adhesion and long-term durability of the new finish. A high-performance coating system will restore aesthetic appearance, improve resistance to UV degradation, and provide additional protection against corrosion and environmental exposure.

4.5 Prior to scheduling or implementing any restoration activities, a comprehensive scope of work should be developed by a qualified design professional, and ultimately a registered Professional Engineer. This scope should outline the appropriate restoration methods, materials, and specifications necessary to ensure long-term performance and compatibility with existing building systems. Should the City elect to proceed with the recommended roof replacement, storefront replacement, and EIFS cladding restoration, BECI would be pleased to assist in the development of the required project documents and to provide continued support throughout the design, bidding, and active construction phases of the project.

5.0 LIMITATIONS OF REPORT

5.1 Observations and data presented in this report were obtained from site visits, testing, and review of relevant documents. The evaluations are based on visual investigation of the as-built conditions and information (written and/or verbal) supplied by others

5.2 The information provided by BECI that is included in this report is not meant to be a guaranty or warranty of any kind. The opinions in this report are based primarily on a visual examination and testing of reasonably accessible building systems. Therefore, we assume no responsibility for items that were not examined. BECI is not responsible for any restoration work that may need to be performed after our testing.

5.3 This report is not intended to be a comprehensive investigation of each, and every failure, deficiency and/or damaged component observed. It does represent our professional opinion regarding the conditions we have examined to date. We reserve the right to amend this report at any time if, in our opinion, amendments are warranted based on any additional information, physical data, or evidence that becomes available.

5.4 We have prepared this report exclusively for our Client. Any use of this report by any other individual(s) without our written consent is prohibited. Should another individual rely on this report without our consent, they shall indemnify BECI from any damages, losses, or expenses they may incur as a result of its use.

APPENDIX A

PHOTO EXHIBIT

PHOTO EXHIBIT

Tuesday, March 18, 2025



Photo 1

Overall areial view.



Photo 2

Northwest Roof - Overall view.



Photo 3

Southeast Roof - Overall view.



Photo 4

Overall view of small copula.



Photo 5

Overall view of the large copula.

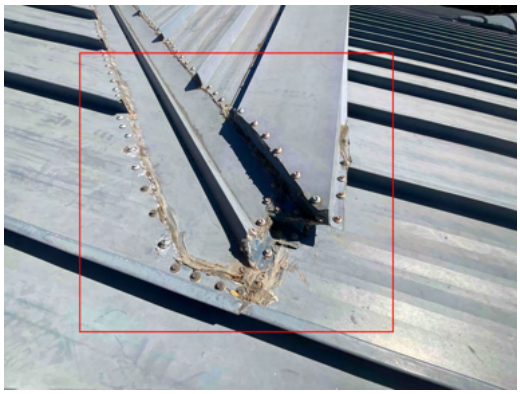


Photo 6

Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.

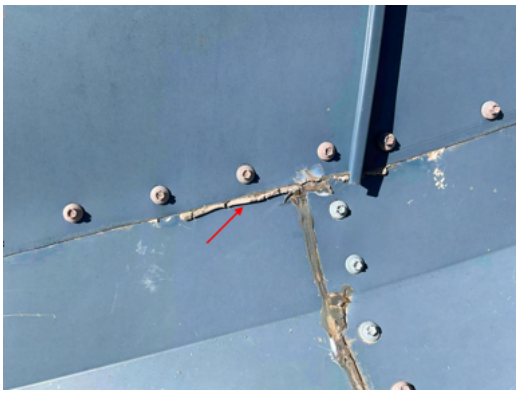


Photo 7

Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.



Photo 8

Close up view of failed sealants that exhibit cracking and loss of adhesion at the metal flashing terminations.

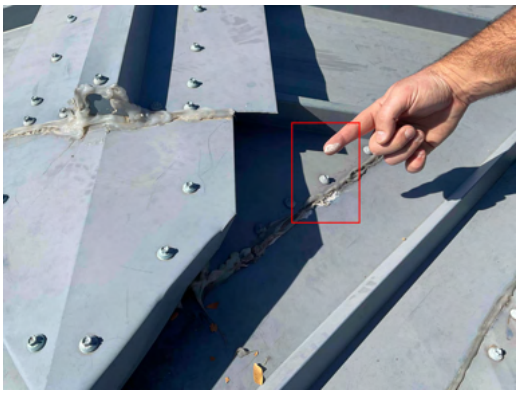


Photo 9

Overall view of the failed sealant exhibiting sings of degradation and reversion.



Photo 10

Overall view of the standing seam splice located above the gymnasium.

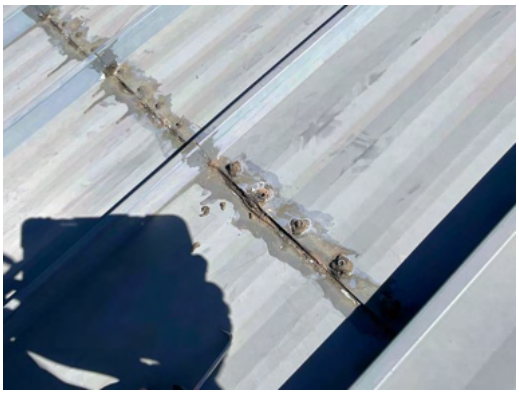


Photo 11

Close up view of the loose fasteners at the standing seam panel splice.

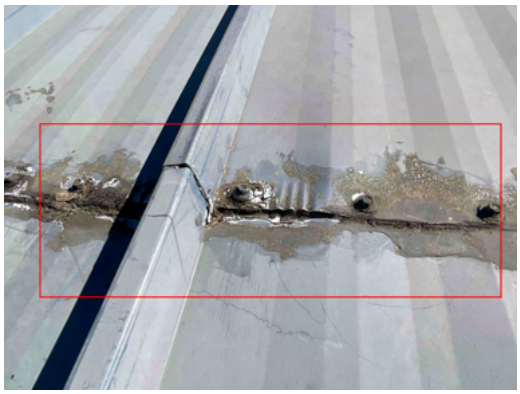


Photo 12

Close up view of the failed and deteriorated sealants at the panel splice.



Photo 13

Close up view of the failed and deteriorated sealants at the panel splice.



Photo 14

Close up view of the oxidation and surface chalking observed on the edges of the roofing panels.



Photo 15

Close up view of the oxidation and surface chalking observed on the edges of the roofing panels.



Photo 16

Overall view of the damaged roofing panel below the overhanging tree limb.



Photo 17

Close up view of the damaged plumbing vent stack boot.



Photo 18

Close up view of the plumbing vent stack boot exhibiting oxidation and surface chalking.



Photo 19

Close up view of the plumbing vent stack boot exhibiting oxidation and surface chalking.



Photo 20

Southwest Elevation - Overall view.



Photo 21

Southeast Elevation - Overall view.



Photo 22

Close up view of the failed window perimeter sealants.



Photo 23

Close up view of the failed wet glazing at metal-to-glass joint of storefront.



Photo 24

Close up view of water retention between glass lites of the storefront assembly.



Photo 25

Close up view of water retention between glass lites of the storefront assembly.



Photo 26

Overall view of the missing storefront snap cover with exposed fasteners.



Photo 27

Close up view of the corroded window frame fasteners.



Photo 28

Close up view of the corroded window frame fasteners.



Photo 29

East Elevation - Overall view.



Photo 30

East Elevation - Overall view.



Photo 31

Northeast Elevation - Overall view.



Photo 32

Northwest Elevation - Overall view.



Photo 33

West Elevation - Overall view.



Photo 34

West Elevation - Overall view.

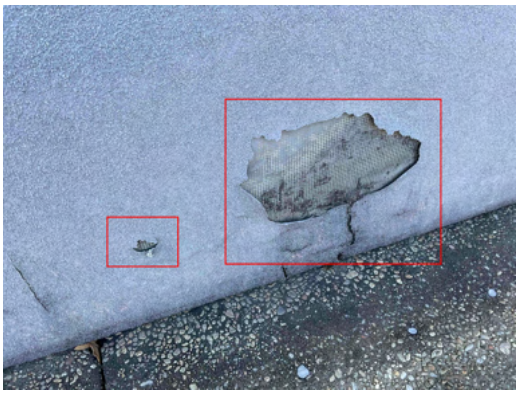


Photo 35

Southwest Elevation - Close up view of the delaminating finish coat.

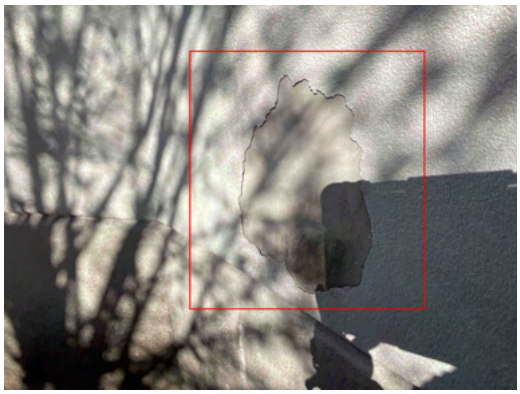


Photo 36

Southeast Elevation - Close up view of the delaminating finish coat.



Photo 37

Northwest Elevation - Close up view of impact damage with exposed sheathing.



Photo 38

Northeast Elevation - Overall view of previously repaired damaged EIFS cladding.



Photo 39

East Elevation - Overall view of an isolated area of deformation in the overhead condition.



Photo 40

East Elevation - Close up view of the overhang without a drainage detail.



Photo 41

East Elevation - Close up view of the overhang without a drainage detail.

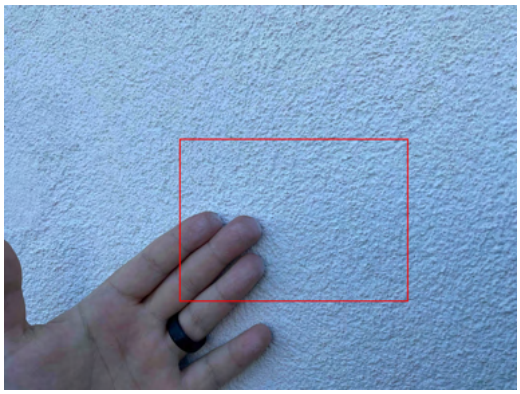


Photo 42

South Elevation - Close up view of chalked coatings at EIFS.



Photo 43

Southwest Elevation - Overall view of the widespread microbial growth observed on the building's exterior.



Photo 44

Southwest Elevation - Overall view of the widespread microbial growth observed on the building's exterior.



Photo 45

Southeast Elevation - Overall view of the widespread microbial growth observed on the building's exterior.



Photo 46

Close up view of the faded and chalked door coatings.



Photo 47

Close up view of the faded and chalked door coatings.



Photo 48

Close up view of the isolated surface corrosion.

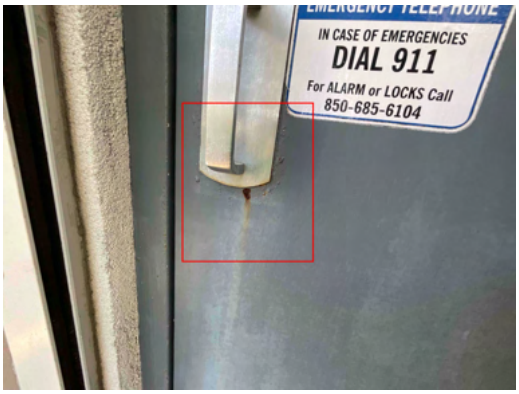


Photo 49

Close up view of the isolated surface corrosion.

Executive Summary

Destin Community Center – Exterior Building Condition Assessment

Prepared by BECI | Submitted to City of Destin | March 2025

Project Overview

The Destin Community Center, constructed in 1992, has experienced significant aging and deterioration across its building envelope. A comprehensive exterior condition survey was conducted by BECI to assess the condition of the roof, cladding, windows, doors, sealants, and coatings. The findings indicate that the facility is in overall poor condition, with multiple areas of water intrusion, material failure, and visible structural degradation.

Key Findings and Recommendations

1. Roof System – Full Replacement Required

The standing seam metal roof has reached the end of its useful life.

Issues: Widespread sealant failure, loose and improperly anchored fasteners, corrosion, and active leaks.

Recommendation: Complete roof removal and replacement, including all flashing and penetrations, to restore watertight integrity.

2. Storefront Windows – Replace Assemblies

The South Elevation storefront systems are in severe disrepair with fogged and broken glazing, corroded fasteners, and sealant failure.

Recommendation: Replace with thermally broken aluminum-framed systems and low-E insulated glazing, properly integrated with wall systems.

3. Cladding (EIFS) – Full Removal and Upgrade

The existing EIFS system is compromised, with cracks, delamination, missing mesh, and moisture intrusion risk.

Recommendation: Remove and install a new drainable EIFS system with fluid-applied WRB and aluminum flashing for thermal and moisture protection.

4. Coatings and Sealants – Systemic Deterioration

The exterior coatings exhibit UV degradation and microbial growth; sealants are chalking, cracked, or missing.

Recommendation: Conduct a full coating and sealant replacement project coordinated with EIFS work to ensure envelope continuity.

5. Doors – Refinish and Preserve

Entry and access doors show signs of fading, chalking, and surface corrosion but remain structurally intact.

Recommendation: Clean, prepare, and recoat with high-performance exterior-grade coatings.

Implementation Guidance

Engage a licensed Professional Engineer to develop a detailed scope of work and specifications.

Coordinate roof, cladding, and window replacements to optimize sequencing and ensure system compatibility.

BECI remains available to assist with design, bid, and construction phase support.

ITEM # 2025-579

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Action Item
AGENDA OUTLINE NUMBER: 4.F.

TO: City Council

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

FROM: Krystal Strickland, Finance Director
Rey Bailey, City Clerk

DATE: 4/29/2025

SUBJECT: FY26 Budget Calendar

I. BACKGROUND:

The City's fiscal year is October 1 to September 30th. In accordance with the City Charter and State Statute, a budget must be adopted for the new fiscal year before September 30th. The budget requires two public hearings, which cannot take place on the same day/time as budget public hearings for Okaloosa County or the Okaloosa School Board. The first budget public hearing is advertised on the TRIM notices mailed to all property owners in August. The TRIM notice includes the tentative millage adopted by council resolution before August 4th.

II. DISCUSSION:

Attached is the budget calendar to adopt a budget for fiscal year 2026. The attached budget calendar includes all the details regarding State of Florida Truth in Millage (TRIM) requirements and staff deadlines for components of the Budget book, in addition to recommended dates for Council Workshops. This year many items were slightly delayed due to the ERP system implementation.

The Okaloosa Board of County Commissioners has scheduled their first budget hearing for September 4, 2025. The City of Destin's resolution 24-15 set a regular council meeting for September 4, 2025. Because we cannot hold our budget hearing on September 4th, staff recommend changing the date of the first regular council meeting in September to Tuesday, September 2, 2025 so that we may hold the budget hearing at a regular council meeting. If council prefers to move the first meeting to September 3, 2025, then the Board of Adjustments meeting will need to be canceled or moved to another date.

Below are the critical dates affecting Council and public involvement in the FY 2026 budget

adoption:

DATE	DESCRIPTION
Monday, June 9, 2025	Budget Workshop #1: Operations and SRS findings discussion
Tuesday, July 1, 2025	Property Appraiser publishes property values for Ad Valorem calculations
Monday, July 14, 2025	Budget Workshop#2: Capital Projects and full comprehensive budget discussion
Monday, July 21, 2025	Regular Council Meeting - Set Tentative Millage rate and date of Budget Public Hearing #1 (DUE TO COUNTY BY 8/4/25 FOR TRIM NOTICES)
Monday, August 11, 2025	OPTIONAL Budget Workshop#3
Friday, August 29, 2025	Deadline to post Tentative Budget on city website
Tuesday, September 2, 2025	Regular Council Meeting and Budget Public Hearing #1
Friday, September 12, 2025	Budget Newspaper Ad with details by fund publication date (within 2-5 days of Final Budget Hearing)
Monday, September 15, 2025	Regular Council Meeting and Final Public Budget Hearing (must be held within 15 days of public hearing #1)

A. Link to Strategic Goals / Objectives: Goal #1: 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: I move to change the date of the first regular council meeting in September from September 4, 2025 to September 2, 2025.

I move to adopt the budget calendar as proposed.

Attachments:

1. 2026 Budget Calendar rv 043025

ITEM # 2025-579

City of Destin
Calendar to Adopt FY 2026 Budget

UPDATED: 04/29/2025

Date	Event/Deadlines	Truth-In-Milllage Compliance Schedule
February Events/Deadlines		
2/29/2025	**Strategic Visioning Session**	
01/01/2025 to 04/15/2025	Convert and move data from MUNIS to Aclarian. "Go Live" set for April 15, 2025.	
April Events/Deadlines		
4/15/2025	Aclarian Budget Entry Training - All Administrative Assistants & Senior Leaders	
4/15/2025 to 5/9/2025	Operating Budget Entry	
4/29/2025	City Manager requests budget from Sheriff and Fire Department	
May Events/Deadlines		
5/1/2025	All Personnel Budget requests due to HR (Tuition Reimbursements, OT, FTEs, Position Reclassifications)	
5/9/2025	Administrative Assistants Complete Initial Operating Budget Input into ACLARIAN	
5/12/2025	Directors Complete Operating Budget Approval in Aclarian	
5/12/2025 to 5/16/2025	Finance -Consolidate data for Budget Committee Review	
5/21/2025	**Budget Committee (Senior Leaders) REVIEW & PRIORITIZE**	
5/22/2025 to 5/28/2025	Finance/City Manager Create Operating Budget Slide Presentation	
5/26/2025	*MEMORIAL DAY*	
June Events/Deadlines		
6/3/2025	PRT Meeting - Review RR, discuss new Capital Projects and Forms	
6/4/2025	Publish Agenda Packet for City Council Budget Workshop#1	
6/9/2025	**City Council Budget Workshop #1 Operations**	
6/12/2025	Renewal & Replacement Requests Due to Public Works Director	
6/16/2025	Grant Revenue Estimate Review (Grants Manager and Finance Director)	
6/17/2025	PRT Meeting - Review Capital Project Forms and prioritize	
6/20/2025	Capital Improvement Project Request Sheets	

City of Destin
Calendar to Adopt FY 2026 Budget

UPDATED: 04/29/2025

Date	Event/Deadlines	Truth-In-Milllage Compliance Schedule
6/25/2025	5-year Capital Improvement Plan Review with City Manager	
July Events/Deadlines		
7/1/2025	**Property Appraiser Certifies Taxable Value (Day 1)**	**Day 1: Property Appraiser Certifies Taxable Value**
7/4/2025	*INDEPENDENCE DAY*	
7/7/2025	Discussion Tentative Millage Rate & Revenue Figures with City Manager	
7/8/2025	Revise and Update Operating and 5-Year CIP Budgets	
7/9/2025	Publish Agenda Packet for City Council Budget Workshop#2	
7/9/2025	Harbor CRA Review Tentative Budget	
7/11/2025	Budget Book: Program/Functional Stmt, Goals & Obj, Accomplishments/Challenges	
7/14/2025	**City Council Budget Workshop #2 Capital & Millage**	
7/16/2025	Town Center CRA Review Tentative Budget	
7/18/2025	Budget Book: Dept Charts and Text Revisions	
7/21/2025	**Council Adopts Tentative Millage Rate Adopt (due to Property Appraiser August 4th)**	
7/21/2025	Tentative Budget Document Draft Due	
7/25/2025	Distribute City Manager's Recommeded Budget to Council	
7/25/2025 to 7/31/2025	Individual Budget Briefs with City Council	
August Events/Deadlines		
8/4/2025	**Certify Millage Rate and Public Hearing#1 Date with Property Apprasier Form DR420 (Day 35)**	**Day 35 (Aug 4th): Certify Millage Rate and Public Hearing #1 with Property Appraiser**
8/11/2025	**Budget Workshop #3 with Council - Optional**	
8/22/2025	Publish Tentative Budget online	
8/25/2025	**TRIM Notice mailed by Property Appraiser to property owners (Day 55)**	**Day 55 (Aug 25th): TRIM Notices mailed by Property Appraiser to property owners**

City of Destin
Calendar to Adopt FY 2026 Budget

UPDATED: 04/29/2025

Date	**Event/Deadlines**	**Truth-In-Milllage Compliance Schedule**
8/26/2025	Send draft budget ad that will be published after 1st Public Hearing to DOR for review	
8/29/2025	**Post Tentative Budget to Website (hard deadline)**	**Tentative Budget must be posted to Website at least 2 days before Public Hearing #1 FS 166.251**

September Events/Deadlines

9/1/2025	*LABOR DAY*	
9/2/2025	**1st Public Hearing - Millage Rate & Budget Ordinances**	**Days 65-80 (September 3-18): Public Hearing #1 (aka Tentative Budget and Proposed Millage Rate Hearing)**
9/4/2025	Okaloosa County Budget Public Hearing #1)	Budget Public Hearings cannot be on same day as hearings for the County and for the School District
9/8/2025	Budget Ad submitted to Destin Log for publication on 9/12/25	Send budget ad on the Friday before the Wednesday printing (or on Wednesday for a Friday printing)
9/12/2025	Budget Ad Published and distributed by Destin Log	**Day 95 (Sept 18-Oct 3): Within 15 days after Public Hearing #1, advertise intent to adopt final millage and budget**
9/15/2025	**Final Public Hearing - Millage Rate & Budget Ordinances and Regular Council Meeting**	**Days 97-100: Hold Final Public Hearing to adopt final millage and budget 2-5 days after the newspaper advertisement**
9/17/2025	Ordinances adopting Millage Rate & Budget sent to Property Appraiser and Tax Collector	**Within 3 days after the Final Budget Hearing, send the resolution/ordinance adopting final millage to property appraiser, tax collector and DOR**

City of Destin
Calendar to Adopt FY 2026 Budget

UPDATED: 04/29/2025

Date	**Event/Deadlines**
9/19/2025	Certification of Final Taxable Rev (DR-422 sent to Property Appraiser, Tax Collector, and Department of Revenue (FDOR)

Truth-In-Milllage Compliance Schedule

Within 3 days after receving DR-422, the taxing authority certifies final millage to the property appraiser.

October Events/Deadlines

10/14/2025	**Remit DR-487 Certification of TRIM compliance**

Other Important Dates

07/28/25	School Board 1st Budget Hearing
09/04/25	Okaloosa County 1st Budget Hearing
09/08/25	School Board Final Budget Hearing
09/16/25	Okaloosa County Final Budget Hearing

ITEM # 2025-587

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 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: Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 30, 2025

SUBJECT: Land Development Code Approval Process

I. BACKGROUND: City Staff, alongside the City's consultants, 3TP Ventures, LLC, have been working for the last three years to develop a comprehensively rewritten and reorganized Land Development Code. To date, there have been numerous Public Meetings on each draft article to include the LPA recommendation of approval for the final drafts of each article and City Council Workshops on each draft article.

II. DISCUSSION: Staff is seeking direction on how the Council would like to see the final ordinance for approval of the Draft LDC. The two identified options are below; however, If the Council sees a different option, Staff will follow that preferred method.

Option 1: Bring an ordinance back that would approve the entire LDC at once. Though this is one Ordinance, it does not mean that there would only be two public hearings to approve the ordinance. There could be numerous meetings to discuss the draft LDC. The pro to this is that it is one ordinance that would adopt the whole LDC as one document. The Con would be that the entire LDC is open for discussion at the meetings, but this could be mitigated by organizing and setting a schedule for discussions of article(s). Another pro of this method would be that any amendment moving forward would allow the City to readopt and amend the entire LDC with one ordinance for each amendment. This will drastically reduce the confusion of having to determine which ordinance was in place for which article when Staff has to research properties or provide guidance to residents, developers, and Council, or boards & committees.

Option 2: Bring an ordinance for each draft article or group of draft articles, much like we did with the workshops. If we follow the same structure as the LDC workshops, this will require at least 14 public hearings for 7 different ordinances. The pro to this method is that it is controlled

and methodical, where only one or a few draft articles are discussed at a time. Also, the effective date of all ordinances could be simultaneous but allow Council separate discussions for different chapters/articles.

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: Based on the direction given, Staff will begin the process of bringing the Draft LDC to the LPA for their review and recommendation to City Council, whether one ordinance or multiple.

IV. RECOMMENDED MOTION: I move that the City Council direct the Draft Land Development Code to be brought back for approval using Option 1, as discussed, with one ordinance for the entire Land Development Code approval.

I move that the City Council direct the Draft Land Development Code to be brought back for approval using Option 2, as discussed, with multiple ordinances for the entire Land Development Code approval.

Attachments:

None

LOCAL PLANNING AGENCY WORKSHOP
MEETING MINUTES
MARCH 6, 2025 - 5:30 P.M.
DESTIN CITY HALL ANNEX CHAMBERS

1. CALL TO ORDER & PLEDGE OF ALLEGIENCE:

Chairman Wood called the Local Planning Agency to order on Thursday, March 6, 2025, at 5:30 p.m., in a workshop setting, due to not having a quorum, in the Destin City Annex Chambers; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present	Members Absent	Staff Members Present
James T. Wood, Jr.	Marcie Bell	Kimberly Montgomery Deputy City Clerk
Ken Wampler	Todd Buhr	Daniel Butler Principal Planner
Tammy Weidenhamer	Jay Purut	Jesse Hernandez
	Bree Uptigrove	Ashley Dominguez
		Sherry Burney
		Kim Kopp City Attorney

3. NEW BUSINESS:

A. Article 6 Discussion

Mr. Butler opened the workshop discussion for the members to provide comment on Article 6 for the following subjects:

- **Tandem Parking**

Staff proposes allowing tandem parking again however, concerns were raised by Council at their August 27, 2024 workshop regarding how this could potentially make short term rentals easier to establish. Therefore, staff created language to mitigate their concerns:

- Tandem Parking for Residential Uses may be allowed to use tandem parking that exceeds two vehicles end to end if the following criteria are met.
    - A residential property, including Short-term Rentals in residentially zoned districts utilizing tandem parking exceeding more than two end-to-end vehicles in any configuration, shall not include more than 1 column of end-to-end parking.
        - The parking area for the tandem parking shall not exceed twelve feet (12') in width.
            - Tandem parking is only allowed on one side of the residence.
                - Tandem parking shall not be placed between the ROW and the residence on corner lots.
                    - This section shall not preclude a property from getting an accessway

to the maximum width as identified in Section 6.02.04.M.2. to be able to park multiple vehicles across in one row side by side.

- Tandem parking shall be set back a minimum of one foot (1') from the property line, unless there is a recorded joint access agreement that meets the requirements of 6.02.04.J.3.
- Landscape/Open Space Protection
  - Any property utilizing this parking configuration shall provide, the equivalent of 50% of the total tandem vehicle parking area and would be landscaped/open space area between the ROW and the front of the house that shall not be developed for any use other than landscaping or open space, in perpetuity.

The members had no additional comment.

- **Common Boundary Buffer:**

- **Fences** in the Old Destin Area. See Section 6.07.01.F. - If the Old Destin MMTD is removed, then there will be many properties that will become legal nonconformities and will have to come into compliance when they repair their fence at more than 50%. Currently, the Old Destin MMTD allows property owners to build fences higher than 3' on their property line. However, this is not allowed outside the Old Destin MMTD. To mitigate this, Staff developed the following language in Section 6.07.01.F., see below.
  - Height and Setback - Front Yard:
  - No fence may exceed three feet (3') in height when located within five feet (5') of the front property line.
  - Exceptions:
    - If the Building Code requires a fence higher than three feet.
  - Single Dwelling or Duplex dwelling residential units or properties located within the Village, Harbor, or Holiday Isle Planning Areas as defined and identified in the Comprehensive Plan.

In discussion, the members expressed their desire to remove the 3' fence requirement for all residential properties within the City (including Crystal Beach).

- **Palm Trees:** Section 6.06.04. Palm trees were discussed at the workshop, and we heard that we should not be incentivizing palm trees in any way. Therefore, staff developed the language in 6.06.04.C., that limits the allowance of Palm trees to no more than 40% of the required trees. Further, the language in 6.06.09., was developed to incentivize native plantings

There was a brief discussion, but no changes were made.

6. PUBLIC COMMENTS:

Chairman Wood opened the public for comment, with no one present, he closed the public portion of the meeting and adjourned the workshop.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:05 p.m.

Adopted and approved this _____ day of _____ 2025.

_____ _____

James Wood, Jr. Chairman Kim Montgomery, Deputy City Clerk

PUBLIC WORKS/PUBLIC SAFETY
COMMITTEE MEETING MINUTES
DESTIN CITY HALL ANNEX CHAMBERS
TUESDAY, APRIL 8, 2025 - 5:30 PM

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Chairman Wood called the Public Works/Public Safety Committee to order on Tuesday, April 8, 2025, at 5:30 p.m. at the City Hall Annex Chambers, with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present	Members Absent	Staff
James T. Wood, Jr.	Marcie Bell	Kim Montgomery Deputy City Clerk
Tom Weidenhamer		Joe Bodi, Deputy Public Works Director
Curtis Smith		
John Green		
Tammy Weidenhamer		

3. AGENDA APPROVAL:

Motion by Committee member Weidenhamer to approve the agenda as presented with Vice Chairman Green providing the second, the motion passed with a unanimous vote of 5-0.

4. APPROVAL OF MINUTES:

- **February 11, 2025**
- **March 11, 2025**

Motion to approve both sets of minutes for the February 11, 2025 and the March 11, 2025 was made by Committee member Weidenhamer with Vice Chairman Green providing the second, the motion passed 5-0.

5. NEW BUSINESS:

A) Update on committee funding - Krystal Strickland

- The committee receives a portion of the Okaloosa County half-penny sales tax.
- As of May 2024, unspent allocations were re-directed to the Roadway Renewal & Replacement program.
- In 2023, nearly $100,000 was spent; in 2024, approximately $70,000 was encumbered/expended for pedestrian safety and traffic improvements.
- The committee has $100,000 budgeted for FY-2025 and annually going forward.

- Discussion on existing P.O.'s revealed some pending transitions to a new finance system, Aclarian.
- Remaining $100,000 is unaffected by the 2023 pedestrian beacon obligations.
- Committee members acknowledged satisfaction with current funding allocation and process.

B) Pedestrian Improvement at Airport and Commons - 60% Plans Update – Public Works Deputy Director Joe Bodi

Mr. Bodi explained the following to the members:

- The physical changes to the intersection will be minimal, primarily involving a new crosswalk with pedestrian signal heads.
- All sides of the intersection are planned to have crosswalks and lights integrated into the existing signal system with countdown timers.
- The crosswalk will include the driveway for emergency and FPL vehicles only.
- The sidewalk width will remain, but the pavement will be wider.
- The flashing beacons will be tied into the main signal system, similar to the intersection at Highway 98 and Stahlman Ave.

C) Road Resurfacing/Restriping Plan Update & Look Ahead

Mr. Bodi explained the following to the members:

- The goal is to complete striping for roads marked in green by 2026.
- Road resurfacing prioritizes the oldest roads first and currently working on roads overdue by over 25 years.
- Next year's focus will be on roads overdue by 15-20 years.
- Airport Road is being closely monitored due to rapid deterioration but is currently scheduled for 2027.
- Misty Way is slated for resurfacing this year, including attached cul-de-sacs.
- Spanish Moss is scheduled for this year and Wild Oak Ave. next year.
- Indian Trail is not currently on the list, but its condition will be monitored.
- Kevlar fiber is now being added to the asphalt mix to improve cohesion, but it does not meant to enhance skid resistance.
- Training on roadway assessment will be provided, once the new city engineer has started, he is expected to start in May.
- Progress on milling, resurfacing, and striping projects was reviewed, with some projects completed and others in progress.
- Road prioritization is based on collector road classification and the age of the pavement.
- Downed stop signs will be surveyed, and sign relocation should be included in the scope of work for road projects, however still report any seen to staff when discovered.

- Each roadway is being assessed to determine if full milling is necessary to save costs, especially on roads with thin pavement sections.

6. CONTINUING BUSINESS:

- **CONTINUING BUSINESS:**

A) E-Bikes

Chairman Wood, in following up from their previous meeting and discussions on eBikes, spoke of how his goal was to develop potential motions to take to the City Council. He emphasized focusing on a couple of initial actions to measure their effectiveness, with the following steps:

- Updating Ordinance 20-18-LC, which currently outlaws e-scooter rentals, to explicitly include e-bike rentals and clarify its coverage. Emphasizing that he has already discussed this with the city attorney.
- Working with the Public Information Officer to identify the top 10 employers in Destin and engaging with them to understand their employees' e-bike usage and demographics. The aim is to develop a PSA and flyer program in different languages to target these individuals.

Motion by Chairman Wood to update ordinance 20-18-LC to include e-bikes, and to work with the city Public Information Officer Dr. Tamara Young, to identify the top 10 employers in town so we can go to them and figure out the demographics of their riders to create PSAs, Committee member Weidenhamer provided the second.

In discussion the following items were addressed:

- The safety concerns are more complex than just e-bikes and includes regular bicycle operation as well.
- The safety concerns are:
  - Individuals riding on the wrong side of the road.
    - Riders going against the flow of traffic on sidewalks is a major cause of potential accidents - - this has been particularly observed on the north side of Airport Road.
  - Not following the rules of the road i.e. not stopping at stop signs.
  - Children on bicycles engaging in unsafe behaviors (wheelies, speeding, ignoring traffic signals).
- Doubted the feasibility of licensing program for bicycles in the current environment.
- The Chairman emphasized that the current focus should remain on e-bikes as per the City Council's request.
- Unrealistic to regulate which sidewalk people use.
- Suggested painting speed limits on sidewalks as another informational tool.

  - Acknowledged it would be a maintenance item.
  - Sheriff's dept. against unenforceable signage, suggesting they could create more problems.
- Proposed amending the motion to include addressing the sidewalk speed limit.
- Suggested recommending to the City Council to reduce the sidewalk speed limit for bikes to 12 miles per hour (state law allows a maximum of 15, so it can be lower).

Committee member Smith amended the motion, to add to the motion to recommend the City Council reduce the speed limit to 12 miles per hour and recommends beginning a program for demarking the speed limits on sidewalks, with Committee member Green providing the second. The amended motion passed 6-0.

Curtis Smith left the meeting at 6:31 PM

B) Annual Work Plan

Chairman Wood inquired the members that if they were satisfied with their Goals and Objectives for the work plans, and have nothing further to add at this time, he would schedule to present it to City Council, noting that does not mean that additional work plan items can't be added at a later time.

Motion by Chairman Wood, seconded by Committee member Tom Weidenhamer to accept the current Goals and Objections as they are in the current plan. The motion passed 4-0, with Committee member Smith not being present for the vote.

7. Stormwater/Floodplain Public Comments

Chairman Wood opened the floor for public comments on this item. With no one coming forward, he closed the public discussion on the topic.

8. MEMBER DISCUSSION ITEMS:

- **Tammy Weidenhamer –** Asked for clarification on exactly where 98 Palms Blvd. is located. Stating several neighbors have approached her about a 4-way stop sign to be installed within the shopping center complex across from the Olympus Apartments. Mr. Bodi informed her that the general area is privately owned as an access road and the city does not have the ability to do have one installed. He suggested she contact the property owners of the shopping center.

9. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 6:40 p.m.

Adopted and approved this _____ day of _____ 2025.

_____ _____

James T. Wood, Jr. Chairman Kim Montgomery, Deputy City Clerk

ITEM # 2025-344

CITY OF DESTIN

AGENDA ITEM

COUNCIL MEETING DATE: May 5, 2025
TYPE OF AGENDA ITEM: Ordinance
AGENDA OUTLINE NUMBER: 5.A.

TO: City Council

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

FROM: Steve O'Connor, Deputy Community Development Director
David Prichard, Community Development Director

DATE: April 29, 2025

SUBJECT: First Reading of Ordinance 25-08-LC relating to the imposition of mobility fees; providing for adoption of a mobility fee study and table of mobility fees; providing for mobility fee discounts; and providing for city enforcement.

I. BACKGROUND: At the March 1, 2021, City Council meeting, Council passed a motion to replace transportation concurrency (MMTD) with a **Mobility Fee-Based Plan**. Staff worked with **3TP Ventures** to create the **Mobility Plan,** which was adopted by the Council on September 16, 2024. The **Mobility Plan** is a comprehensive blueprint for addressing the City's current and future transportation needs. **Mobility fees** are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. The attached **Mobility Fee Study** examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the City's transportation network and promoting sustainable solutions for all modes of travel. Once adopted, the mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

At the regularly scheduled City Council Meeting on November 18, 2024, The Fee Study was presented to City Council for their consideration. There was discussion at that meeting concerning how this affects single-family or single dwelling developments among other development the city would like to incentivize as per the Comprehensive Plan. This item and presentation is to address how to incorporate those concerns into the new fee structure.

Further, because the demonstrated need study provides for increases in excess of the phase in limitations set forth in state law due to extraordinary circumstances in the City of Destin, City Council conducted two Public Workshops as required by Florida State Statues. One on February 18, 2025 and the second on March 3, 2025.

II. DISCUSSION: Mobility Plan:
To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role (see Attachment 2 Destin Mobility Plan). Below is the list of specific projects intended to be funded by the Mobility Fee in phase 1:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	$9,149,623
MU-1	Powerline easement (west) multi-use path	$10,000,000
NC-5	Mattie M. Kelly Boulevard	$844,581
IS-1	Stahlman Avenue at Zerbe Street & Harbor Boulevard	$135,828
CC-4	Azalea Drive Extension	$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	$19,399
SW-9	Indian Trail Sidewalk	$278,099
	Total Cost:	**$30,060,059**

The Demonstrated Need Mobility Fee Study provides a comprehensive overview of the City's Mobility Plan, highlighting increased mobility fees can facilitate its implementation. It outlines a proposed fee schedule, sets forth the extraordinary circumstances required by law to justify exceeding statutory phase in limitations, projects fee revenue over the lifespan of the Mobility Plan and examines the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail. The Study aims to support policy decisions by the City Council, and ultimately enhancing Destin's connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

Mobility Fees
Previous discussions centered around the increase of the Mobility Fee from the current Transportation Impact Fee and how that would affect future development. The idea of discounts was also proposed and discussed at previous council meetings with multiple options brought up for discussion. Below is a breakdown of the proposed Ordinance Fee Schedule. The proposed fee schedule should be reviewed to ensure we are meeting the intent of the Mobility Fee while balancing the impact on and from development. It is important to note that these fees will only apply to new development or expansions to existing development and will not be retroactively applied to previous development. Below are the various types of uses grouped into categories for ease of discussion.

Long-term residential uses:
Staff is proposing a 50% reduction from the maximum Mobility Fee based on the Mobility Fee Study for single-family uses. For Multi-family uses, there is no reduction of the fee.

Use	Unit	Fee
Long-term Residential	Dwelling	
Less than 500 sq. ft.		$5,023
500—749 sq. ft.		$6,086

750—999 sq. ft.		$6,888
1,000—1,499 sq. ft.		$7,737
1,500—1,999 sq. ft.		$8,539
2,000—2,999 sq. ft.		$9,389
3,000—3,999 sq. ft.		$10,190
4,000 sq. ft. or more		$10,789
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901
Mobile Home Park (240)	Dwelling	$10,846

Short-term residential uses:
This is a new category, which does not currently exist. Staff proposes to assess the full 100% Mobility Fee based on the Mobility Fee Study.

Use	Unit	Fee
Short-term Residential	Dwelling	
Less than 500 sq. ft.		$14,257
500—749 sq. ft.		$21,466
750—999 sq. ft.		$26,901
1,000—1,499 sq. ft.		$32,662
1,500—1,999 sq. ft.		$38,097
2,000—2,999 sq. ft.		$43,858
3,000—3,999 sq. ft.		$49,293
4,000 sq. ft. or more		$53,352

Community Support Service uses:
There was previous discussion on providing a blanket discount to uses that were identified as Community Support Services, such as, grocery stores, day-cares, medical offices, etc. However, there was no consensus on what those uses or discounts should be. Therefore, the proposed fee sits at 100% per the Mobility Fee Study. However, we can review each use identified and apply a custom discount or a blanket discount to these uses. We can remove or even add to the list as desired by Council.

Use	Unit	Fee
Drive-in Bank (912)	1000 sq. ft.	$48,916
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531
General Office Building (710)	1000 sq. ft.	$16,513
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	$54,839

Hospital (610)	1000 sq. ft.	$16,406
Nursing Home (620)	1000 sq. ft.	$10,282
Church (560)	1000 sq. ft.	$11,577
Private School (K-12) (532)	Students	$3,778
Day Care Center (565)	Students	$6,230

All other uses:
These uses do not fall into one of the three categories as discussed above and Staff proposes to keep the mobility fee at 100% per the Mobility Fee Study. However, the list of uses can be added to other list, or even specific discounts added as identified.

Use	Unit	Fee
Hotel/Motel (310)	Room	$12,171
Shopping Center >150k (820)	1000 sq. ft.	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178
Automobile Sales (New) (840)	1000 sq. ft.	$42,409
Supermarket (850)	1000 sq. ft.	$34,307
Convenience Store (851)	1000 sq. ft.	$179,984
Golf Course (430)	Acres	$5,697
Marina (420)	Berths	$3,671
Convenience Store/Gas Station (945)	Fueling Positions	$62,598
General Light Industrial (110)	1000 sq. ft.	$7,419
Warehousing (150)	1000 sq. ft.	$2,254

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence
II. Enhanced quality of life and safety for families
III. Economic development and revitalization
IV. Effective, efficient and aesthetically pleasing infrastructure
V. Improve mobility and connectivity
VI. A green and sustainable environment

B. Effect on Budget (EOB): If adopted, the CIty would begin to collect the Mobility Fee at the appropriate rate per the fee schedule.

C. Level of Service (LOS): Upgrade a variety of mobility services and improve function, safety, and efficiencies throughout the city.

D. Legislative Sponsor: N/A

E. Business Impact Statement: ***City of Destin Business Impact Statement – Ord 25-08-LC***

In accordance with the provisions of controlling law, even notwithstanding the fact that, an exemption may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance:
   Proposed ordinance 25-08-LC will establish the City's new Mobility Fee schedule based on the previously adopted Mobility Plan. The Mobility Fee will replace the Transportation Impact Fee per Article 19, Section 19.04.00 of the City of Destin's Land Development Code.
2. Estimate of direct economic impact of the proposed ordinance on private, for-profit businesses in the City:
   Because the ordinance establishes the Mobility Fee, the direct cost for the fee will only impact new businesses that locate to the City of Destin.
3. Estimate of direct compliance costs that businesses may reasonably incur:
   The cost is dependent upon the type of the business that locates to the City of Destin and if new development is proposed or expansion of existing development. The adopted fee schedule will see the cost of the Mobility Fee.
4. Any new charge or fee imposed by the proposed ordinance:
   The Mobility Fee will replace the City's Transportation Impact Fee.
5. Estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:
   There are no regulatory costs or administrative fees associated with the collection of the Mobility Fee.
6. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:
   10+ businesses could be affected by this ordinance per year.

III. CONCLUSION: Staff is requesting that the City Council decide on which, if any, uses should get a discount from the Mobility Fee Study fee rate, and how much of a discount.

IV. RECOMMENDED MOTION: I move that the City Council adopt Ordinance 25-08-LC on First reading as presented with the discounts applied to Long-term Single Family Uses, and the full rate per the Mobility Fee Study to all other uses.

ALTERNATE MOTION:
I move that the City Council adopt Ordinance 25-08-LC on First reading with the discounts applied as discussed (**insert revisions**).

Attachments:

1. 1 - Ord. 25-08-LC
2. 2 - Destin Mobility Plan - FINAL
3. 3 - Destin, Florida Mobility Fee Study
4. 4 - Mobility Fee Option Tables_032725

ORDINANCE NO. 2025-08-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO THE IMPOSITION OF MOBILITY FEES; PROVIDING FOR ADOPTION OF A MOBILITY FEE STUDY AND TABLE OF MOBILITY FEES; PROVIDNG FOR MOBILITY FEE DISCOUNTS; PROVIDING FOR CITY ENFORCEMENT; 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 Sections 163.3180 and 163.31801, 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, section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance" ; and

WHEREAS, the City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule; and

WHEREAS, the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations; and

WHEREAS, 3TP has also prepared the Destin, Florida Mobility Fee Study Memo attached as Exhibit A, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study"); and

WHEREAS, the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

WHEREAS, the City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public comment taken; and

WHEREAS, based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City;
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

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. Amending Chapter 19 of the Land Development Code.

***

19.04.00. - ~~Transportation impact~~ Mobility fee.

19.04.01. *Intents and purposes.*

A. *Legislative findings:*

~~1. The City Council has determined that the City of Destin must expand its transportation system in order to maintain current levels of service if new development is to be accommodated without decreasing current levels of service. This must be done in order to promote and protect the public health, safety, and welfare.~~

~~2~~. 1. The City Council has determined that the Florida Legislature through the enactment of Chapter 163, Part II, Florida Statutes, encourages local governments to adopt innovative approaches to development.

~~3~~. 2. The City Council has determined that the authority to adopt this ordinance is pursuant to Section 1.01.(b) of the City Charter, and Section 166.021, Florida Statutes.

~~4. The City Council has determined that the imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of transportation capital improvements necessary to accommodate such development. This must be done in order to promote and protect the public health, safety, and welfare.~~

~~5.~~ 3. The City Council has determined that each of the types of land development described in Section 19.04.05.A., will generate vehicular and pedestrian traffic necessitating the acquisition of rights-of-way, road construction, road improvements, pedestrian and bicycle improvements.

~~6.~~ 4. The City Council has determined that the fees established by Section 19.04.05.A. are derived from, based upon, and do not exceed the costs of providing additional rights-of-way and multi-modal improvements necessitated by the new land developments for which the fees are levied.

~~7. The City Council has determined that the report entitled "Impact Fee Study for Transportation, Parks, Library and Police Facilities," dated July 2007, sets forth a reasonable methodology and analysis for the determination of the impact of new development on the need for and costs of additional transportation capital improvements in the City of Destin.~~

5. The City Council has determined that 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.

6. The City Council has determined that section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance".

7. City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule.

8. The City Council has determined that the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations.

9. 3TP has also prepared the Destin, Florida Mobility Fee Study Memo, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study").

10. The City Council has determined that the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

11. The City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public

comment taken.

12. Based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City.
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

B. This article is intended to assist in the implementation of the City of Destin Comprehensive Plan.

C. The purpose of this article is to regulate the development of land so as to: ~~ensure that new development bears a proportionate share of the cost of capital expenditures necessary to provide transportation capital improvements in the City of Destin.~~ (1) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction; (2) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction; (3) Specifically earmark funds collected under the mobility fee for use in acquiring, constructing, or improving capital facilities to benefit new users; and (4) Ensure that revenues generated by the mobility fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

D. This article shall not apply to development for which the City of Destin is the applicant.

***

19.04.04. Adoption of mobility fee study and ~~I~~imposition of mobility ~~transportation impact~~ fee.

The City Council hereby adopts and incorporates the following by reference:

(a) The Destin, Florida Mobility Fee Study Memo attached as Exhibit A to Ordinance No. 2025-08-LC.

(b) The Table of Mobility Fees

Table of Mobility Fees		
Proposed Land Uses	**Unit**	**Fee per Unit**
Long-term Residential	Dwelling	
Less than 500 sq. ft.		$5,023
500—749 sq. ft.		$6,086
750—999 sq. ft.		$6,888
1,000—1,499 sq. ft.		$7,737
1,500—1,999 sq. ft.		$8,539
2,000—2,999 sq. ft.		$9,389
3,000—3,999 sq. ft.		$10,190
4,000 sq. ft. or more		$10,789
Short-term Residential		
Less than 500 sq. ft.		$14,257
500—749 sq. ft.		$21,466
750—999 sq. ft.		$26,901
1,000—1,499 sq. ft.		$32,662
1,500—1,999 sq. ft.		$38,097
2,000—2,999 sq. ft.		$43,858
3,000—3,999 sq. ft.		$49,293
4,000 sq. ft. or more		$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901
Mobile Home Park (240)	Dwelling	$10,846
Hotel/Motel (310)	Room	$12,171
Shopping Center >150k (820)	1000 sq. ft.	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178
Automobile Sales (New) (840)	1000 sq. ft.	$42,409
Supermarket (850)	1000 sq. ft.	$34,307
Drive-in Bank (912)	1000 sq. ft.	$48,916
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287
Convenience Store (851)	1000 sq. ft.	$179,984
Golf Course (430)	Acres	$5,697
Marina (420)	Berths	$3,671

Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531
Convenience Store/Gas Station (945)	Fueling Positions	$62,598
General Office Building (710)	1000 sq. ft.	$16,513
Medical-Dental Office Building - Stand- Alone (720)	1000 sq. ft.	$54,839
Hospital (610)	1000 sq. ft.	$16,406
Nursing Home (620)	1000 sq. ft.	$10,282
Church (560)	1000 sq. ft.	$11,577
Private School (K-12) (532)	Students	$3,778
Day Care Center (565)	Students	$6,230
General Light Industrial (110)	1000 sq. ft.	$7,419
Warehousing (150)	1000 sq. ft.	$2,254

~~A.Any person who applies for a certificate of occupancy, is hereby required to pay a transportation impact fee in the manner and amount set forth in this article.~~

~~B.No new certificate of occupancy, for any activity requiring payment of an impact fee pursuant to Section 19.04.05.A., shall be issued unless and until the required transportation impact fee has been paid.~~

~~C.Any development that received a final development order or development permit on or before [the date of adoption of the ordinance creating the "new" fee schedule] shall be subject to the "old" fee schedule in Section 19.04.05, provided that development proceeds to issuance of the certificate of occupancy without expiration of the development order or development permit. Notwithstanding the foregoing, if the fee for a proposed development would be lower under the provisions of subsection D below, subsection D shall apply.~~

~~D.All other development shall be subject to the following fee schedules in Section 19.04.05:~~

~~1.The "old" fee schedule for certificates of occupancy issued before [90 days from ordinance adoption].~~

~~2.The "new" fee schedule for certificates of occupancy issued on or after [90 days from ordinance adoption].~~

~~E.The City may provide estimates of impact fees at time of development order, or building permit for projects not requiring a development order, but such estimates shall not be binding and shall not exempt applicants from paying according to the fee schedule in effect at time of certificate of occupancy.~~

19.04.05. ~~*Computation of the amount of the transportation impact fee.*~~

Effect on Land Development Regulations:

(a) The payment of mobility fees does not ensure compliance with the City's land development

regulations.

(b) The listing of a land use in the mobility fee schedule is solely for purpose of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning or comprehensive plan requirements. In addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any land use classification or zoning district.

~~A.At the option of the feepayer, the amount of the transportation impact fee may be determined by the following fee schedules:~~

~~Insert OLD FEE SCHEDULE HERE AND INSERT NEW FEE SCHEDULE HERE IN STRIKETHROUGH FORMAT~~

~~1.If a certificate of occupancy is requested for mixed uses, then the fee shall be determined by using the above schedule and apportioning the space committed to uses specified on the schedule.~~

~~2.In the case of change of use, redevelopment, or expansion or modification of an existing use which requires the issuance of a certificate of occupancy, the impact fee shall be based upon the net positive increase in the impact fee for the new use as compared to the previous use.~~

~~3.If the type of development activity that a certificate of occupancy is applied for is not specified on the applicable fee schedule, the City Manager shall use the fee applicable to the most nearly comparable type of land use on the fee schedule. The City Manager shall be guided in the selection of a comparable type by the report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers. If the City Manager determines that there is no comparable type of land use on the applicable fee schedule, the City Manager shall determine the fee by:~~

~~(a)Using traffic generation statistics provided by the Florida Department of Transportation or contained in a report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers; and~~

~~(b)Applying the formula set forth in Section 19.04.05.B.~~

~~B.If a feepayer opts not to have the impact fee determined according to paragraph A. of this section, then the feepayer shall prepare and submit to the City Manager an independent fee calculation study for the land development activity for which a certificate of occupancy is sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. The traffic engineering and/or economic documentation submitted shall show the basis upon which the independent fee calculation was made, including, but not limited to, the following:~~

~~(1)*Traffic engineering studies:*~~

~~(a)Documentation of trip generation rates appropriate for the proposed land development activity.~~

~~(b)Documentation of the relative trip length appropriate for the proposed land development activity.~~

~~(c)Documentation of any other trip data appropriate for the proposed land development activity.~~

~~(2)*Economic documentation studies:*~~

~~(a)Documentation of credits attributable to the proposed land development activity which can be expected to be available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.~~

~~C.The City Manager shall consider the documentation submitted by the feepayer but is not required to accept such documentation as he/she shall reasonably deems to be inaccurate or not reliable and~~

~~may, in the alternative, require the feepayer to submit additional or different documentation for consideration. If an acceptable independent fee calculation study is not presented, the feepayer shall pay the transportation impact fee based upon the schedule shown in paragraph A. of this section. If an acceptable independent fee calculation study is presented, the City Manager may adjust the fee to that appropriate to the particular development. Determinations made by the City Manager pursuant to this paragraph may be appealed to the City Council by filing a written request with the City Manager within ten days of the City Manager's determination. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding a feepayer's independent impact fee calculation study.~~

19.04.06. *Payment of fee.*

~~A. The feepayer shall pay the transportation impact fee required by this article to the City Manager prior to the issuance of certificate of occupancy.~~

A. Mobility fees and administration fees shall be assessed, collected, and paid upon the issuance of a building permit for any development within the City of Destin.

B. All funds collected shall be promptly transferred for deposit in the mobility ~~transportation impact~~ fee trust fund established by Section 19.04.08 and used solely for the purposes specified in this article.

19.04.07. Mobility ~~Transportation impact~~ *fee district.*

A. There is hereby established a mobility ~~road impact~~ fee district which shall be all lands lying within the incorporated limits of the City.

19.04.08. Mobility ~~Transportation impact~~ *fee trust fund established.*

A. There is hereby established a mobility ~~transportation impact~~ fee trust fund for the mobility ~~transportation impact~~ fee district established by Section 19.04.07.

B. Funds withdrawn from these accounts must be used in accordance with the provisions of Section 19.04.09.

19.04.09. *Use of funds.*

A. Funds collected from the mobility ~~transportation impact~~ fee shall be used solely for the purpose of capital improvements to and expansion of transportation facilities. ~~identified in the impact fee study on which the "new" fee schedule is based and shall not be used for periodic or routine maintenance.~~

B. Funds shall be expended in the order in which they are collected.

C. In the event that bonds or similar debt instruments are issued for advanced provision of transportation capital improvements for which mobility ~~transportation impact~~ fees may be expended, mobility ~~impact~~ fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the improvements provided are of the type described in paragraph A. above and are located within the mobility ~~transportation impact~~ fee district established by Section 19.04.07.

D. At least once each fiscal period, the City Manager shall present to the City Council a proposed capital improvement program for transportation, assigning funds, including any accrued interest, from the mobility ~~road impact~~ fee trust fund to specific road improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the mobility ~~road impact~~ fee trust fund until the next fiscal period, except as provided by Section 19.04.10.

E. Funds may be used to provide refunds as described in Section 19.04.10.

19.04.10. *Refund of fees paid.*

A. Any funds not expended or encumbered by the end of the calendar quarter immediately following six years from the date the mobility ~~transportation impact~~ fee was paid shall, upon application of the then current landowner, be returned to such landowner with interest at the rate of four percent per annum, provided that the landowner submits an application for a refund to the City Manager within 180 days of the expiration of the six-year period.

19.04.11. *Exemptions and credits.*

A. Any claim of exemption must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived. The following shall be exempted from payment of the mobility fee ~~impact fee~~:

1. Alterations or expansion of an existing residential building where no additional residential units are created, and where the use is not changed; alterations of an existing nonresidential building where no additional square footage is added, where the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.

2. The construction of residential accessory buildings or structures which will not produce additional vehicular trips over and above those produced by the principal building or use of the land.

3. The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use provided that no additional trips will be produced over and above those produced by the original use of the land.

4. The installation of a replacement mobile home on a lot or other such site when a mobility ~~transportation impact~~ fee for such mobile home site has previously been paid pursuant to this article or where a mobile home legally existed on such site on or prior to the effective date of this article.

5. Public elementary and secondary schools.

6. The development or construction of housing that is "affordable", as defined in section 420.9071, Florida Statutes. This exception shall only be effective upon the developer entering into an agreement approved by the City Council, under such circumstances and in such form as is acceptable to the City Council in its reasonable judgment, to maintain the housing as "affordable."

B. Credits:

1. No credit shall be given for site-related improvements or site-related right-of-way dedications.

2. All mandatory or required right-of-way dedications and/or transportation improvements made by a feepayer, subsequent to the effective date of this article, except site-related improvements and any other improvements not included in the calculation of the mobility ~~transportation impact~~ fees, shall be credited on a pro rata basis against mobility ~~transportation impact~~ fees otherwise due or to become due for development that prompted the City or the county to require such dedications or transportation improvements. Such credits shall be determined and provided as set forth in Section 19.04.11.B.3.

3. A feepayer may obtain credit against all or a portion of mobility ~~transportation impact~~ fees otherwise due or to become due by offering to dedicate non-site-related right-of-way and/or construct non-site-related roadway improvements included in the calculation of the transportation impact fees. This offer must specifically request or provide for a mobility ~~transportation impact~~ fee credit. Such construction must be in accordance with City, county, or state design standards, whichever is applicable. If the City Manager accepts such an offer, whether the acceptance is before or after the effective date of this article, the credit shall be determined and provided in the following manner:

(a) Credit for the dedication of non-site-related right-of-way shall be valued at:

(1) 115 percent of the most recent assessed value by the property appraiser, or

(2) By such other appropriate method as the City Council may have accepted prior to the effective date of this article for right-of-way dedications and/or roadway capital improvements, or

(3) By fair market value established by private appraisers acceptable to the City.

Credit for the dedication of right-of-way shall be provided when the property has been conveyed at no charge to, and accepted by, the City in a manner satisfactory to the City Council.

(b) Applicants for credit for construction of non-site-related transportation improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the City Manager. The City Manager shall determine credit for transportation improvement construction based upon either these cost estimates or upon alternative engineering criteria and construction cost estimates if the City Manager determines that such estimates submitted by the applicant are either unreliable or inaccurate. The City Manager shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate and return such signed document to the City Manager before credit will be given. The failure of the applicant to sign, date, and return such document within 60 days shall nullify the credit.

(c) Except as provided in Section 19.04.11.B.1.(d), credit against mobility ~~impact~~ fees otherwise due will not be provided until:

(1) The construction is completed and accepted by the City, the county, or the state, whichever is applicable; or

(2) A suitable maintenance and warranty bond is received and approved by the City Manager when applicable.

(d) Credit may be provided before completion of specified transportation improvements if adequate assurances are given by the applicant that the standards set out in Section 19.04.11.B.1.(c) will be met and if the feepayer posts security as provided below for the costs of such construction. Security in the form of a performance bond, irrevocable letter of credit, or escrow agreement shall be posted with and approved by the City of Destin in an amount determined by the City Manager. If the transportation construction project will not be constructed within one year of the acceptance of the offer by the City Manager, the amount of the security shall be increased by ten percent compounded, for each year of the life of the security. The security shall be reviewed and approved by the City Council prior to acceptance of the security. If the transportation construction project is not to be completed within five years of the date of the feepayer's offer, the City Council must approve the transportation construction project and its scheduled completion date prior to the acceptance of the offer by the City Manager.

(e) Any claim for credit must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived.

(f) Credits shall not be transferable from one project or development to another without the approval of the City Council and may be transferred to a development in a different mobility ~~impact~~ fee district upon a finding by the City Council that the dedication right-of-way or transportation construction for which the credit was given benefits such different mobility ~~impact~~ fee district.

(g) Determinations made by the City Manager pursuant to this section may be appealed to

the City Council by filing a written request with the City Manager within ten days of the City Manager's determination. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding credits.

19.04.12. *Review and Update.*

~~A.The fee schedule contained in Section 19.04.05.A shall be reviewed by the City Council at least once every two years following its adoption.~~

(a) The mobility fee is based on the assumptions and analysis in the mobility fee study. Not later than five years from the date Ordinance 2025-08-LC is enacted and not later than every five years thereafter, the City shall conduct a full reevaluation and update of the assumptions and analysis in the mobility fee study and of all components of the mobility fee. However, in the event that full reevaluation and updates are not complete within the required five-year period, the last adopted mobility fee shall remain in effect until the reevaluation is complete. Nothing herein shall prevent the City from updating the mobility fee earlier than every five years if the City determines that significant changes in the mobility fee study have occurred, and that such changes are likely to have a significant impact on the amount of the mobility fee.

(b) The administration fees may be reviewed annually and revised by resolution of the City Council.

19.04.13. *Penalty provision.*

~~A. A violation of this article shall be prosecuted in the same manner as misdemeanors are prosecuted, and upon conviction, the violator shall be punishable according to law; however, in addition to or in lieu of any criminal prosecution, the City of Destin shall have the power to sue in civil court to enforce the provisions of this article.~~

(a) Any person, firm, corporation or partnership that violates any provision of this Article may be punished by a fine of not more than five hundred dollars ($500.00) or sixty (60) days in jail, or both. Enforcement of this Article may be through the issuance of a citation, in accordance with State Law.

(b) Violations include, but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false or misleading information on any document, or to any city employee, concerning the calculation, exemption, or payment of a mobility fee.

(c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this article, or who fails, neglects, or refuses to pay a mobility fee may be held responsible for the violation and be subject to the penalties and remedies provided for in this article.

(d) In addition to the enforcement of this article through issuance of a citation in accordance with State Law, the City may withhold issuance of the certificate of occupancy or certificate of

completion and/or bring suit to restrain, enjoin r otherwise prevent the violation of this article in any court of competent jurisdiction, to recover costs incurred by the City in whole or in part because of the violation of this article, and/or to compel payment of a mobility fee pursuant to this article. Issuance of and/or payment of a citation for violation of this article dos not preclude the City from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.

(e) Failure to pay a mobility fee required by this article is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.

(f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the City. Nothing contained herein shall prohibit the City Council from enforcing its codes by any other means.

***

SECTION 4. 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 5. CONFLICTING PROVISIONS. Any ordinance, resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

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

SECTION 7. EFFECTIVE DATE. Upon its adoption by the City Council and signature by the Mayor, the City Clerk shall publish a legal notice stating that the City Council has enacted this Ordinance and that it shall become effective 90 days after publication of such notice, pursuant to section 163.31801(4)(d), Florida Statutes.

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: _____

EXHIBIT "A"

Destin, Florida Mobility Fee Study Memo

Introduction

Mobility fees are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. This study examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the city's transportation network and promoting sustainable solutions for all modes of travel. The mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

The content within this memo will provide a comprehensive overview of the city's Mobility Plan, highlighting how increased mobility fees can facilitate its implementation. It will outline a proposed fee schedule, project fee revenue over the lifespan of the Mobility Plan and examine the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail.

The findings of this memo aim to support policy decisions by the City Council, ultimately enhancing Destin's connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

Mobility Plan Overview

The Destin Mobility Plan, adopted in September 2024, serves as a comprehensive blueprint for addressing the city's current and future transportation needs. This plan aims to increase capacity, enhance safety, and improve walking and biking options throughout Destin. It encompasses over 60 projects, including the completion and upgrades to the Cross Town Connector, new roadway construction, multi-use trails, sidewalks, bike lanes, intersection enhancements, and community parking facilities. The total estimated cost for implementing all projects within the plan is approximately $152 million.

To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role. The combined cost of these seven key projects exceeds $30 million. Below is a list of the specific projects intended to be funded by the mobility fee:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	$9,149,623
MU-1	Powerline easement (west) multi-use path	$10,000,000
NC-5	Mattie M. Kelly Boulevard	$844,581
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	$135,828
CC-4	Azalea Drive Extension	$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	$19,399
SW-9	Indian Trail Sidewalk	$278,099
Total Cost:		$30,060,059

Mobility Fee

Fee Schedule

Table 1 presents the calculated maximum mobility fee by land use code, derived from projected Equivalent Dwelling Units (EDUs) and the total cost of necessary infrastructure improvements. The Methodology section of this report provides further details.

Table 1 Maximum Fee table

Proposed Land Uses	ITE Code	ITE 11th	ITE Rate	% New Trips	New 1-way trips	EDU	Maximum Fee
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00	$14,365
Long-term Residential							
Less than 500 sq. ft.				100%	3.30	0.70	$10,047
500—749 sq. ft.				100%	4.00	0.85	$12,173
750—999 sq. ft.				100%	4.52	0.96	$13,776
1,000—1,499 sq. ft.				100%	5.08	1.08	$15,475
1,500—1,999 sq. ft.				100%	5.61	1.19	$17,078
2,000—2,999 sq. ft.				100%	6.16	1.31	$18,778
3,000—3,999 sq. ft.				100%	6.69	1.42	$20,381
4,000 sq. ft. or more				100%	7.08	1.50	$21,578
Short-term Residential							
Less than 500 sq. ft.				100%	4.68	0.99	$14,257
500—749 sq. ft.				100%	7.05	1.49	$21,466
750—999 sq. ft.				100%	8.83	1.87	$26,901
1,000—1,499 sq. ft.				100%	10.72	2.27	$32,662
1,500—1,999 sq. ft.				100%	12.50	2.65	$38,097
2,000—2,999 sq. ft.				100%	14.40	3.05	$43,858
3,000—3,999 sq. ft.				100%	16.18	3.43	$49,293
4,000 sq. ft. or more				100%	17.51	3.71	$53,352
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71	$10,267
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48	$6,901
Mobile Home Park (240)	240	Dwelling	7.12	100%	3.56	0.76	$10,846
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85	$12,171
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00	$28,753
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86	$41,141

Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01	$57,575
Strip Retail Plaza <40k (822)	822	1000 sq. ft.	54.45	40%	10.89	2.31	$33,178
Automobile Sales (New) (840)	840	1000 sq. ft.	27.84	100%	13.92	2.95	$42,409
Supermarket (850)	850	1000 sq. ft.	93.84	24%	11.2608	2.39	$34,307
Drive-in Bank (912)	912	1000 sq. ft.	100.35	32%	16.06	3.41	$48,916
Automobile Parts and Service Center (943)	943	1000 sq. ft.	16.6	100%	8.30	1.76	$25,287
Convenience Store (851)	851	1000 sq. ft.	762.28	16%	59.08	12.53	$179,984
Golf Course (430)	430	Acres	3.74	100%	1.87	0.40	$5,697
Marina (420)	420	Berths	2.41	100%	1.21	0.26	$3,671
Fast-Food Restaurant with Drive-Through Window (934)	934	1000 sq. ft.	467.48	23%	52.59	11.15	$160,226
High-Turnover (Sit-Down) Restaurant (932)	932	1000 sq. ft.	107.2	38%	20.37	4.32	$62,053
Fine Dining Restaurant (931)	931	1000 sq. ft.	83.84	38%	15.93	3.38	$48,531
Convenience Store/Gas Station (945)	945	Fueling Positions	265.12	16%	20.55	4.36	$62,598
General Office Building (710)	710	1000 sq. ft.	10.84	100%	5.42	1.15	$16,513
Medical-Dental Office Building - Stand-Alone (720)	720	1000 sq. ft.	36.00	100%	18.00	3.82	$54,839
Hospital (610)	610	1000 sq. ft.	10.77	100%	5.39	1.14	$16,406
Nursing Home (620)	620	1000 sq. ft.	6.75	100%	3.38	0.72	$10,282
Church (560)	560	1000 sq. ft.	7.6	100%	3.80	0.81	$11,577
Private School (K-12) (532)	532	Students	2.48	100%	1.24	0.26	$3,778
Day Care Center (565)	565	Students	4.09	100%	2.05	0.43	$6,230
General Light Industrial (110)	110	1000 sq. ft.	4.87	100%	2.44	0.52	$7,419
Warehousing (150)	150	1000 sq. ft.	1.48	100%	0.74	0.16	$2,254

Context

The following sections provide a comprehensive overview of the legal framework established by Florida Statutes that permits the implementation of a mobility fee. Additionally included is a summary of the extraordinary circumstances that demonstrate the need for an increase beyond the standard allowable percentage, as permitted by Section 163.31801 of the Florida Statutes. Finally, the necessary regulatory amendments that City staff should pursue following the adoption of the mobility fee are described.

SUMMARY OF CONTEXT

Florida law allows local governments to create a "Mobility Plan" and associated fees for the purpose of funding transportation improvements in their jurisdictions. The law states that these fees cannot be used to block or delay development approvals if developers have agreed to pay the transportation costs associated with their projects. It also says that any revenue gained as a result of these fees must be dedicated to the projects outlined in the Mobility Plan. Such fees must also follow other Florida laws for impact fees. To ensure full compliance with Florida law, there are five actions that must be taken as part of or prior to the new fee's adoption: the new study and associated fees must be adopted within one year of beginning the study; 90 days' notice is required before adopting an increased fee; two publicly noticed workshops must be held; approval of the fee increase must receive a two-thirds majority vote from Council; and the Plan and fee study must be consistent with Florida Statutes.

The current mobility fee study, which was conducted under unusual economic conditions, aims to change fees that have not been updated since 2008. Increased construction costs, inflation, and supply chain disruptions are among the factors that have made it necessary to raise the fees in order to keep up with the higher costs of materials and labor.

There are two changes that must be made to City policies and regulations to reflect this new fee. First, the Comprehensive Plan needs to be updated to explicitly reference the Mobility Plan and fee, replacing terms like "transportation impact fee" with "mobility fee". Second, the Land Development Code must be revised to include the new Mobility Fee schedule and relevant policies from the Comprehensive Plan and Mobility Plan, which ensures that all City documents stay consistent with current transportation funding goals and with each other.

Legal Framework

Florida Statutes s. 163.3180 authorizes local governments to establish a mobility plan and associated fees for their transportation systems. However, localities cannot use this alternative system to delay or deny applications for site plan approvals, plat approvals, final subdivision approvals, building permits, or their functional equivalents, provided that developers commit to funding the transportation impacts their projects create, as defined by the local government's fee structure.

The revenue generated from the mobility fee must be allocated to the implementation of the Mobility Plan, which serves as the foundational basis for the fee itself. Additionally, the

mobility fee must adhere to Section 163.31801 of the Florida Statutes, which outlines regulations for impact fees.

To ensure compliance with Section 163.31801, the following steps are required prior to or as part of the fee's adoption:

- The new study and associated fees must be adopted within 12 months of initiating the fee study.
- A minimum of 90 days' notice is required before the effective date of any fee increase.
- At least two publicly noticed workshops must be conducted.
- The ordinance approving the fee increase must receive a two-thirds majority vote from the City Council.
- The Mobility Plan and Mobility Fee Study align with all relevant stipulations outlined in Sections 163.3180 and 163.31801 of the Florida Statutes.

Extraordinary Circumstances

The mobility fee study is being conducted under exceptional circumstances that highlight the need for a substantial increase in the City's current transportation impact fee, which has remained unchanged since June 2008. This fee update will be closely aligned with the Phase 1 projects outlined in the recently adopted Mobility Plan and described above.

The timing of this fee update is particularly critical given the extraordinary economic conditions stemming from various factors. The ongoing repercussions of policies implemented to mitigate the impacts of COVID-19, along with sustained disruptions in global supply chains vital to the availability of construction materials and equipment, have led to significant price increases in construction costs. These price hikes are driven by inflation, characterized by a substantial increase in the U.S. dollar money supply, persistent supply chain challenges, and robust demand for new construction.

Additionally, a strong housing market, fluctuations in the labor market, and heightened government spending on infrastructure have further contributed to elevated demand and prices in the construction sector. The U.S. Bureau of Labor Statistics' Producer Price Index by Commodity for Construction Materials serves as a key indicator of these trends. Since March 2020, when the COVID-19 pandemic began, material prices have surged by 32% as of November 2023. While this study does not predict that such price increases will continue at the same pace, the extraordinary events of the past three years necessitate an update to project costs and, consequently, the impact fee.

Moreover, it's important to highlight that construction costs have significantly risen since the current impact fee was established in 2008. The Producer Price Index for Construction Materials increased from 200.4 in June 2008 to 337.3 in June 2023, reflecting the urgent need for a fee adjustment to account for these rising costs.

REGULATORY AMENDMENTS

The following outlines the two regulatory amendments required to City documents after the adoption of the mobility fee, ensuring consistency with the City's policies, Comprehensive Plan, and Land Development Code:

- Comprehensive Plan: The Mobility Plan and associated fee should be explicitly referenced within the Comprehensive Plan. Additionally, all instances of "transportation impact fee" must be updated to "mobility fee," and any language that ties the mobility fee to concurrency should be removed.
- Land Development Code (LDC): The section of the LDC addressing transportation impact fees should be revised to include the Mobility Fee schedule. This update must also incorporate references to the relevant policies within the Comprehensive Plan and the Mobility Plan.

Methodology

This section outlines the methodology used to determine the new mobility fee, which follows a proportionate share allocation model. This approach estimates the costs of infrastructure improvements required to support new development and allocates these costs based on projected increases in transportation demand. The demand is forecasted by calculating the number of new daily trips generated by future development, using data from the Destin Mobility Plan, adopted in September 2024.

The Destin Mobility Plan identifies key infrastructure projects needed to accommodate growth, including new transportation facilities and improvements to existing facilities.

The total cost of the infrastructure improvements outlined in the Destin Mobility Plan is divided by the projected growth in Equivalent Dwelling Units (EDUs), ensuring that each new development contributes its proportional share of the transportation improvements necessary to support future growth.

SUMMARY OF STEPS USED TO CALCULATE MOBILITY FEE

These steps are described in more detail in the following sections.

1. Calculate Standard Service Unit. When new homes or businesses are built, they add traffic to the roads. To fairly measure how much traffic each use type adds, Equivalent Dwelling Units (EDUs) are used. One EDU represents the traffic generated by a typical single-family home. This allows us to compare different types of buildings and figure out how much traffic they'll create. Each building type is evaluated based on how much traffic it generates compared to a single-family home, and only new trips are counted.

2. Analyze the relationship between dwelling units and trip generation. To ensure the fee is fair, we looked at how the size of a home affects the impact it has on traffic. Three main sources of information were used for this analysis: property data, such as home size and number of bedrooms; household occupancy data, the number of people living in homes of different sizes; and household trip rates, or how

often people travel based on their household size. This information was used to figure out how the square footage of a home relates to the amount of traffic the home generates. We found that larger homes with more bedrooms tend to generate more trips.

    a. For short-term rental properties, a similar method was used. However, since short-term rentals are typically more frequently occupied, the calculation was adjusted to assume they were always fully booked.

3. Calculate Equivalent Dwelling Units (EDUs). An EDU measures the traffic impact of a typical single-family home, using Institute of Transportation Engineers (ITE) land use code 210 as the standard. The number of trips people make, based on data from the National Household Travel Survey (NHTS), is adjusted to match the ITE's traffic rates for homes. This adjustment makes sure the data is consistent and takes into account the differences in traffic created by different types of households. For other kinds of uses, we calculate how much traffic they generate compared to that single-family home. Pass-by trips and diverted link trips were not counted, and only one side of the trip (either arrival or departure) was counted to avoid double-counting the trip.
4. Estimate the cost of Phase 1 improvements. The total estimated cost of Phase 1 improvements is $30,060,059.
5. Estimate EDUs through 2040. Population and employment growth forecasts were used to estimate the total number of EDUs expected by 2040. To calculate the projected EDUs, the expected growth in people and jobs was converted to square footage, as needed, and then matched with the appropriate ITE code for each job type. This calculation gives us an estimate of 2092.62 EDUs by 2040.
6. Calculate the Mobility Fee. Divide the total cost of planned improvements (from Step 4) by the estimated EDUs (from Step 5):

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (EDUs)} = \$14,364.79$$

Calculating Standardized Service Unit

The transportation demand created by different land use types are standardized into a unit of measurement known as the service unit, defined as the Equivalent Dwelling Unit (EDU). One EDU represents the transportation demand generated by a typical single-family detached home. This standardized metric allows for consistently comparing various land uses based on their impact on the transportation system.

Trip generation data—measuring vehicle movements generated by different types of development—forms the foundation for calculating service units. Mobility fees account for demand across all transportation modes, including motorized and non-motorized travel.

Each land use type is evaluated according to its relative travel demand compared to a standard single-family home. Trip generation rates are adjusted to reflect only net new trips that contribute additional demand to the transportation system.

Relationship Between Dwelling Units and Trip Generation

This section reviews how the relationship between dwelling unit size, the number of bedrooms, and trip-making behavior was developed for the Destin context. The goal is to ensure that the mobility fee accurately reflects the impact of various residential development scales. The data for this analysis were drawn from three key sources:

1. Parcel characteristics, including land use type, number of bedrooms, and building square footage, were obtained from the Okaloosa County Property Appraiser's records. This provided detailed insights into the physical attributes of the housing stock in the area.
2. Household occupancy data from the 2021 American Community Survey (ACS) Public Use Microdata Sample (PUMS)[1] for Okaloosa County allowed for localized estimates of residents per household by dwelling unit type and size. The results are presented in Table 2.

Table 2 Persons/household by # of bedrooms, SFDU (2021 ACS PUMS, Okaloosa County)

# of bedrooms	Persons per Household
1	1.74
2	1.98
3	2.42
4	3.06
5	3.67

3. Household person trip rates were sourced from the 2022 National Household Travel Survey (NHTS)[2], with a focus on the South Atlantic region and Metropolitan Statistical Areas (MSAs) under one million residents, which provides region-specific data on travel behavior. This data is crucial in informing the relationship between housing characteristics and transportation demand in Destin.

Table 3 Trips per Person by Household Size (NHTS 2021, South Atlantic)

Household Size	Daily Trips per Person
1	2.61
2	2.35
3	2.48
4	2.22
5	1.60

[1] https://www.census.gov/programs-surveys/acs.html
[2] https://nhts.ornl.gov

6	1.12
7	1.55

These sources were combined to establish the relationship between square footage and trip generation for single-family homes. A logarithmic regression model was used to capture the non-linear relationship between dwelling unit size and the number of trips generated. The resulting estimates of trips per household size for single-family dwelling units (SFDU) are presented in Figure 1.

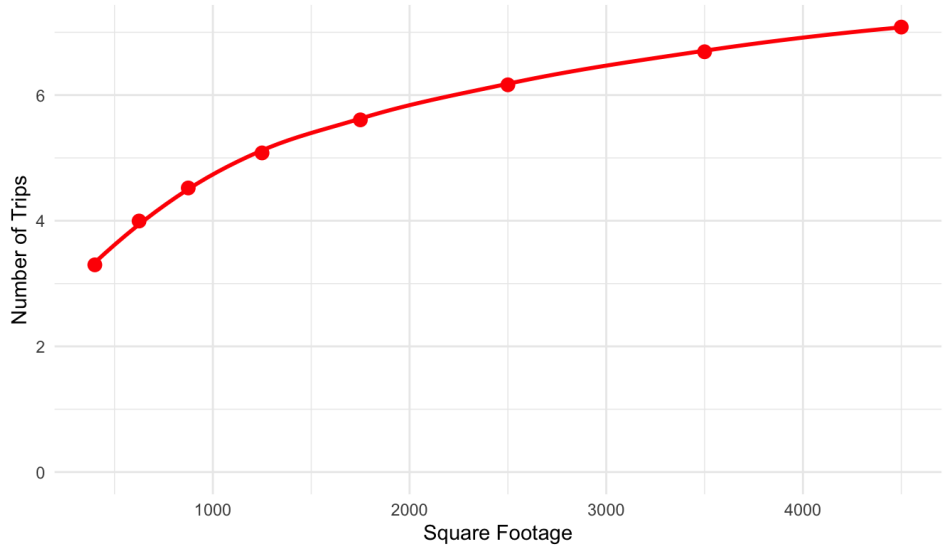


Figure 1 Relationship between trips and square footage for a single-family residential home

Short-Term Rental Trip Generation

Trip generation rates for short-term rentals were calculated similarly to those for single-family homes, with adjustments reflecting the higher utilization rates of short-term rental properties. Trip-making rates were adjusted to assume 100% occupancy based on the number of bedrooms. The resulting expected trips based on the number of square feet are depicted in Figure 2.

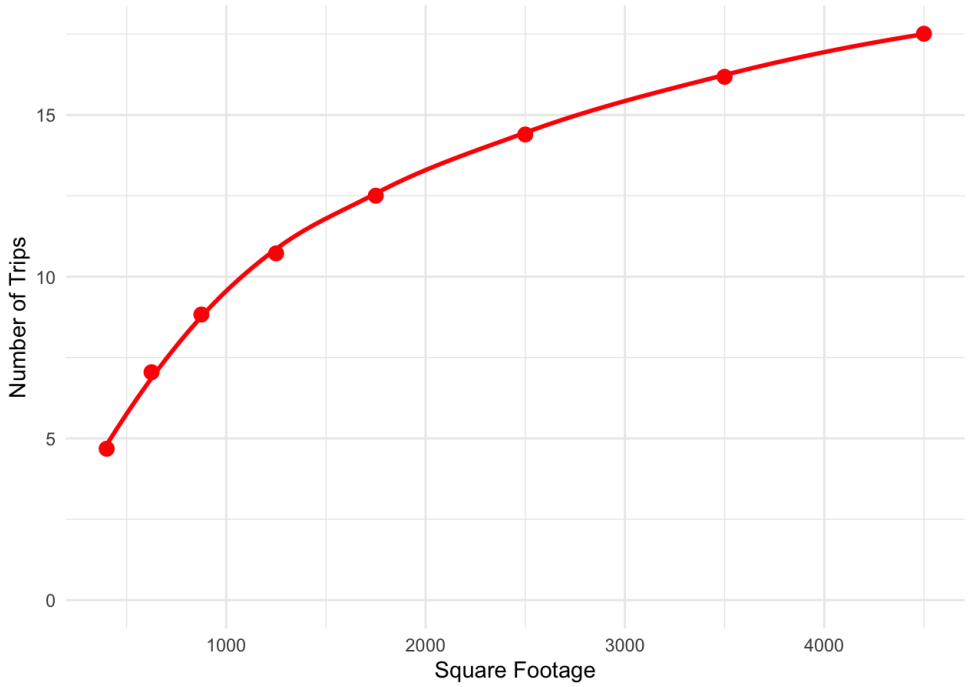


Figure 2 Relationship between trips and square footage for a short-term rental

Calculating Equivalent Dwelling Units (EDUs)

This step involves standardizing transportation demand across different land uses into EDUs, allowing for consistent fee calculations. The EDU is based on the transportation impact of a typical single-family detached home, using Institute of Transportation Engineers (ITE) land use code 210 as the benchmark. Household trip rates calculated using the National Household Travel Survey (NHTS) are refactored by adjusting them to match the proportionate ITE residential trip generation rates. This adjustment ensures all rates are sourced from ITE and are internally consistent, while also representing the varying impacts of different household types.

Pass-by trips refer to vehicles already on the road that stop at a development before continuing their route. Diverted-link trips divert from their original route to visit a development before rejoining the network. Since these trips do not generate new traffic, they are excluded from the EDU calculations. Additionally, ITE trip generation rates are halved to represent only the production side (as trip generation includes both arrivals and departures). The resulting EDUs are presented in Table 4.

Table 4 EDU by land use type

Proposed Land Uses	ITE Code	Unit Type	ITE Rate	% New Trips	New 1-way trips	EDU
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00
Long-term Residential						
Less than 500 sq. ft.				100%	3.30	0.70

500—749 sq. ft.				100%	4.00	0.85
750—999 sq. ft.				100%	4.52	0.96
1,000—1,499 sq. ft.				100%	5.08	1.08
1,500—1,999 sq. ft.				100%	5.61	1.19
2,000—2,999 sq. ft.				100%	6.16	1.31
3,000—3,999 sq. ft.				100%	6.69	1.42
4,000 sq. ft. or more				100%	7.08	1.50
Short-term Residential						
Less than 500 sq. ft.				100%	4.68	0.99
500—749 sq. ft.				100%	7.05	1.49
750—999 sq. ft.				100%	8.83	1.87
1,000—1,499 sq. ft.				100%	10.72	2.27
1,500—1,999 sq. ft.				100%	12.50	2.65
2,000—2,999 sq. ft.				100%	14.40	3.05
3,000—3,999 sq. ft.				100%	16.18	3.43
4,000 sq. ft. or more				100%	17.51	3.71
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48
Mobile Home Park (240)		Dwelling	7.12	100%	3.56	0.76
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86
Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01

Calculation of the Mobility Fee

After calculating EDUs, the next step is to allocate the costs of necessary transportation improvements based on expected growth in EDUs. By estimating the number of new EDUs, we determine each development's proportional share of infrastructure costs for the projects outlined in the Destin Mobility Plan.

Planned Improvements

The cost of planned transportation infrastructure improvements comes from the Destin Mobility Plan, which details essential projects needed to support growth. These include road expansions, multimodal enhancements like bike lanes and sidewalks, and other upgrades. Cost estimates for these projects were developed. Based on the Mobility Plan,

as illustrated in 5, Phase 1 projects that are to be funded by the Mobility Fee are anticipated to cost $30,060,059.

Table 5 Phase I Mobility Fee Projects

ID	Name	Cost	Phase
NC-4	98 Palms Boulevard	$9,149,623	1
MU-1	Powerline easement (west) Multi-use Path	$10,000,000	1
NC-5	Mattie M. Kelly Boulevard	$844,581	1
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	$135,828	1
CC-4	Azalea Drive Extension	$9,632,529	1
IS-8	Calhoun Avenue at Sibert Ave	$19,399	1
SW-9	Indian Trail Sidewalk	$278,099	1
	TOTAL	$30,060,059	

Estimating Equivalent Dwelling Units (EDUs) Through 2040

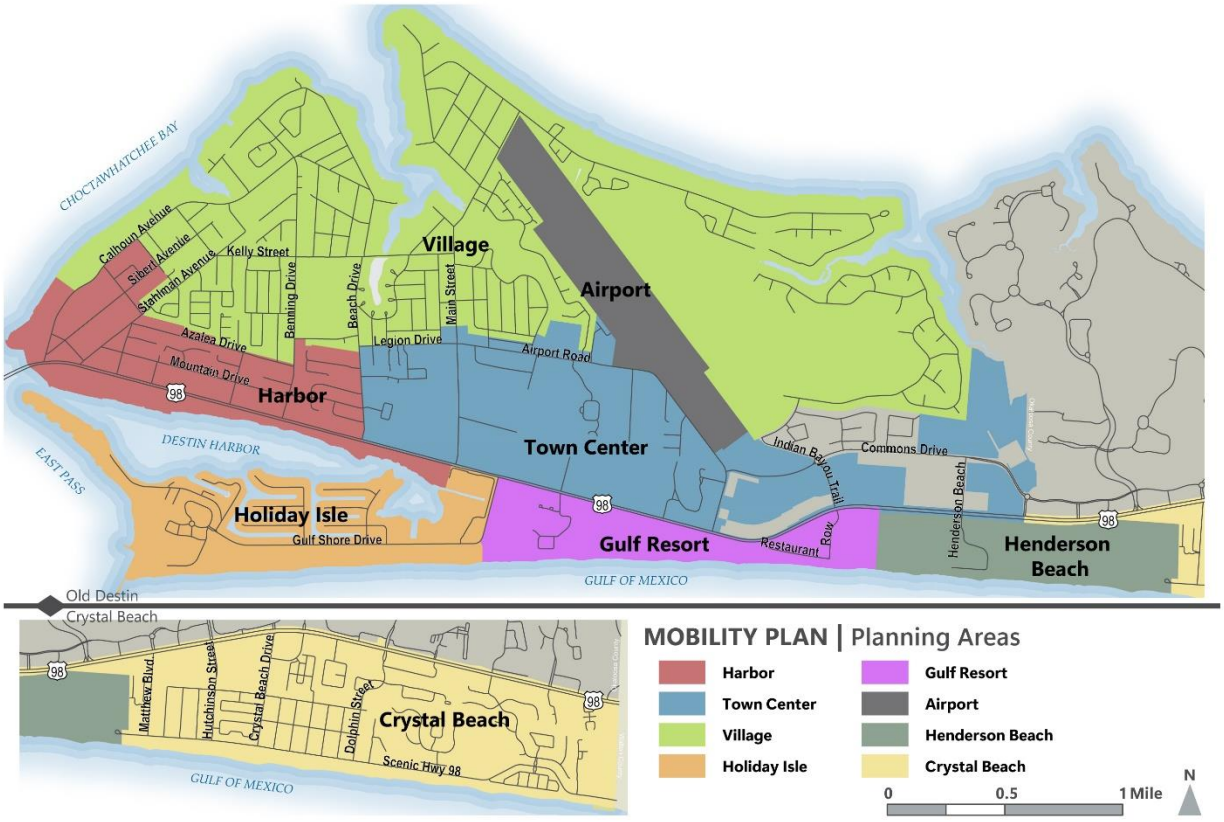
Population and employment growth forecasts for Destin were used to project the total number of EDUs expected by 2040. These assumptions are documented in Table 6. The growth projections for people and jobs are translated into EDUs by converting growth units to square footage[3], when necessary, and matching the mixture of associated Institute of Transportation Engineers (ITE) land use code presently on the ground in Destin for each job type. The result is an estimate of EDUs anticipated by 2040.

Table 6 Population and employment growth forecast (new units anticipated by 2040)

Planning Area	SF Pop	MF Pop	Housing Units	Hotel/ Motel	Seasonal	Ser Emp	Com Emp	Ind Emp	Tot Emp
Airport	0	0	0	0	0	2	0	0	2
Crystal Beach	104	236	163	80	340	59	45	7	111
Gulf Resort	11	63	36	84	59	301	138	34	473
Harbor	59	284	165	96	280	51	45	10	106
Henderson Beach	3	1	2	0	6	3	1	0	4
Holiday Isle	38	262	144	30	225	64	23	8	95
Town Center Commons	90	472	270	198	449	211	165	31	407
Village	173	331	242	59	531	22	16	3	41
Grand Total	478	1649	1022	547	1890	713	433	93	1239

Figure 1. Planning Area Map.

[3] The following estimates of square footage per employee were utilized in this conversion process: 250 sq. ft. per service employee, 450sq. ft. per commercial employees, and 1,000 sq. ft. per employee for industrial jobs.



Calculating the Mobility Fee

With the total number of Equivalent Dwelling Units (EDUs) projected by 2040 and the cost of planned infrastructure improvements established, the Mobility Fee is calculated by distributing the improvement costs across the anticipated EDUs. Based on the forecast presented in Table 6, 2092.62 EDUs are anticipated by 2040.

The final step in calculating the fee per EDU is dividing the total cost of the planned improvements by the total projected EDUs.

$30,060,059 (improvements) / 2092.62 (forecasted EDUs) = $14,364.79

With the calculation complete, the maximum Mobility Fee per EDU is $14,364.79. This maximum fee, applied to EDUs per land use type, are presented in Table 1 in the Fee Schedule section of this memo.

ORDINANCE NO. 2025-08-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO THE IMPOSITION OF MOBILITY FEES; PROVIDING FOR ADOPTION OF A MOBILITY FEE STUDY AND TABLE OF MOBILITY FEES; PROVIDNG FOR MOBILITY FEE DISCOUNTS; PROVIDING FOR CITY ENFORCEMENT; 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 Sections 163.3180 and 163.31801, 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, section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance" ; and

WHEREAS, the City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule; and

WHEREAS, the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations; and

WHEREAS, 3TP has also prepared the Destin, Florida Mobility Fee Study Memo attached as Exhibit A, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study"); and

WHEREAS, the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

WHEREAS, the City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public comment taken; and

WHEREAS, based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City;
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

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. Amending Chapter 19 of the Land Development Code.

***

19.04.00. - ~~Transportation impact~~ Mobility fee.

19.04.01. *Intents and purposes.*

A. *Legislative findings:*

~~1. The City Council has determined that the City of Destin must expand its transportation system in order to maintain current levels of service if new development is to be accommodated without decreasing current levels of service. This must be done in order to promote and protect the public health, safety, and welfare.~~

~~2~~. 1. The City Council has determined that the Florida Legislature through the enactment of Chapter 163, Part II, Florida Statutes, encourages local governments to adopt innovative approaches to development.

~~3~~. 2. The City Council has determined that the authority to adopt this ordinance is pursuant to Section 1.01.(b) of the City Charter, and Section 166.021, Florida Statutes.

~~4. The City Council has determined that the imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of transportation capital improvements necessary to accommodate such development. This must be done in order to promote and protect the public health, safety, and welfare.~~

~~5.~~ 3. The City Council has determined that each of the types of land development described in Section 19.04.05.A., will generate vehicular and pedestrian traffic necessitating the acquisition of rights-of-way, road construction, road improvements, pedestrian and bicycle improvements.

~~6.~~ 4. The City Council has determined that the fees established by Section 19.04.05.A. are derived from, based upon, and do not exceed the costs of providing additional rights-of-way and multi-modal improvements necessitated by the new land developments for which the fees are levied.

~~7. The City Council has determined that the report entitled "Impact Fee Study for Transportation, Parks, Library and Police Facilities," dated July 2007, sets forth a reasonable methodology and analysis for the determination of the impact of new development on the need for and costs of additional transportation capital improvements in the City of Destin.~~

5. The City Council has determined that 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.

6. The City Council has determined that section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance".

7. City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule.

8. The City Council has determined that the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations.

9. 3TP has also prepared the Destin, Florida Mobility Fee Study Memo, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study").

10. The City Council has determined that the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

11. The City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public

comment taken.

12. Based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City.
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

B. This article is intended to assist in the implementation of the City of Destin Comprehensive Plan.

C. The purpose of this article is to regulate the development of land so as to: ~~ensure that new development bears a proportionate share of the cost of capital expenditures necessary to provide transportation capital improvements in the City of Destin.~~ (1) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction; (2) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction; (3) Specifically earmark funds collected under the mobility fee for use in acquiring, constructing, or improving capital facilities to benefit new users; and (4) Ensure that revenues generated by the mobility fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

D. This article shall not apply to development for which the City of Destin is the applicant.

***

19.04.04. Adoption of mobility fee study and ~~I~~imposition of mobility ~~transportation impact~~ fee.

The City Council hereby adopts and incorporates the following by reference:

(a) The Destin, Florida Mobility Fee Study Memo attached as Exhibit A to Ordinance No. 2025-08-LC.

(b) The Table of Mobility Fees

Table of Mobility Fees		
Proposed Land Uses	**Unit**	**Fee per Unit**
Long-term Residential	Dwelling	
Less than 500 sq. ft.		$5,023
500—749 sq. ft.		$6,086
750—999 sq. ft.		$6,888
1,000—1,499 sq. ft.		$7,737
1,500—1,999 sq. ft.		$8,539
2,000—2,999 sq. ft.		$9,389
3,000—3,999 sq. ft.		$10,190
4,000 sq. ft. or more		$10,789
Short-term Residential		
Less than 500 sq. ft.		$14,257
500—749 sq. ft.		$21,466
750—999 sq. ft.		$26,901
1,000—1,499 sq. ft.		$32,662
1,500—1,999 sq. ft.		$38,097
2,000—2,999 sq. ft.		$43,858
3,000—3,999 sq. ft.		$49,293
4,000 sq. ft. or more		$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901
Mobile Home Park (240)	Dwelling	$10,846
Hotel/Motel (310)	Room	$12,171
Shopping Center >150k (820)	1000 sq. ft.	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178
Automobile Sales (New) (840)	1000 sq. ft.	$42,409
Supermarket (850)	1000 sq. ft.	$34,307
Drive-in Bank (912)	1000 sq. ft.	$48,916
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287
Convenience Store (851)	1000 sq. ft.	$179,984
Golf Course (430)	Acres	$5,697
Marina (420)	Berths	$3,671

Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531
Convenience Store/Gas Station (945)	Fueling Positions	$62,598
General Office Building (710)	1000 sq. ft.	$16,513
Medical-Dental Office Building - Stand- Alone (720)	1000 sq. ft.	$54,839
Hospital (610)	1000 sq. ft.	$16,406
Nursing Home (620)	1000 sq. ft.	$10,282
Church (560)	1000 sq. ft.	$11,577
Private School (K-12) (532)	Students	$3,778
Day Care Center (565)	Students	$6,230
General Light Industrial (110)	1000 sq. ft.	$7,419
Warehousing (150)	1000 sq. ft.	$2,254

~~A.Any person who applies for a certificate of occupancy, is hereby required to pay a transportation impact fee in the manner and amount set forth in this article.~~

~~B.No new certificate of occupancy, for any activity requiring payment of an impact fee pursuant to Section 19.04.05.A., shall be issued unless and until the required transportation impact fee has been paid.~~

~~C.Any development that received a final development order or development permit on or before [the date of adoption of the ordinance creating the "new" fee schedule] shall be subject to the "old" fee schedule in Section 19.04.05, provided that development proceeds to issuance of the certificate of occupancy without expiration of the development order or development permit. Notwithstanding the foregoing, if the fee for a proposed development would be lower under the provisions of subsection D below, subsection D shall apply.~~

~~D.All other development shall be subject to the following fee schedules in Section 19.04.05:~~

~~1.The "old" fee schedule for certificates of occupancy issued before [90 days from ordinance adoption].~~

~~2.The "new" fee schedule for certificates of occupancy issued on or after [90 days from ordinance adoption].~~

~~E.The City may provide estimates of impact fees at time of development order, or building permit for projects not requiring a development order, but such estimates shall not be binding and shall not exempt applicants from paying according to the fee schedule in effect at time of certificate of occupancy.~~

19.04.05. ~~*Computation of the amount of the transportation impact fee.*~~

Effect on Land Development Regulations:

(a) The payment of mobility fees does not ensure compliance with the City's land development

regulations.

(b) The listing of a land use in the mobility fee schedule is solely for purpose of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning or comprehensive plan requirements. In addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any land use classification or zoning district.

~~A.At the option of the feepayer, the amount of the transportation impact fee may be determined by the following fee schedules:~~

~~Insert OLD FEE SCHEDULE HERE AND INSERT NEW FEE SCHEDULE HERE IN STRIKETHROUGH FORMAT~~

~~1.If a certificate of occupancy is requested for mixed uses, then the fee shall be determined by using the above schedule and apportioning the space committed to uses specified on the schedule.~~

~~2.In the case of change of use, redevelopment, or expansion or modification of an existing use which requires the issuance of a certificate of occupancy, the impact fee shall be based upon the net positive increase in the impact fee for the new use as compared to the previous use.~~

~~3.If the type of development activity that a certificate of occupancy is applied for is not specified on the applicable fee schedule, the City Manager shall use the fee applicable to the most nearly comparable type of land use on the fee schedule. The City Manager shall be guided in the selection of a comparable type by the report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers. If the City Manager determines that there is no comparable type of land use on the applicable fee schedule, the City Manager shall determine the fee by:~~

~~(a)Using traffic generation statistics provided by the Florida Department of Transportation or contained in a report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers; and~~

~~(b)Applying the formula set forth in Section 19.04.05.B.~~

~~B.If a feepayer opts not to have the impact fee determined according to paragraph A. of this section, then the feepayer shall prepare and submit to the City Manager an independent fee calculation study for the land development activity for which a certificate of occupancy is sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. The traffic engineering and/or economic documentation submitted shall show the basis upon which the independent fee calculation was made, including, but not limited to, the following:~~

~~(1)*Traffic engineering studies:*~~

~~(a)Documentation of trip generation rates appropriate for the proposed land development activity.~~

~~(b)Documentation of the relative trip length appropriate for the proposed land development activity.~~

~~(c)Documentation of any other trip data appropriate for the proposed land development activity.~~

~~(2)*Economic documentation studies:*~~

~~(a)Documentation of credits attributable to the proposed land development activity which can be expected to be available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.~~

~~C.The City Manager shall consider the documentation submitted by the feepayer but is not required to accept such documentation as he/she shall reasonably deems to be inaccurate or not reliable and~~

~~may, in the alternative, require the feepayer to submit additional or different documentation for consideration. If an acceptable independent fee calculation study is not presented, the feepayer shall pay the transportation impact fee based upon the schedule shown in paragraph A. of this section. If an acceptable independent fee calculation study is presented, the City Manager may adjust the fee to that appropriate to the particular development. Determinations made by the City Manager pursuant to this paragraph may be appealed to the City Council by filing a written request with the City Manager within ten days of the City Manager's determination. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding a feepayer's independent impact fee calculation study.~~

19.04.06. *Payment of fee.*

~~A. The feepayer shall pay the transportation impact fee required by this article to the City Manager prior to the issuance of certificate of occupancy.~~

A. Mobility fees and administration fees shall be assessed, collected, and paid upon the issuance of a building permit for any development within the City of Destin.

B. All funds collected shall be promptly transferred for deposit in the mobility ~~transportation impact~~ fee trust fund established by Section 19.04.08 and used solely for the purposes specified in this article.

19.04.07. Mobility ~~Transportation impact~~ *fee district.*

A. There is hereby established a mobility ~~road impact~~ fee district which shall be all lands lying within the incorporated limits of the City.

19.04.08. Mobility ~~Transportation impact~~ *fee trust fund established.*

A. There is hereby established a mobility ~~transportation impact~~ fee trust fund for the mobility ~~transportation impact~~ fee district established by Section 19.04.07.

B. Funds withdrawn from these accounts must be used in accordance with the provisions of Section 19.04.09.

19.04.09. *Use of funds.*

A. Funds collected from the mobility ~~transportation impact~~ fee shall be used solely for the purpose of capital improvements to and expansion of transportation facilities. ~~identified in the impact fee study on which the "new" fee schedule is based and shall not be used for periodic or routine maintenance.~~

B. Funds shall be expended in the order in which they are collected.

C. In the event that bonds or similar debt instruments are issued for advanced provision of transportation capital improvements for which mobility ~~transportation impact~~ fees may be expended, mobility ~~impact~~ fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the improvements provided are of the type described in paragraph A. above and are located within the mobility ~~transportation impact~~ fee district established by Section 19.04.07.

D. At least once each fiscal period, the City Manager shall present to the City Council a proposed capital improvement program for transportation, assigning funds, including any accrued interest, from the mobility ~~road impact~~ fee trust fund to specific road improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the mobility ~~road impact~~ fee trust fund until the next fiscal period, except as provided by Section 19.04.10.

E. Funds may be used to provide refunds as described in Section 19.04.10.

19.04.10. *Refund of fees paid.*

A. Any funds not expended or encumbered by the end of the calendar quarter immediately following six years from the date the mobility ~~transportation impact~~ fee was paid shall, upon application of the then current landowner, be returned to such landowner with interest at the rate of four percent per annum, provided that the landowner submits an application for a refund to the City Manager within 180 days of the expiration of the six-year period.

19.04.11. *Exemptions and credits.*

A. Any claim of exemption must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived. The following shall be exempted from payment of the mobility fee ~~impact fee~~:

1. Alterations or expansion of an existing residential building where no additional residential units are created, and where the use is not changed; alterations of an existing nonresidential building where no additional square footage is added, where the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.

2. The construction of residential accessory buildings or structures which will not produce additional vehicular trips over and above those produced by the principal building or use of the land.

3. The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use provided that no additional trips will be produced over and above those produced by the original use of the land.

4. The installation of a replacement mobile home on a lot or other such site when a mobility ~~transportation impact~~ fee for such mobile home site has previously been paid pursuant to this article or where a mobile home legally existed on such site on or prior to the effective date of this article.

5. Public elementary and secondary schools.

6. The development or construction of housing that is "affordable", as defined in section 420.9071, Florida Statutes. This exception shall only be effective upon the developer entering into an agreement approved by the City Council, under such circumstances and in such form as is acceptable to the City Council in its reasonable judgment, to maintain the housing as "affordable."

B. Credits:

1. No credit shall be given for site-related improvements or site-related right-of-way dedications.

2. All mandatory or required right-of-way dedications and/or transportation improvements made by a feepayer, subsequent to the effective date of this article, except site-related improvements and any other improvements not included in the calculation of the mobility ~~transportation impact~~ fees, shall be credited on a pro rata basis against mobility ~~transportation impact~~ fees otherwise due or to become due for development that prompted the City or the county to require such dedications or transportation improvements. Such credits shall be determined and provided as set forth in Section 19.04.11.B.3.

3. A feepayer may obtain credit against all or a portion of mobility ~~transportation impact~~ fees otherwise due or to become due by offering to dedicate non-site-related right-of-way and/or construct non-site-related roadway improvements included in the calculation of the transportation impact fees. This offer must specifically request or provide for a mobility ~~transportation impact~~ fee credit. Such construction must be in accordance with City, county, or state design standards, whichever is applicable. If the City Manager accepts such an offer, whether the acceptance is before or after the effective date of this article, the credit shall be determined and provided in the following manner:

(a) Credit for the dedication of non-site-related right-of-way shall be valued at:

(1) 115 percent of the most recent assessed value by the property appraiser, or

(2) By such other appropriate method as the City Council may have accepted prior to the effective date of this article for right-of-way dedications and/or roadway capital improvements, or

(3) By fair market value established by private appraisers acceptable to the City.

Credit for the dedication of right-of-way shall be provided when the property has been conveyed at no charge to, and accepted by, the City in a manner satisfactory to the City Council.

(b) Applicants for credit for construction of non-site-related transportation improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the City Manager. The City Manager shall determine credit for transportation improvement construction based upon either these cost estimates or upon alternative engineering criteria and construction cost estimates if the City Manager determines that such estimates submitted by the applicant are either unreliable or inaccurate. The City Manager shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate and return such signed document to the City Manager before credit will be given. The failure of the applicant to sign, date, and return such document within 60 days shall nullify the credit.

(c) Except as provided in Section 19.04.11.B.1.(d), credit against mobility ~~impact~~ fees otherwise due will not be provided until:

(1) The construction is completed and accepted by the City, the county, or the state, whichever is applicable; or

(2) A suitable maintenance and warranty bond is received and approved by the City Manager when applicable.

(d) Credit may be provided before completion of specified transportation improvements if adequate assurances are given by the applicant that the standards set out in Section 19.04.11.B.1.(c) will be met and if the feepayer posts security as provided below for the costs of such construction. Security in the form of a performance bond, irrevocable letter of credit, or escrow agreement shall be posted with and approved by the City of Destin in an amount determined by the City Manager. If the transportation construction project will not be constructed within one year of the acceptance of the offer by the City Manager, the amount of the security shall be increased by ten percent compounded, for each year of the life of the security. The security shall be reviewed and approved by the City Council prior to acceptance of the security. If the transportation construction project is not to be completed within five years of the date of the feepayer's offer, the City Council must approve the transportation construction project and its scheduled completion date prior to the acceptance of the offer by the City Manager.

(e) Any claim for credit must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived.

(f) Credits shall not be transferable from one project or development to another without the approval of the City Council and may be transferred to a development in a different mobility ~~impact~~ fee district upon a finding by the City Council that the dedication right-of-way or transportation construction for which the credit was given benefits such different mobility ~~impact~~ fee district.

(g) Determinations made by the City Manager pursuant to this section may be appealed to

the City Council by filing a written request with the City Manager within ten days of the City Manager's determination. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding credits.

19.04.12. *Review and Update.*

~~A.The fee schedule contained in Section 19.04.05.A shall be reviewed by the City Council at least once every two years following its adoption.~~

(a) The mobility fee is based on the assumptions and analysis in the mobility fee study. Not later than five years from the date Ordinance 2025-08-LC is enacted and not later than every five years thereafter, the City shall conduct a full reevaluation and update of the assumptions and analysis in the mobility fee study and of all components of the mobility fee. However, in the event that full reevaluation and updates are not complete within the required five-year period, the last adopted mobility fee shall remain in effect until the reevaluation is complete. Nothing herein shall prevent the City from updating the mobility fee earlier than every five years if the City determines that significant changes in the mobility fee study have occurred, and that such changes are likely to have a significant impact on the amount of the mobility fee.

(b) The administration fees may be reviewed annually and revised by resolution of the City Council.

19.04.13. *Penalty provision.*

~~A. A violation of this article shall be prosecuted in the same manner as misdemeanors are prosecuted, and upon conviction, the violator shall be punishable according to law; however, in addition to or in lieu of any criminal prosecution, the City of Destin shall have the power to sue in civil court to enforce the provisions of this article.~~

(a) Any person, firm, corporation or partnership that violates any provision of this Article may be punished by a fine of not more than five hundred dollars ($500.00) or sixty (60) days in jail, or both. Enforcement of this Article may be through the issuance of a citation, in accordance with State Law.

(b) Violations include, but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false or misleading information on any document, or to any city employee, concerning the calculation, exemption, or payment of a mobility fee.

(c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this article, or who fails, neglects, or refuses to pay a mobility fee may be held responsible for the violation and be subject to the penalties and remedies provided for in this article.

(d) In addition to the enforcement of this article through issuance of a citation in accordance with State Law, the City may withhold issuance of the certificate of occupancy or certificate of

completion and/or bring suit to restrain, enjoin r otherwise prevent the violation of this article in any court of competent jurisdiction, to recover costs incurred by the City in whole or in part because of the violation of this article, and/or to compel payment of a mobility fee pursuant to this article. Issuance of and/or payment of a citation for violation of this article dos not preclude the City from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.

(e) Failure to pay a mobility fee required by this article is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.

(f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the City. Nothing contained herein shall prohibit the City Council from enforcing its codes by any other means.

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SECTION 4. 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 5. CONFLICTING PROVISIONS. Any ordinance, resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

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

SECTION 7. EFFECTIVE DATE. Upon its adoption by the City Council and signature by the Mayor, the City Clerk shall publish a legal notice stating that the City Council has enacted this Ordinance and that it shall become effective 90 days after publication of such notice, pursuant to section 163.31801(4)(d), Florida Statutes.

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: _____

DESTIN MOBILITY PLAN

September 2024















ACKNOWLEDGEMENTS

The City of Destin would like to thank both staff and residents who dedicated their time and energy into creating a mobility plan that reflects our vision of "a family-oriented beach and fishing community where people want to live, work, and play and where visitors are welcomed to respectfully enjoy our community and its resources."

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Engineering Division

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Dinah Kertz, Engineering Assistant

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Councilman John Stephens

Councilman Torey Geile

Councilman Dewey Destin

Councilman Jim Bagby

Councilwoman Terésa Hebert

Councilman Johnny King

Councilman Kevin Schmidt

Consulting provided by:

3TP VENTURES

Think ► Plan ► Do





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EXECUTIVE SUMMARY

The Mobility Plan is the City's transportation strategy that implements the Comprehensive Plan. Its purpose is to help ensure proper maintenance of transportation network capacity through 2050, identify and address safety issues, increase options for walking and biking, and establish an up-to-date mobility fee that supports implementation of the projects listed in this plan. The mobility fee will provide support for current development decisions, and help mitigate the impact of new development.

The Plan is presented in two parts. The first section lays out the projects and why they were selected for inclusion in the plan as well as providing prioritization scores and an implementation approach. The second section describes the existing and forecasted conditions that justify the need for these projects. It includes a population and employment forecast for 2050 and a summary of existing transportation conditions.

There are 67 mobility projects which include the Cross Town Connector, New Streets, Sidewalks, Bike Lanes, Multi-Use Paths, Intersection Enhancements, and Community Parking. The following map displays the projects that are recommended by this Plan.



Chapter 1

Overview

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1.2 Implementation Overview.....10



The intent of the Destin Mobility Plan is to ensure our transportation system meets the City's needs well into the future. The transportation projects described in this plan will provide additional capacity, enhance safety, and help make walking and bicycling safer and more convenient travel options for residents, workers, and visitors alike.

The mobility plan is the transportation strategy for implementing the City's Comprehensive Plan. Destin's goal for transportation, as described in the Comprehensive Plan, is to "maintain and continue to improve upon an efficient, high quality, multimodal transportation system that balances community circulation needs with regional travel demand."

The City intends to achieve its transportation goal and implement this plan through a mobility fee. The fee will provide funds for constructing the transportation improvements listed in this plan, which are needed to accommodate impacts created by development. As the Mobility Plan is implemented through the fee revenue it will promote more efficient, safe, and convenient mobility.

1.1 Transportation Projects

More than 60 transportation improvement projects are included in this plan. These projects will either provide a new transportation facility or improve the performance an existing facility. New facilities are intended to close gaps in the transportation network. For example, connecting the two existing ends of Mattie M. Kelly Boulevard will allow for another direct connection between Airport Road and U.S. 98. This type of project makes the system more resilient by providing alternative routes in the case of an emergency or disruption to another transportation facility, alleviating congestion on other transportation facilities, and supporting walking and bicycling as viable modes of transportation by providing more direct travel routes. Other projects included in this plan will help make the transportation system function better by improving a congested intersection or making parts of the network safer for all users. Together, these projects will help keep Destin moving well into the future.

1.2 Implementation Overview

Destin intends to implement the Mobility Plan through a new mobility fee. This would be a one-time charge levied by the City on new development to help pay for growth-related transportation infrastructure costs. The mobility fee would replace the transportation impact fee, last updated in 2009. The mobility fee will list the fee by land use and by district.



Chapter 2

Why This Plan?

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DESTIN IN 2023



Population and Employment

Destin needs to improve its transportation system because it's a growing city. The current system is struggling to meet the demands placed on it. Between 2010 and 2020, Destin's population grew by more than 13%. The City also is an increasingly popular tourism destination. Destin needs to improve capacity, safety, parking options, and opportunities to bike and walk, even if it never adds another resident, tourist, or job. The City's growth makes the transportation needs even more pressing.

Mobility

Most roadways in Destin are hovering just above what City policy considers to be an acceptable level of service. A few segments of U.S. 98 are failing against the City's standard, but this is a state-maintained roadway and improvements must be made in close coordination with the Florida Department of Transportation (FDOT). All streets maintained by the City are above the level of service threshold, however, that may not last.

Most segments of U.S. 98 have seen traffic increase by more than 15% between 2017 and 2021. Many of the city-maintained collector roadways have seen traffic increase much faster. Traffic volumes on portions of Benning Drive, Kelly Street, Calhoun Avenue, Regatta Bay Boulevard, Matthew Boulevard, Scenic Highway 98, and Sibert Avenue have increased by more than 25%. While none of these facilities are failing the City's level of service standard, unabated growth in vehicular traffic volumes would eventually cause unacceptable levels of traffic congestion.

Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The stretch of U.S. 98 between Sibert Avenue and Palmetto Street has an especially pronounced concentration of crashes. The roadways that comprise the Cross Town Connector also stand out for crashes. This is likely a result of these roadways accommodating the most traffic, but more detailed safety analysis will be needed to understand why crashes are occurring at particular intersections or segments of roadway, and to target improvements accordingly. As a result, some of the intersection improvements listed in this plan call for a focused study before moving into design and construction of improvements.

DESTIN IN 2050







Population and Employment Forecast

Destin is expected to add more than 2,100 year-round residents and nearly 1,900 seasonal residents between 2020 and 2050. The Town Center Commons and Village planning areas are expected to receive about half of the population growth. Population growth is forecasted for six of its eight planning areas with only Airport and Henderson Beach not expected to add any population.

Employment is also expected to grow, with the City forecast to add more than 1,200 jobs between 2020 and 2050. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas. The Harbor and Town Center Commons areas are expected to be the focus of employment growth through 2050.

DESTIN IN 2050









Transportation Impact

Destin's forecasted growth will drive future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. Each of these housing units can be expected to add several trips per day to the already strained transportation system. The additional travel generated by population and employment growth in 2050 would likely cause unacceptable conditions on many roadways in the absence of transportation improvements.

The projects in this plan are intended to accommodate this increased demand while maintaining a reasonable level of service. Among the options for improving the transportation network's performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

Chapter 3

The Plan

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3.4 Implementation.....125



3.1 Big Picture

Destin's geography, with water on three sides, and lack of large tracts of undeveloped land mean that transportation improvements must focus primarily on enhancing the existing system. Building another large arterial roadway, such as U.S. 98, is not feasible. As a result, U.S. 98 will need to handle large traffic volumes and will likely have some degree of congestion well into the future.

But there are solutions. This plan provides a roadmap for meeting people's mobility needs by building a more connected street network that supports travel by a variety of modes, including walking and bicycling. Providing people with more route options and more mode choices is the best solution for a city with Destin's unique features that limit the options for substantially expanding roadway capacity.

The projects listed in this section focus primarily on two big picture objectives – providing greater network connectivity and enhancing safety. The network connectivity projects can be sorted into three buckets, which are the Cross Town Connector, new streets, and pedestrian/bike improvements. The Cross Town Connector will provide an alternative to the congested U.S. 98 for east-west travel. The project will connect a series of roads running parallel to U.S. 98 with a more consistent streetscape and design, and close remaining gaps that prevent these streets from providing an alternative route option. The new streets and pedestrian/bike projects will help close network gaps, which will provide travelers with a wider set of route options and make it easier to walk and bike, giving people more choices other than driving, particularly for short trips.

The intersection enhancement projects are primarily focused on safety and congestion reduction. These projects are focused on improving intersections with known deficiencies. The recommended improvements are clear for some of these intersections. While others will require a more detailed study to select the best option for improving the intersection.

The final category of projects is community parking. These projects will help to provide convenient parking near popular destinations, such as the Harbor Boardwalk. This strategy can help alleviate traffic congestion by reducing the amount of driving people do



while searching for a parking space. Community parking lots or decks can also support redevelopment of land that is used to provide surface parking for local businesses. This is because a parking deck can provide more parking on less land, opening up valuable real estate for additional businesses, housing, parks, or other desired land uses.

Together, the set of projects help secure a better future for people that use Destin's transportation network. They will help reduce crashes, give people more travel options, and support the City's goals for land use and development. The following sections describe the projects in detail.









3.2 Project Descriptions

The Mobility Plan includes nearly 70 individual projects. The projects are displayed in the following map. The number of projects broken out by category is:

- **Cross Town Connector**: Seven projects are needed to complete this facility.
- **New Streets**: Seven of the projects would close a gap in the network with a new street.
- **Bicycle/Pedestrian**: Thirty-two of the projects would add a sidewalk, bicycle facility, or multi-use path to support more accessible and comfortable facilities.
- **Community Parking**: Three of the projects would add community parking solutions where there is a shortage of parking.
- **Intersection Enhancement**: Eighteen of the projects would enhance safety and performance at key intersections.

The projects span a wide range of complexity and cost. They include small segments of new sidewalk up to a new parking deck and a continuous parallel roadway providing relief from U.S. 98 (the Cross Town Connector).

Combined, the projects would cost approximately $152 million dollars and their implementation will likely take a couple of decades or longer to complete. The pace at which these projects can be constructed will depend in part on the rate of development in Destin, since the mobility fee will provide funds needed to advance the projects. The prioritization method and results are described later in this section, after the project descriptions.



MOBILITY PLAN | Mobility Projects

- Cross Town Connector
- New Streets
- Sidewalk
- Bike Lane
- Multi-Use Path
- # Intersection Enhancement
- # Community Parking

0 0.5 1 Mile N

Destin's Network Connectivity Projects: Cross Town Connector

Destin Cross Town Connector Projects List

Name	ID	Location	Improvement	Phase
Stahlman Avenue	CC-1	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	2
Stahlman Avenue	CC-2	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	2
Azalea Drive	CC-3	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	3
Azalea Drive Extension	CC-4	Azalea Drive to Legion Drive	Add trees, lighting, and pedestrian amenities	1
Legion Drive	CC-5	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	2
Airport Road	CC-6	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	3
Commons Drive	CC-7	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	2

Destin's Network Connectivity Projects: New Streets

Destin New Street Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Pine Street	NC-1	Sibert Avenue to Blue Marlin Court	New local street (residential)	3	2
Sailfish Drive	NC-2	Azalea Drive to Sailfish Circle	New local street (residential)	3	3
Indian Bayou North Extension	NC-3	Current end of Indian Bayou North to Indian Trail	New local street (residential)	5	2
98 Palms Boulevard	NC-4	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	5	1
Mattie M. Kelly Boulevard	NC-5	From existing ends of northern and southern roadways	New minor collector	1	1
Sunchase Boulevard	NC-6	Indian Bayou Trail to Indian Trail	New minor collector	5	3
John Avenue	NC-7	Dolphin Street to Sunfish Street	New local street (residential)	1	2

Destin's Network Connectivity Projects: Bike/Pedestrian

Destin Sidewalk Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Sibert Avenue Sidewalk	SW-1	Calhoun Avenue to Zerbe Street	East side sidewalk	3	2
	SW-2	Forest Street to Kelly Street	East side sidewalk	3	2
	SW-3	Cross Street to Benning Avenue	East side sidewalk	3	3
Zerbe Street Sidewalk	SW-4	Sibert Avenue to Stahlman Avenue	South side sidewalks	1	2
Pine Street Sidewalk	SW-5	Blue Marlin Court to Stahlman Avenue	North side sidewalk	1	2
Stahlman Avenue Sidewalk	SW-6	Pine Street to Primrose Lane	Sidewalk	1	3
	SW-7	Kelly Street to Hickory Street	West side sidewalk	3	3
Hickory Street Sidewalk	SW-8	Stahlman Avenue to Sibert Avenue	South side sidewalk	1	2
Indian Trail Sidewalk	SW-9	Bayou Drive to Main Street	South side sidewalk	1	1
Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	Existing sidewalk to Airport Road	West side sidewalk	1	2
Mountain Drive Sidewalk	SW-11	Stahlman Avenue to roundabout	North side sidewalk	3	2
Main Street Sidewalk	SW-12	Legion Drive to Kell Aire Drive	East side sidewalk	1	2
Restaurant Row Sidewalk	SW-13	Public parking lot to U.S. 98	East side sidewalk	3	2
Town Hall Pedestrian Access	SW-14	Indian Bayou Tr to Destin City Hall	Sidewalk	1	2

Destin Bike Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Sibert Avenue Bicycle Lanes	BL-1	Calhoun Avenue to Kelly Street	Bicycle Lanes	5	2
Forest Street Bicycle Lanes	BL-2	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	5	3
Stahlman Avenue Bicycle Lanes	BL-3	Azalea Drive to Kelly Street	Bicycle lanes	1	3
Beach Drive Bicycle Lanes	BL-4	Harbor Boulevard to Kelly Street	Bicycle lanes	5	2

Gulf Shore Drive Bicycle Lanes	BL-5	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	3	2
Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	Existing end roadway to Airport Road	Bicycle lanes	3	3
Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	3	2
Indian Bayou Trail Bicycle Lanes	BL-8	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	1	2
Crystal Beach Drive Bicycle Lanes	BL-9	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	3	3
Scenic 98 (east) Bicycle Lanes	BL-10	Matthew Boulevard to Walton County Line	Bicycle Lanes	3	3

Destin Multi-use Path Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Powerline easement (west) Multi-use Path	MU-1	Main Street to Airport Road	Multi-use path	3	1
Gulf Shore Drive Multi-use Path	MU-2	Sandpiper Cove to Harbor Boulevard	West side multi-use path	3	2
	MU-3	Norriego Point to Durango Road	West/south side multi-use path	5	2
Crystal Beach Drive Multi-use Path	MU-4	Scenic 98 to Emerald Coast Parkway	East side multi-use path	5	3
Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	Scenic 98 to Emerald Coast Parkway	East side multi-use path	5	2
Powerline easement (east) Multi-use Path	MU-6	Emerald Coast Parkway to Dolphin Street	Multi-use path	5	2
West of Twin Lakes	MU-7	98 Palms Boulevard to Airport Road	Multi-use path	1	2
Indian Trail to Destin High School	MU-8	Indian Trail to Destin High School following the Indian Bayou	Multi-use path	3	2

Destin's Community Parking Projects

Destin Community Parking Projects List

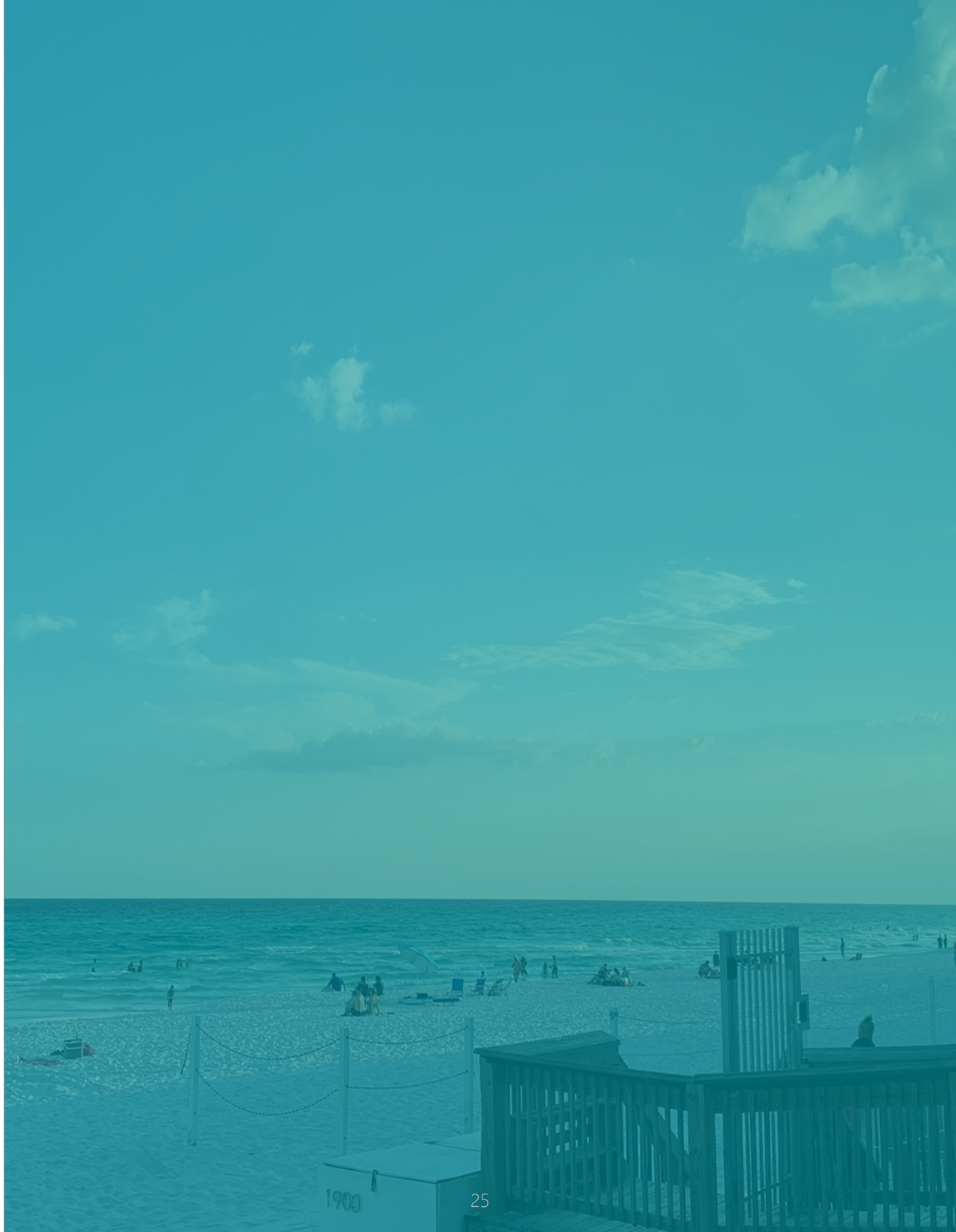
Name	ID	Location	Improvement	Benefit Score	Phase
Zerbe Street Public Parking Lot	CP-1	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	5	1
Marler Street Public Parking Lot	CP-2	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	5	2
Crystal Beach Parking Lot (FPL easement)	CP-3	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	1	3

Destin's Intersection Enhancement Projects

Destin Intersection Enhancement Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	Intersection with Zerbe Street and Harbor Boulevard	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	5	1
Stahlman Avenue at Azalea Drive	IS-2	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop line	3	2
Legion Drive/ Airport Road at Main Street	IS-3	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	5	2
Airport Road at Commons Drive	IS-4	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	5	2
Commons Drive at Indian Bayou Trail	IS-5	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	3	2
Benning Drive at Sibert Ave, 1st Street, and 4th Street	IS-6	Intersection with Sibert Avenue, 1st Street, and 4th Street	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	1	2

Stahlman Avenue at Kelly Street	IS-7	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	1	3
Calhoun Avenue at Sibert Ave	IS-8	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	1	1
Calhoun Avenue at Kelly St	IS-9	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	1	3
Main Street at 98 Palms Blvd	IS-10	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	3	3
Main Street at Kelly Street	IS-11	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	3	2
Scenic 98 East at Matthew Blvd	IS-12	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Shirah St	IS-13	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Pompano St	IS-14	Intersection with Pompano Street	Mid-block crossing links to beach access	1	3
Gulf Shore Drive at Moreno Point Rd	IS-15	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	3	3
Gulf Shore Drive at Norriego Rd	IS-16	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	1	3
Mattie M. Kelly Blvd at Airport Rd	IS-17	Intersection with Airport Rd	Signalization	3	3
Mattie M. Kelly Blvd at U.S. 98	IS-18	Intersection with U.S. 98	Signalization	5	3

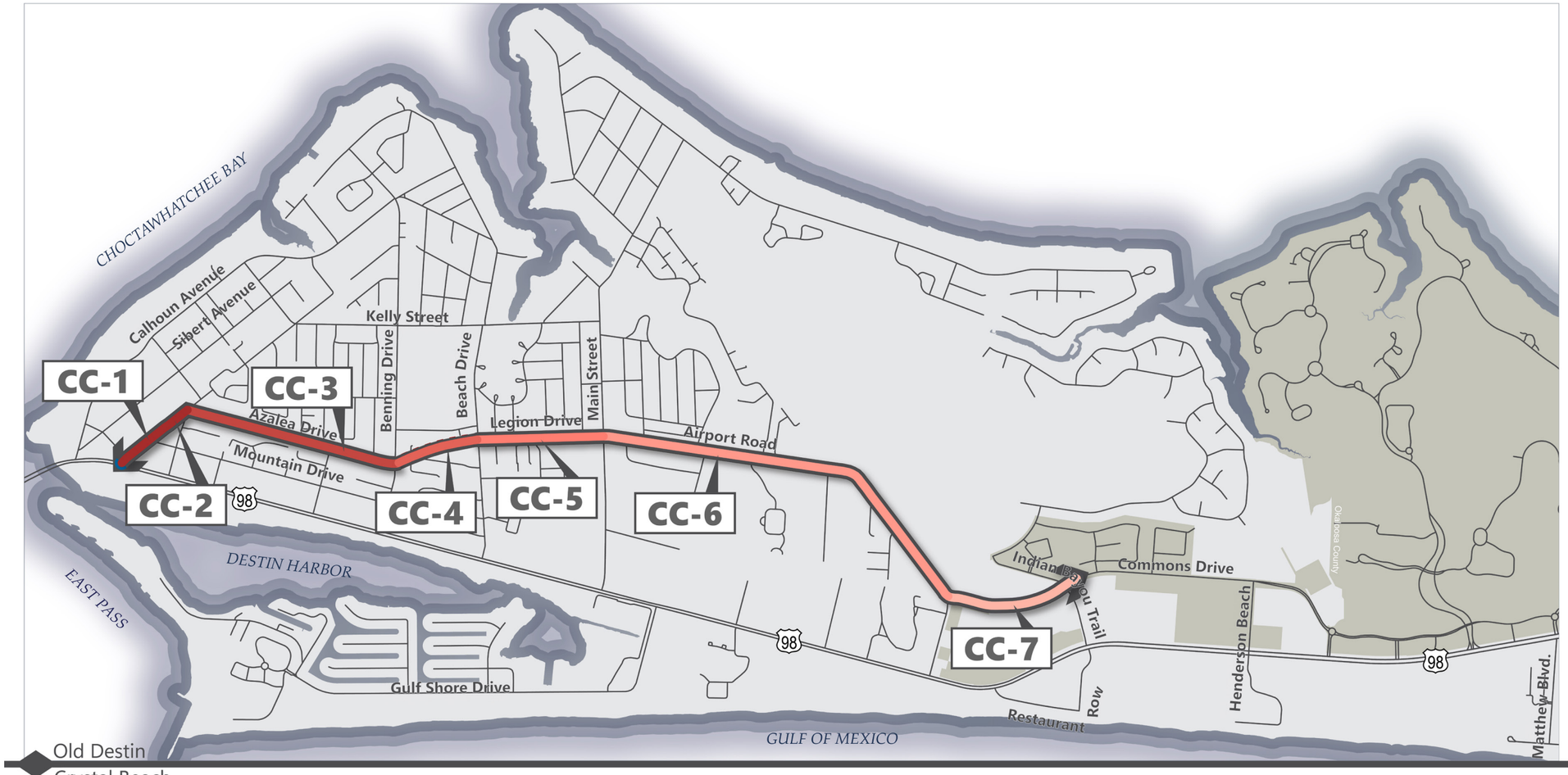


CROSS TOWN CONNECTOR

The Cross Town Connector is a vital component of the City's future transportation network. Both the City of Destin and the Okaloosa-Walton Transportation Planning Organization have identified a need to address congestion on U.S. 98. The Cross Town Connector project is intended to address that need by providing a parallel roadway that provides for east-west connectivity. Design and engineering work has started for the Cross Town Connector.

The project is proposed for implementation in seven phases, which are from west to east - Stahlman Avenue between Harbor Boulevard and Mountain Drive; Stahlman Avenue between Mountain Drive and Azalea Drive; Azalea Drive between Stahlman Avenue and Benning Drive; Azalea Drive Extension between Benning Drive and Beach Drive; Legion Drive between Beach Drive and Main Street; Airport Road between Main Street and Commons Drive; and Commons Drive between Airport Road and Indian Bayou Trail.

The Cross Town Connector would cost approximately 27.4 million dollars and upon completion will provide a seamless connection from the west end to east end of Destin. The projects will also improve the street so it has more consistent features, such as sidewalks and bicycle facilities.



CC-1 Stahlman Avenue



Details

Project:
CC-1

Name:
Stahlman Avenue

Location:
Harbor Boulevard to Mountain Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

$276,915

Priority

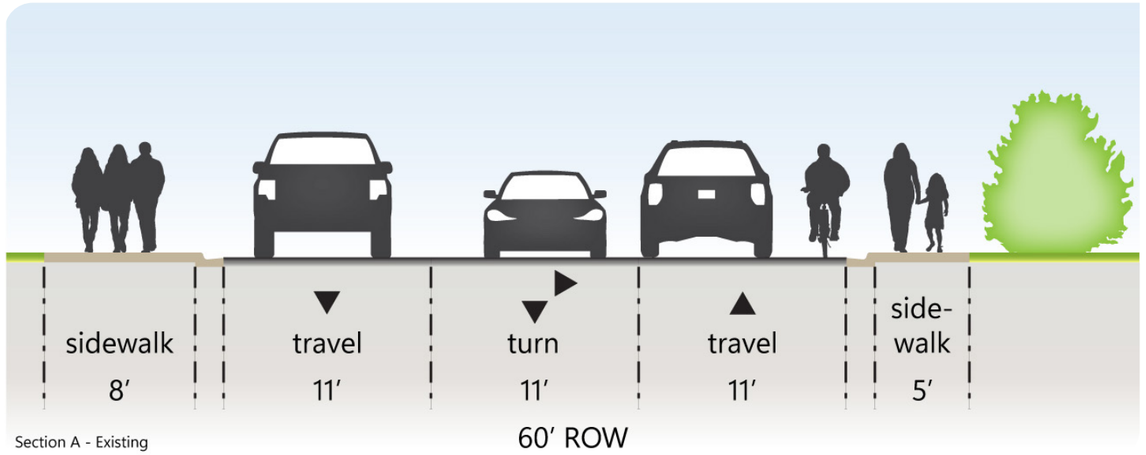
Phase:

2

Improvements

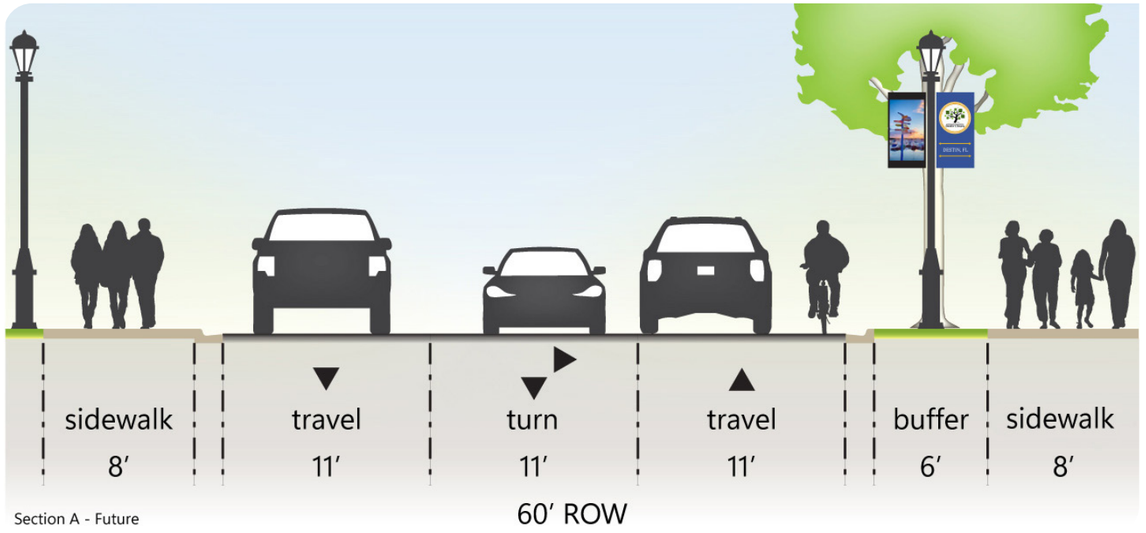
- Reconstruct east side with buffer, street trees, and wider sidewalk
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Section A - Existing

Future:



Section A - Future

CC-2 Stahlman Avenue



Details

Project:
CC-2
Name:
Stahlman Avenue
Location:
Mountain Drive to Azalea Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

$2,327,859

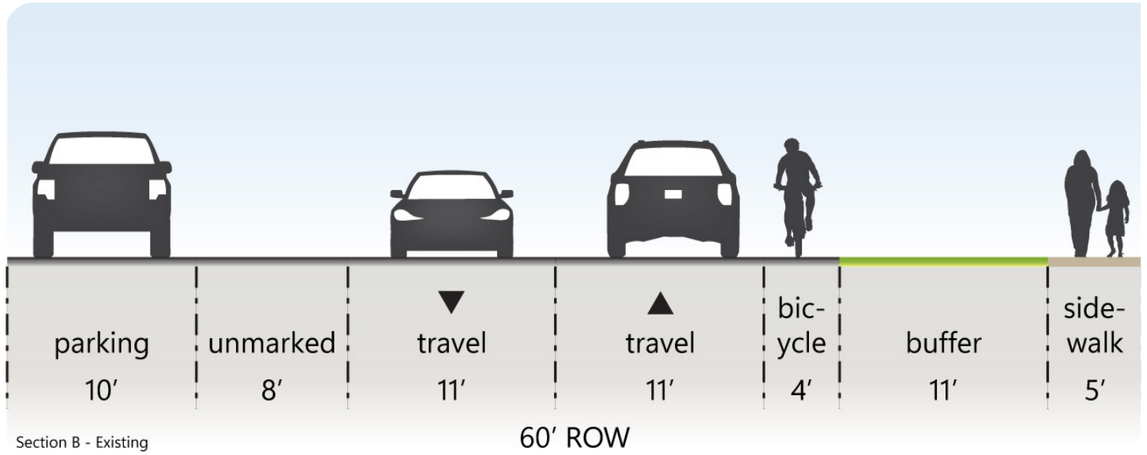
Priority

Phase:
2

Improvements

- Reconstruct with parking (west side), buffer and street trees (east side), lighting, pedestrian amenities, and multi-use path
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

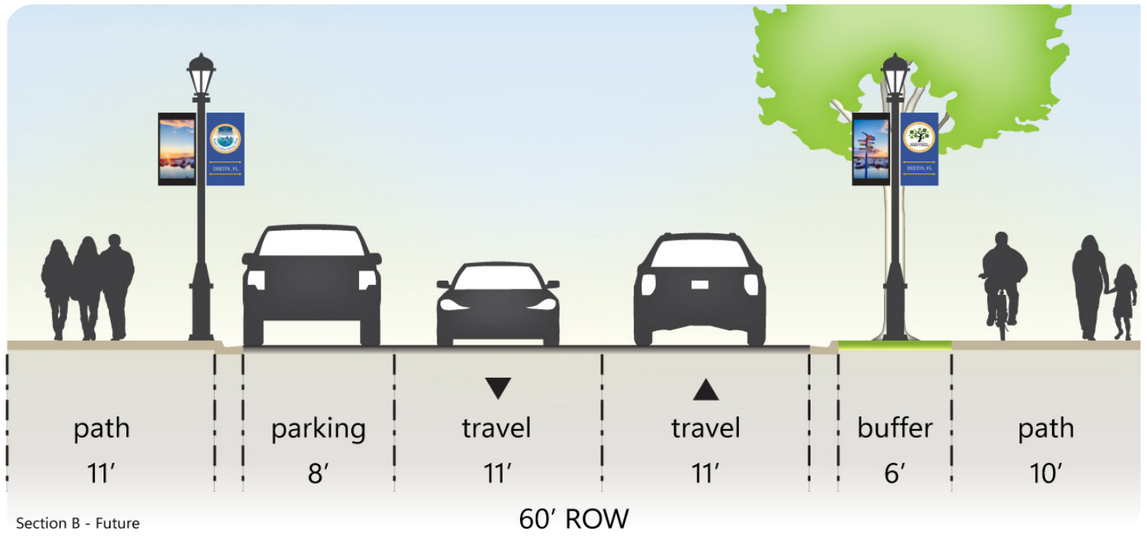
Existing:



Section B - Existing

60′ ROW

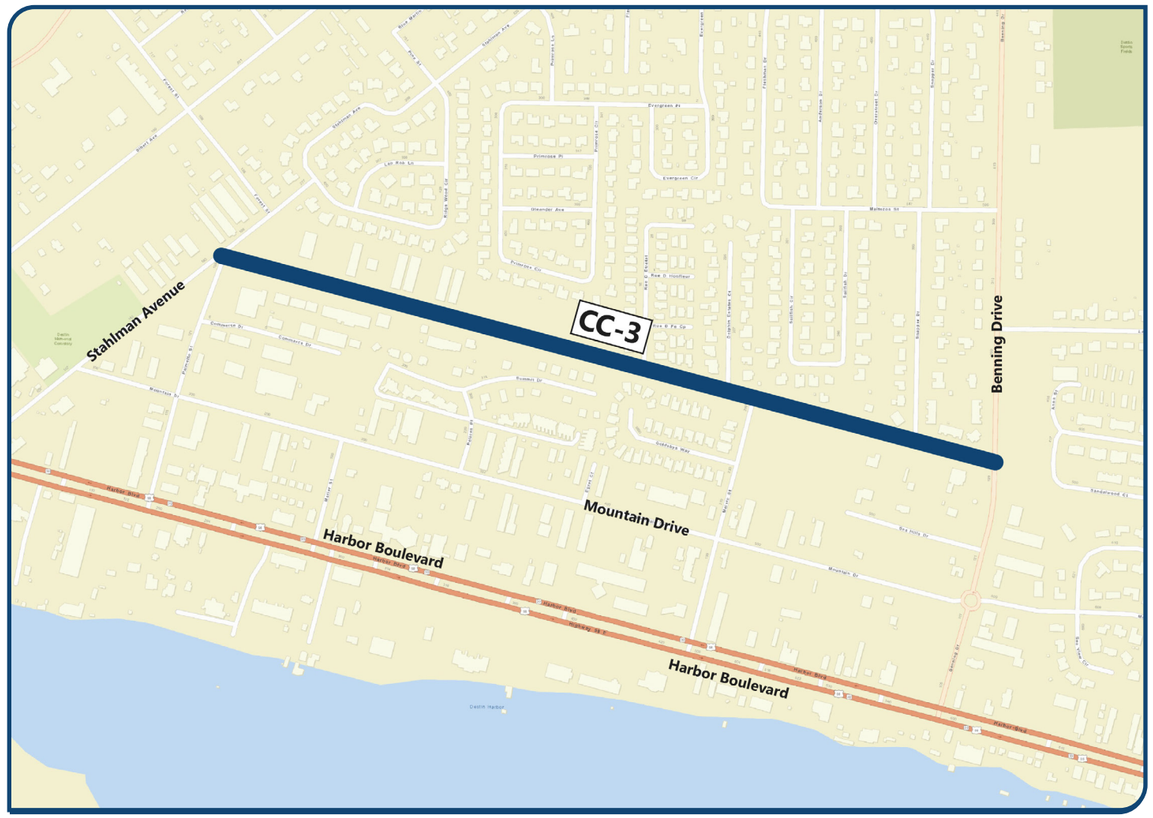
Future:



Section B - Future

60′ ROW

CC-3 Azalea Drive



Details

Project:
CC-3

Name:
Azalea Drive

Location:
Stahlman Avenue to Benning Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

$8,725,686

Priority

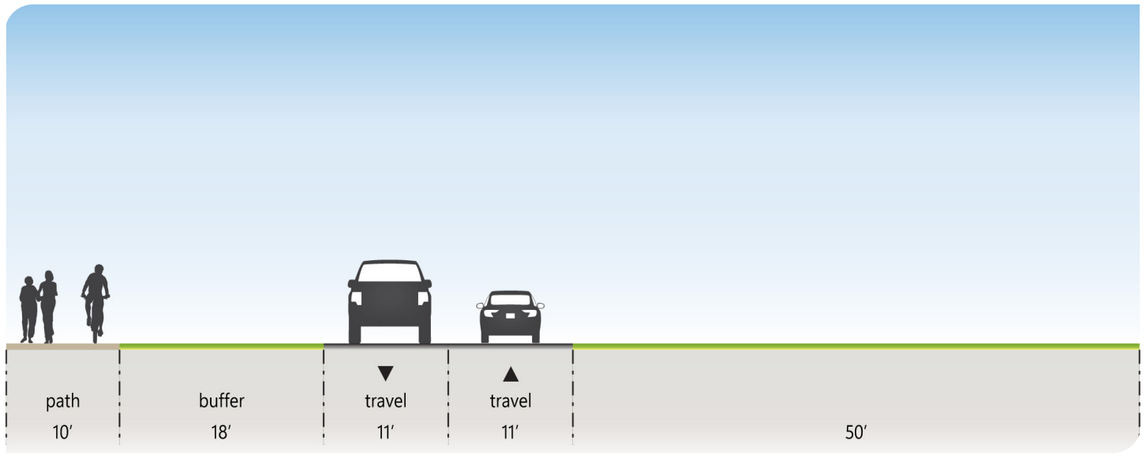
Phase:

3

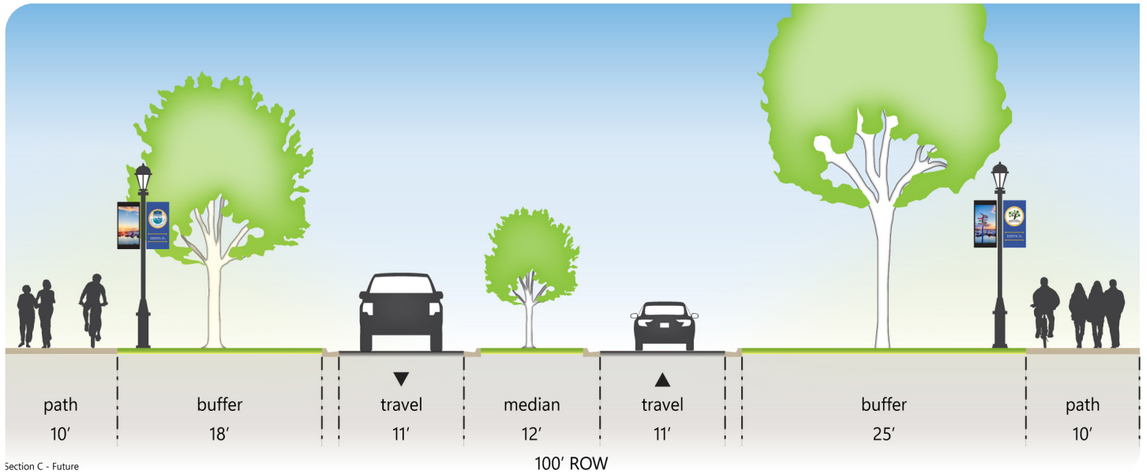
Improvements

- Add street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



Section C - Future

CC-4 Azalea Drive Extension



Details

Project:
CC-4

Name:
Azalea Drive Extension

Location:
Benning Drive to Beach Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

$9,632,529

Priority

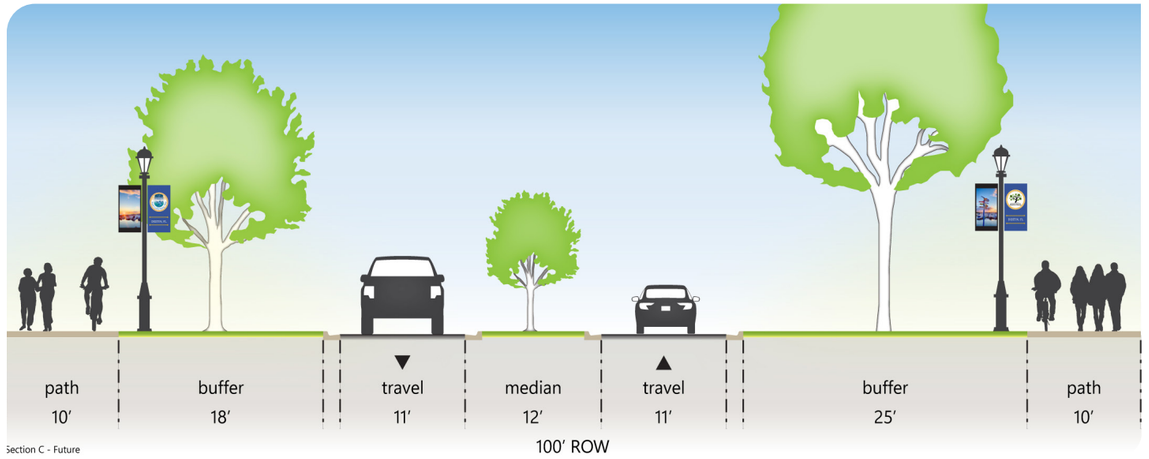
Phase:

1

Improvements

- Construct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Future:



Section C - Future

CC-5 Legion Drive



Details

Project:
CC-5

Name:
Legion Drive

Location:
Beach Drive to Main Street

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

$1,116,415

Priority

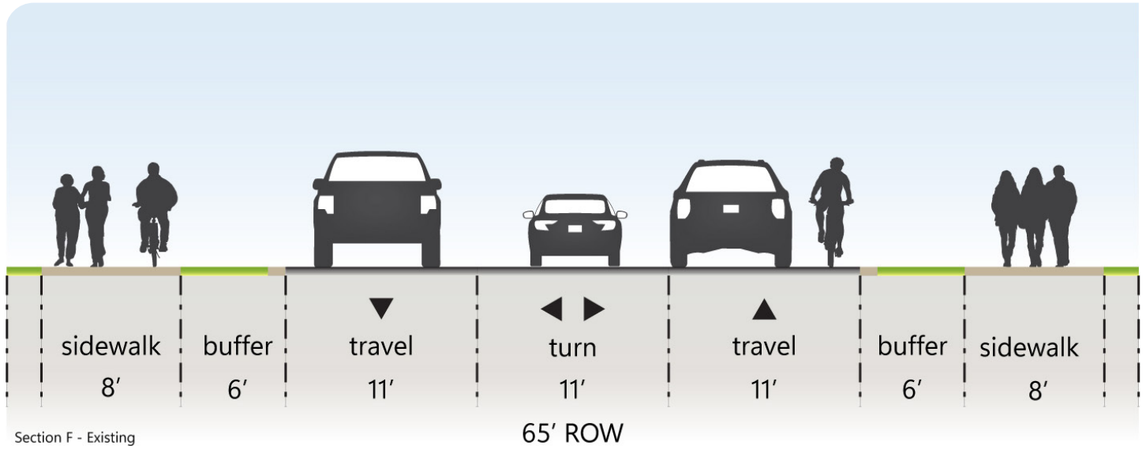
Phase:

2

Improvements

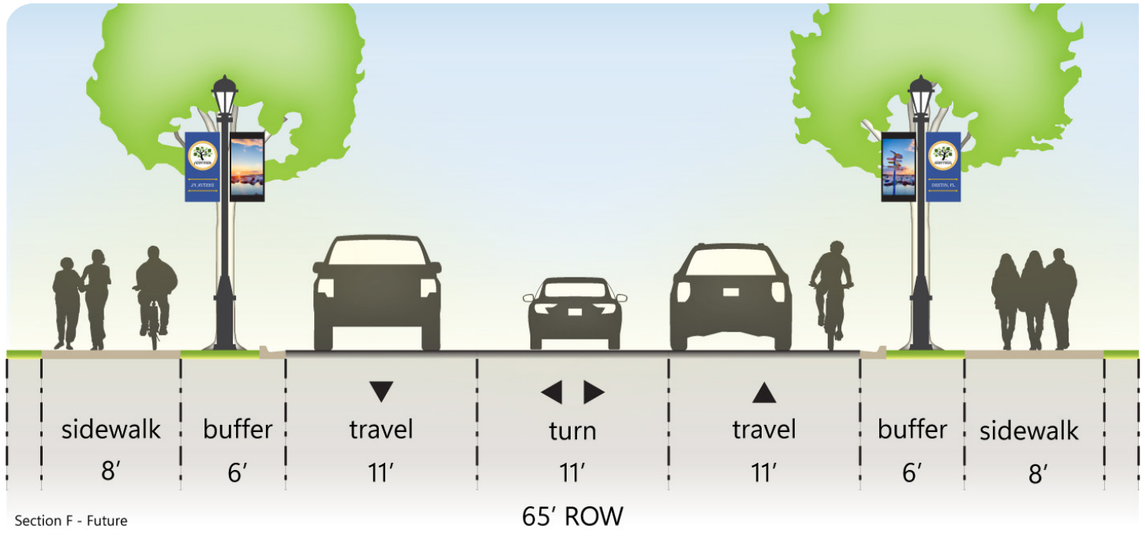
- Add street trees
- Add street lighting with wayfinding banners
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



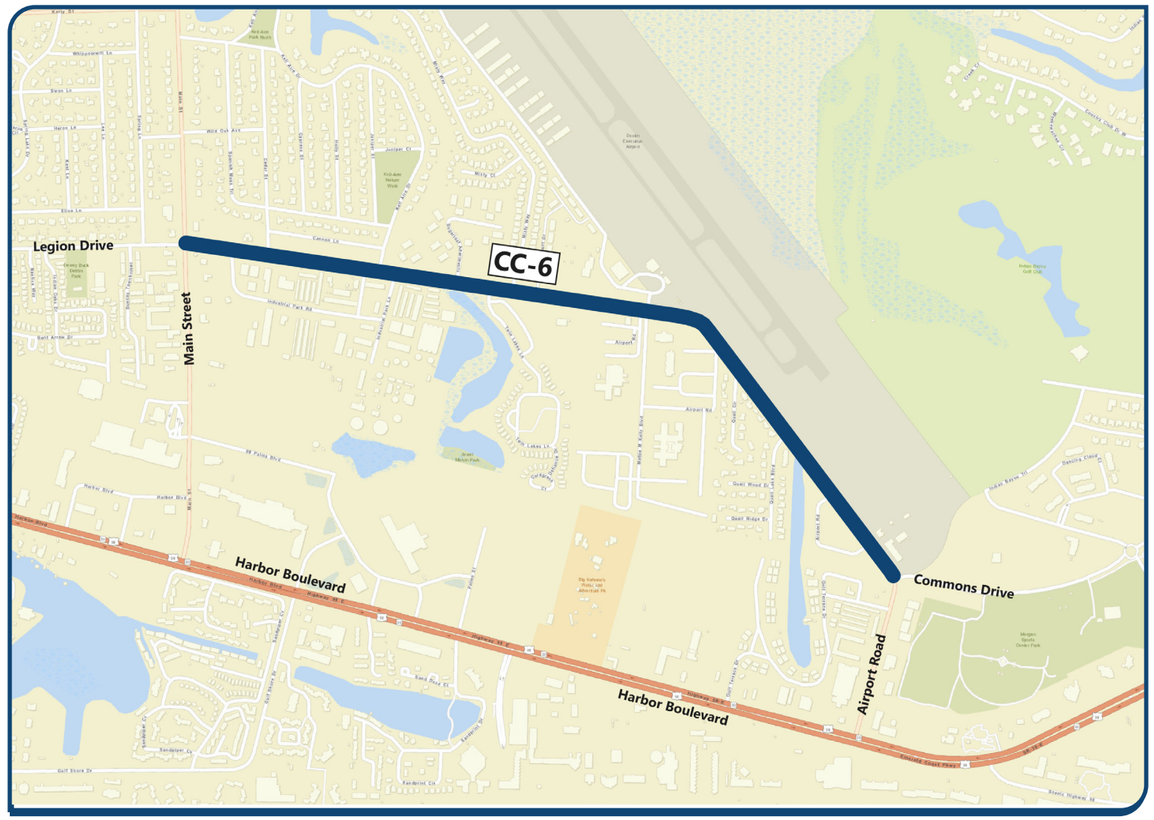
Section F - Existing

Future:



Section F - Future

CC-6 Airport Road



Details

Project:
CC-6
Name:
Airport Road
Location:
Main Street to Commons Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

$4,143,607

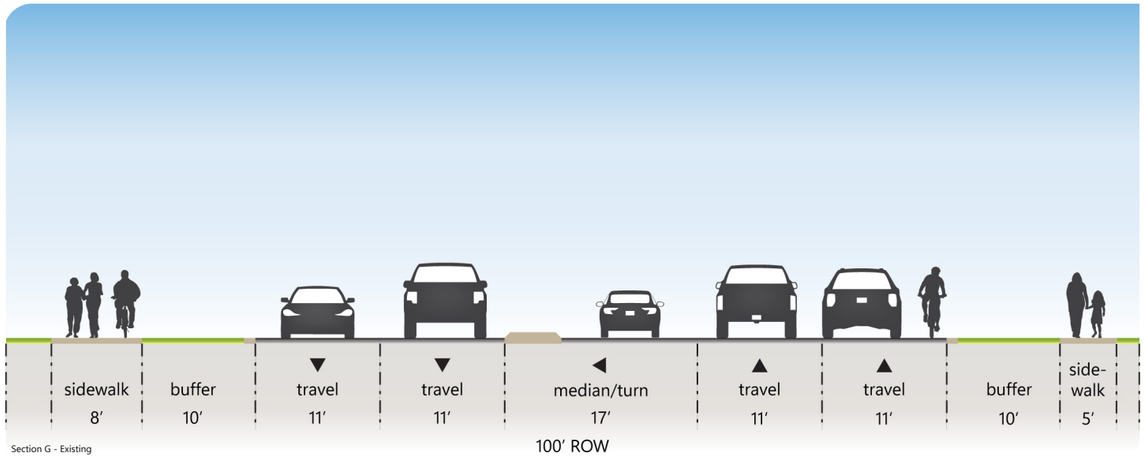
Priority

Phase:
3

Improvements

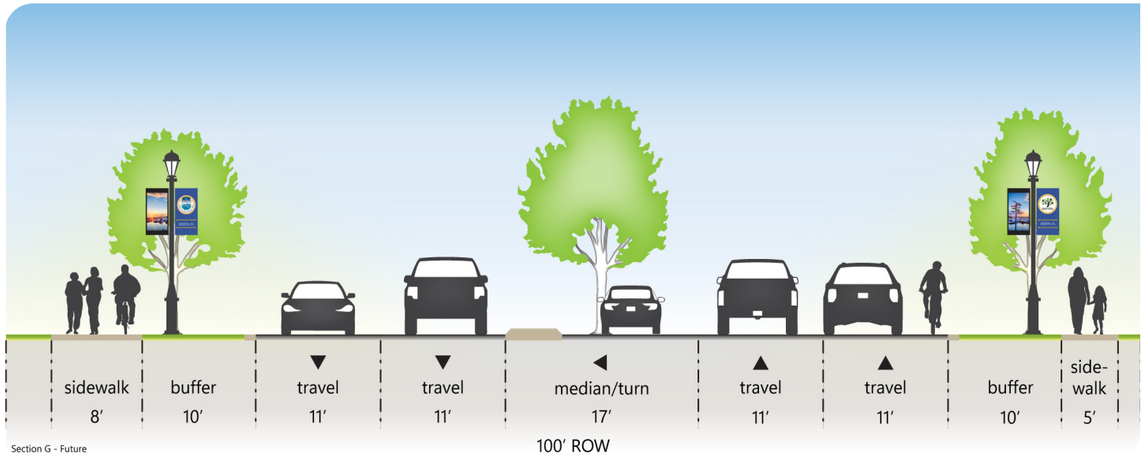
- Add street trees, lighting, and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Section G - Existing
100′ ROW

Future:



Section G - Future
100′ ROW

CC-7 Commons Drive



Details

Project:
CC-7

Name:
Commons Drive

Location:
Airport Road to Indian Bayou Trail

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

$1,130,271

Priority

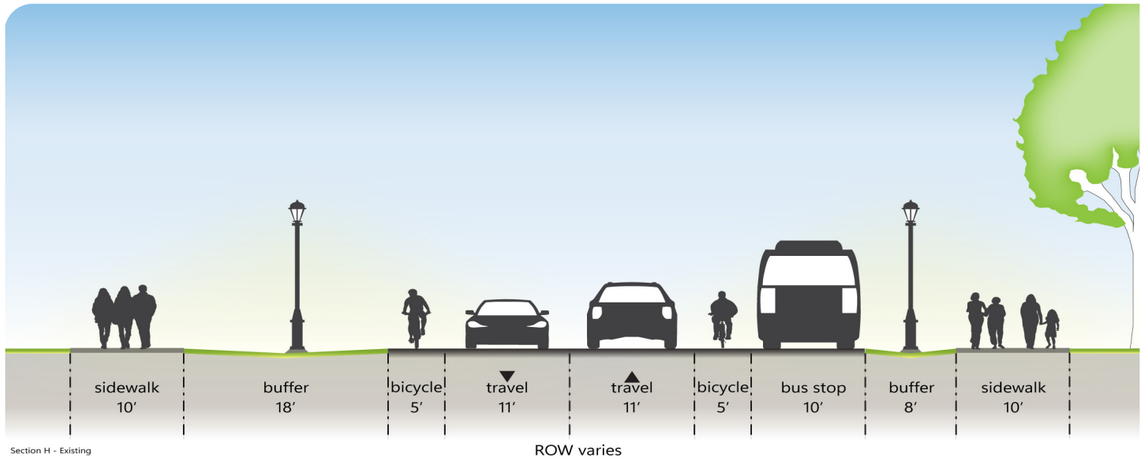
Phase:

2

Improvements

- Add street trees and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

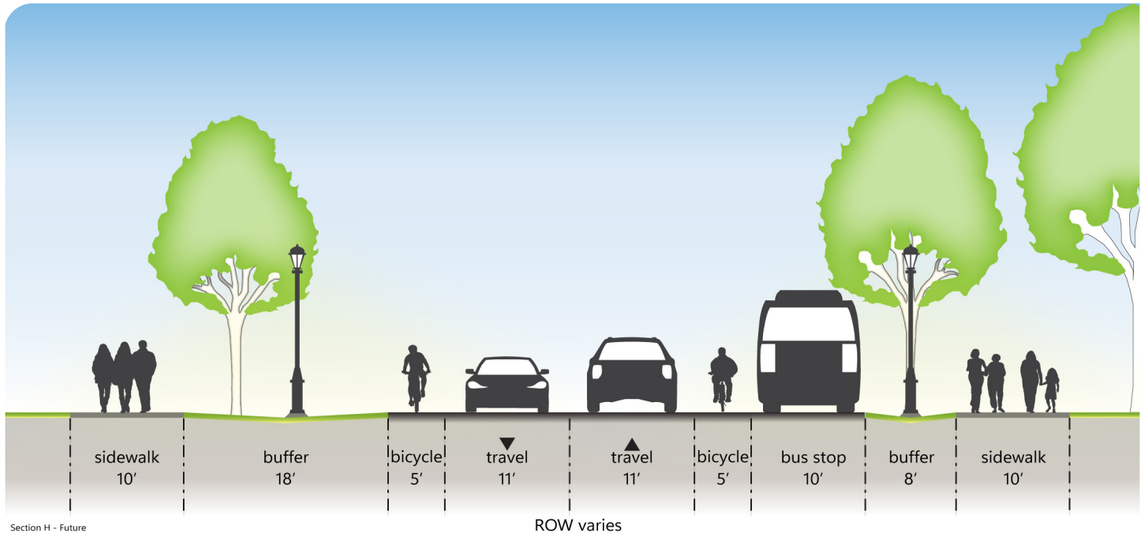
Existing:



Section H - Existing

ROW varies

Future:



Section H - Future

ROW varies

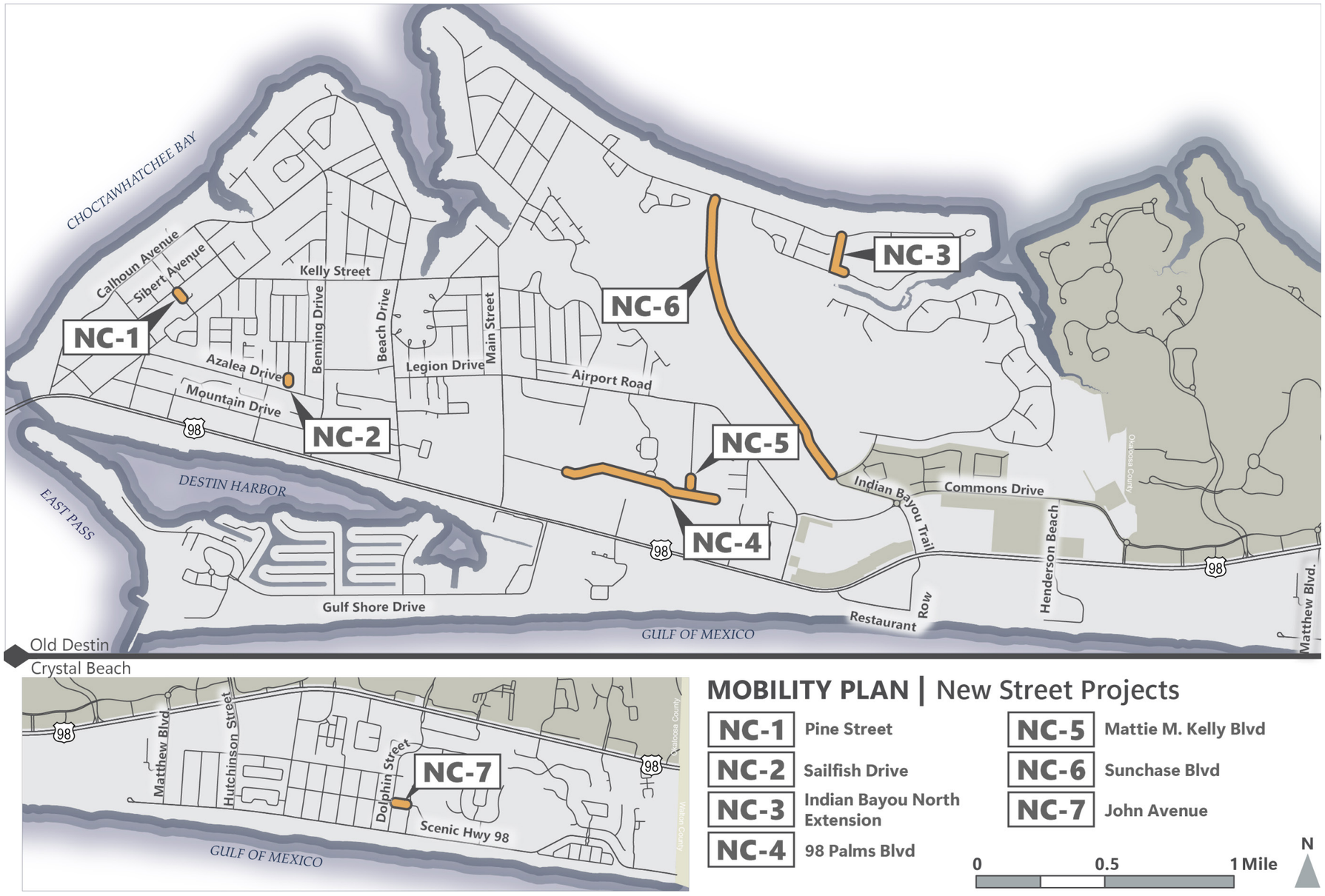
NEW STREETS

The Mobility Plan includes seven new street segments. The purpose of the new streets is to close gaps in the transportation network, which will reduce travel time and distance, and create more direct connections for bicyclists and pedestrians. These new facilities are either described in the Comprehensive Plan or the Land Development Code. The City has secured right-of-way to implement some of these projects, while others would likely need to happen in the future as development or redevelopment occurs. The projected cost for all seven new streets is 31.4 million dollars.

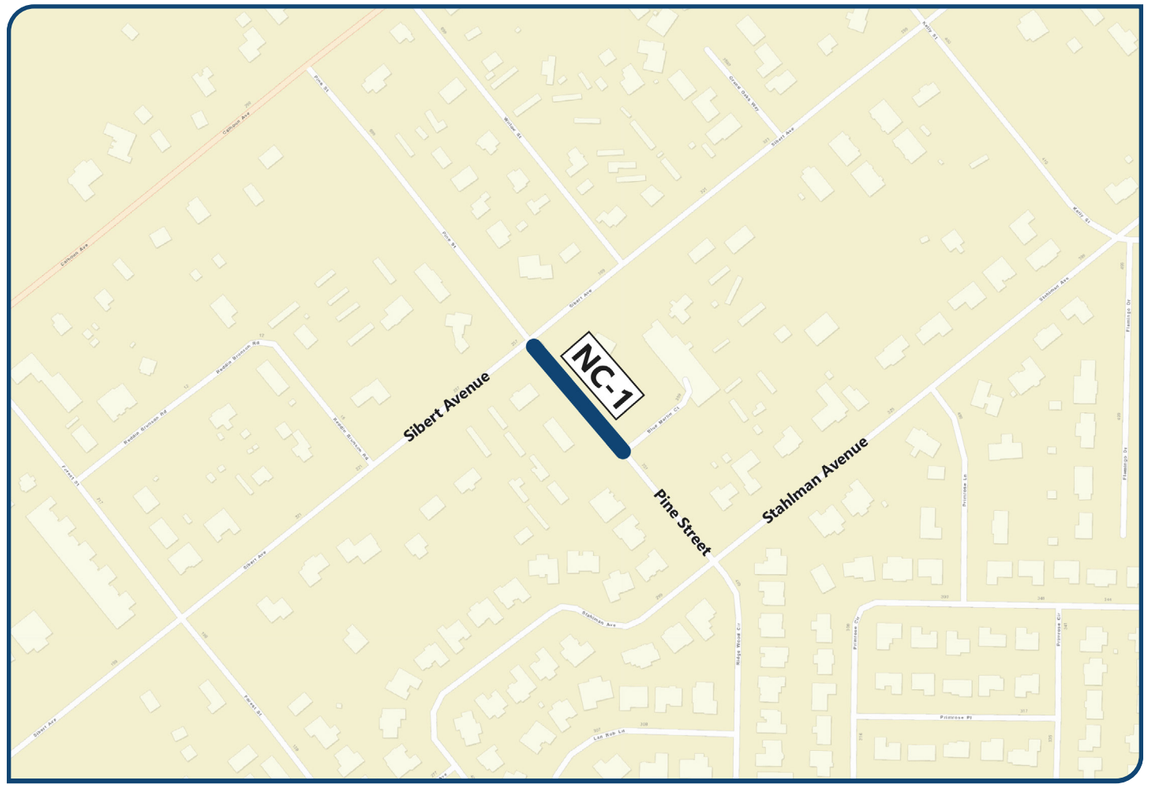
The new streets include short local street connections intended to reduce travel distance or alleviate pressure on the City's collector roadway network. These new streets include extending Pine Street between Sibert Avenue and Stahlman Avenue, connecting Sailfish Drive with Azalea Drive, connecting Indian Bayou North to Indian Trail, and extending John Avenue from Dolphin Street to Sunfish Street.

New streets also include projects intended to support the City's goals for creating a Town Center anchored by Main Street. These projects would result in a more connected network of streets in the Town Center Community Redevelopment Area (CRA). These new minor collectors include extending Mattie M. Kelly Boulevard to create a continuous connection between U.S. 98 and Airport Road, and extending 98 Palms Boulevard east to Mattie M. Kelly Boulevard.

Another new street would connect Indian Trail to Country Club Drive, which would allow for more direct travel from the City's northernmost neighborhoods to U.S. 98 and shopping areas in the Town Center and along Commons Drive.



NC-1 Pine Street



Details

Project:
NC-1

Name:
Pine Street

Location:
Sibert Avenue to Blue Marlin Court

Initiative:
New Street

Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by adding a new segment of Pine Street from Sibert Avenue to Blue Marlin Court
- Approximately 0.06 mile new street
- Local streets should have a speed limit of 25 mph with two 10′ lanes of traffic, 7′ parking, two 5′ sidewalks, and a 4′ buffer

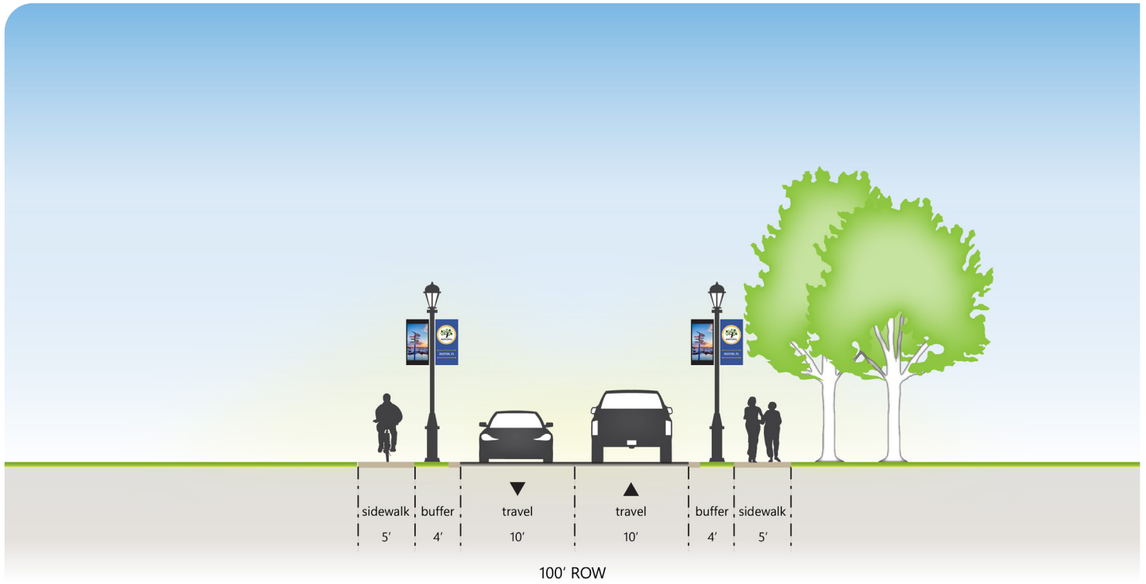
Cost

$743,042

Priority

Benefit Score:	Phase:
3	2

Proposed:



NC-2 Sailfish Drive



Details

Project:
NC-2

Name:
Sailfish Drive

Location:
Azalea Drive to Sailfish Circle

Initiative:
New Street

Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending Sailfish Drive southward to connect to Azalea Drive
- Approximately 0.05 mile new street
- Since this new roadway connects to a residential area, it must be designed to maintain neighborhood traffic flow
- Local streets should have a speed limit of 25 mph with two 10′ lanes of traffic, 7′ parking, two 5′ sidewalks, and a 4′ buffer

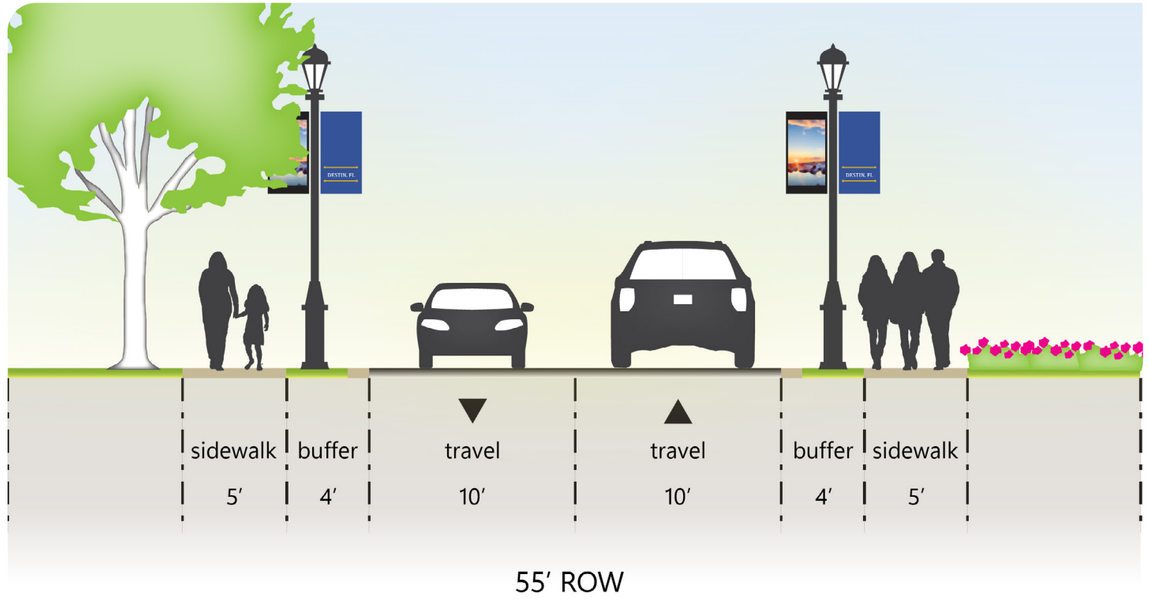
Cost

$619,202

Priority

Benefit Score:	Phase:
3	3

Proposed:



NC-3 Indian Bayou North Extension



Details

Project:
NC-3

Name:
Indian Bayou North Extension

Location:
Current end of Indian Bayou North to Indian Trail

Initiative:
New Street

Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1; Pathways Plan, MUT-7; LDC Table 8-7B Level Two Priority

Improvements

- Develop an interconnected road network by extending Indian Bayou North to connect to Indian Trail
- Approximately 0.15 mile new street
- Local streets should have a speed limit of 25 mph with two 10′ lanes of traffic, 7′ parking, two 5′ sidewalks, and a 4′ buffer

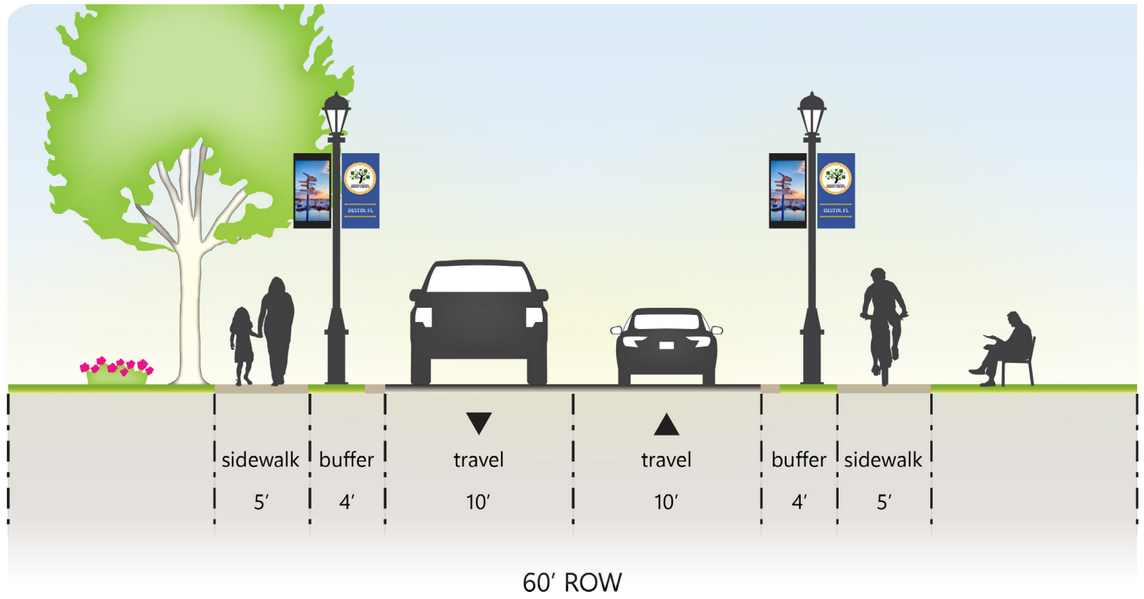
Cost

$1,857,605

Priority

Benefit Score:	Phase:
5	2

Proposed:



NC-4 98 Palms Boulevard



Details

Project:
NC-4

Name:
98 Palms Boulevard

Location:
From existing end of 98 Palms Blvd to Mattie M. Kelly Blvd

Initiative:
New Street

Source:
Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending 98 Palms Boulevard to connect to Mattie M. Kelly Blvd
- Approximately 0.65 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11′ lanes of traffic, a 6′ to 12′ median, 8′ parking, 5′ bike lane, 8′ to 10′ sidewalks on both sides, and a 6′ buffer

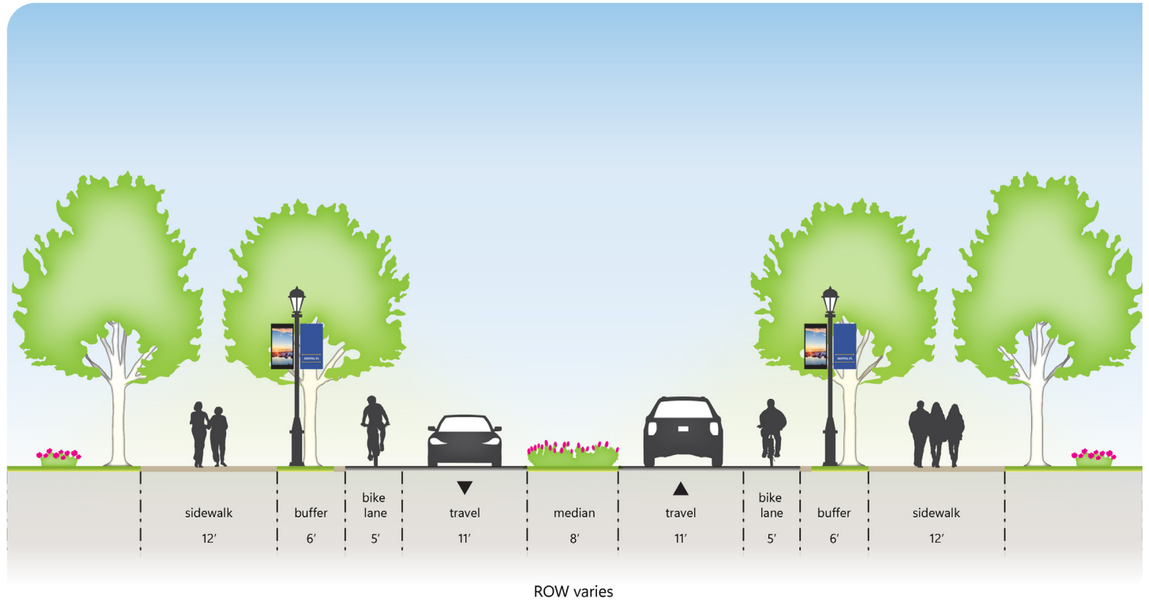
Cost

$9,149,623

Priority

Benefit Score:	Phase:
5	1

Proposed:



NC-5 Mattie M. Kelly Boulevard



Details

Project:
NC-5

Name:
Mattie M. Kelly Boulevard

Location:
From existing ends of northern and southern roadways

Initiative:
New Street

Source:
Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending the exisiting ends of northern and southern roadways
- Approximately 0.06 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11′ lanes of traffic, a 6′ to 12′ median, 8′ parking, 5′ bike lane, 8′ to 10′ sidewalks on both sides, and a 6′ buffer

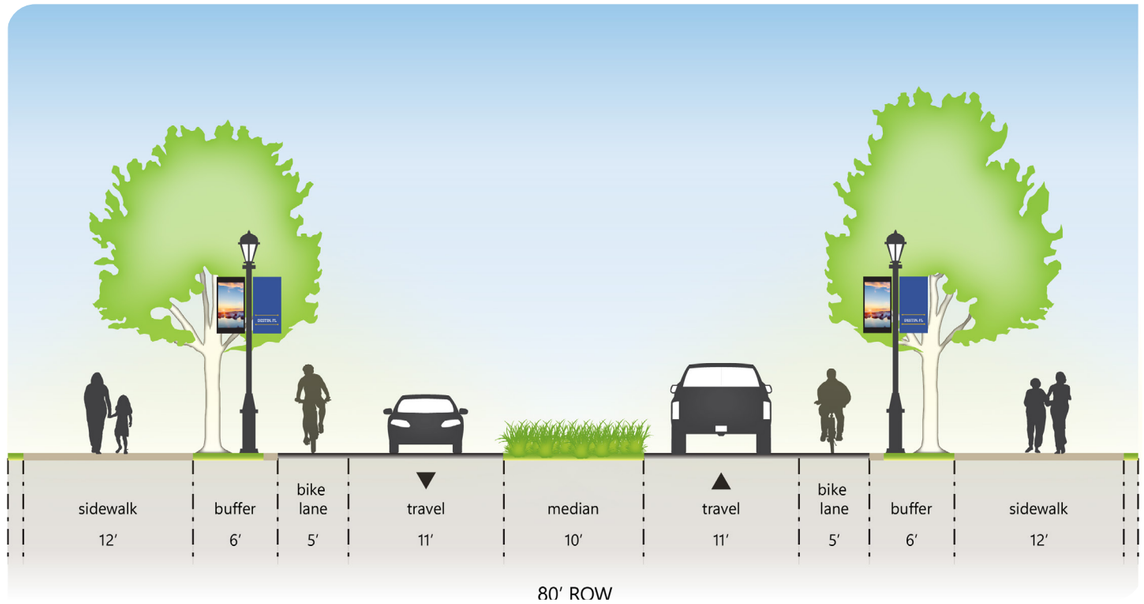
Cost

$844,581

Priority

Benefit Score:	Phase:
1	1

Proposed:



NC-6 Sunchase Boulevard



Details

Project:
NC-6

Name:
Sunchase Boulevard

Location:
Indian Bayou Trail to Indian Trail

Initiative:
New Street

Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending Indian Bayou Trail to Indian Trail
- New street would be approximately 1.23 miles
- Minor collectors should have a speed limit of 35 mph with two 11′ lanes of traffic, a 6′ to 12′ median, 8′ parking, 5′ bike lane, 8′ to 10′ sidewalks on both sides, and a 6′ buffer

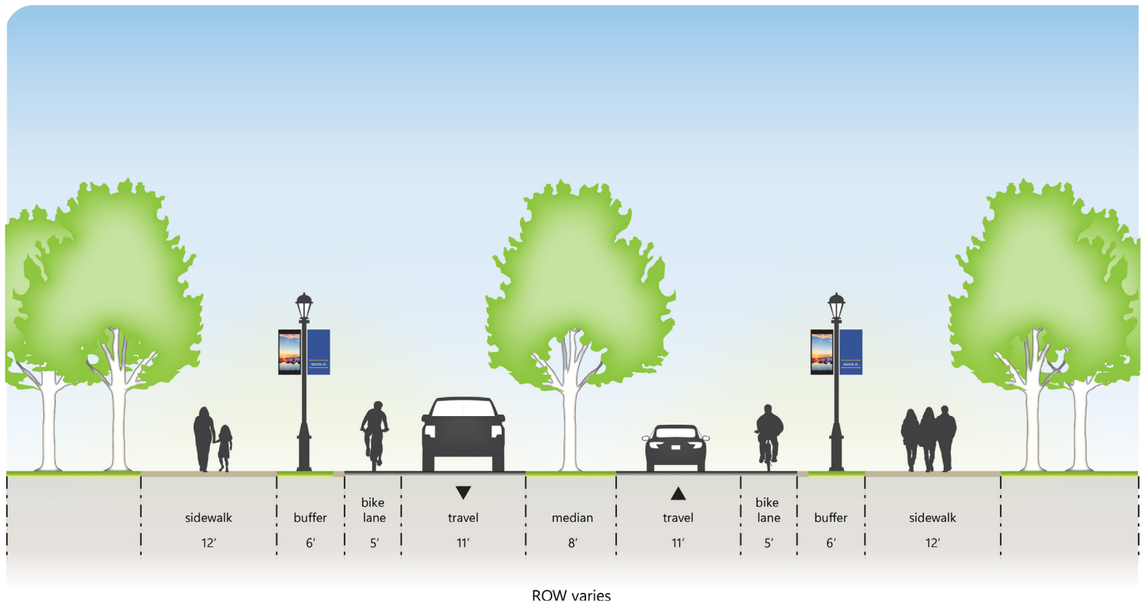
Cost

$17,313,901

Priority

Benefit Score:	Phase:
5	3

Proposed:



NC-7 John Avenue



Details

Project:
NC-7

Initiative:
New Street

Name:
John Avenue

Source:

Location:
Dolphin Street to Sunfish Street

Improvements

- Develop an interconnected road network by extending John Avenue from Dolphin Street to Sunfish Street
- Approximately 0.07 mile new street
- Local streets should have a speed limit of 25 mph with two 10′ lanes of traffic, 7′ parking, two 5′ sidewalks, and a 4′ buffer

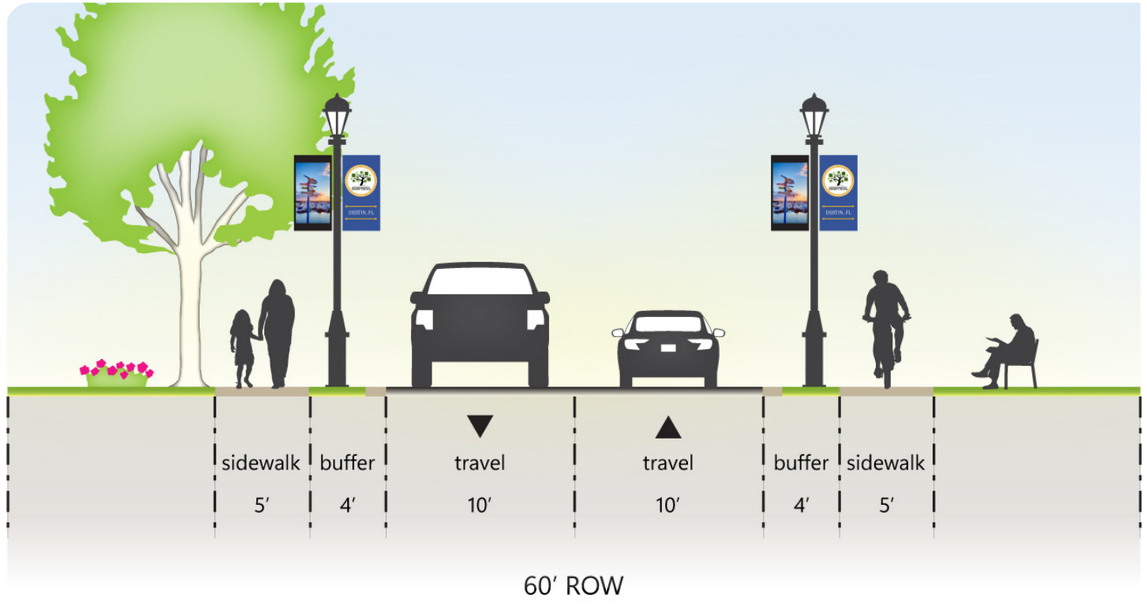
Cost

$866,882

Priority

Benefit Score:	Phase:
1	2

Proposed:

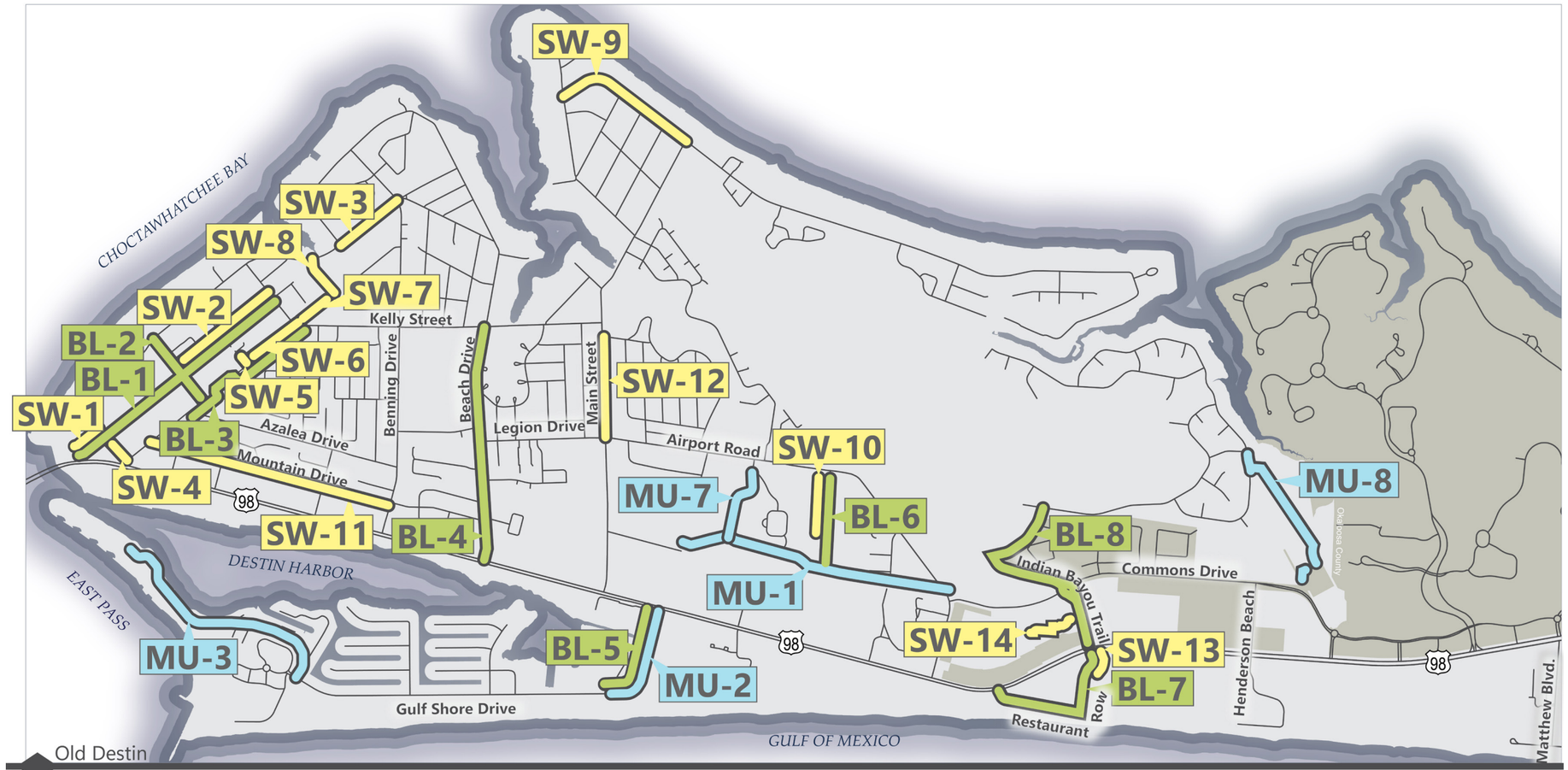


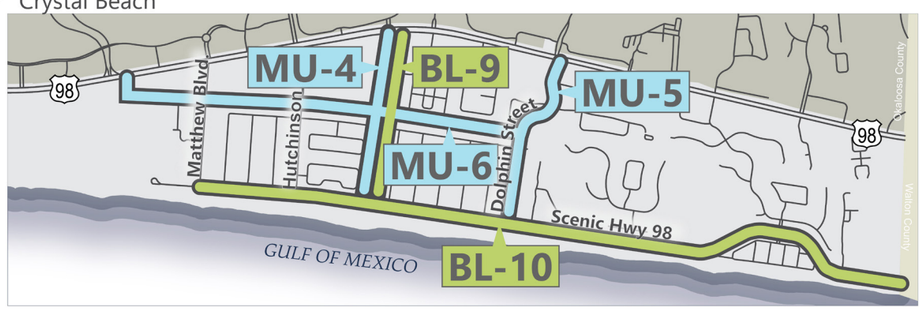
BIKE AND PEDESTRIAN

Several streets in Destin are missing sidewalks on one or both sides. Bicycle facilities are similarly disconnected. This makes it difficult for traverse the City on foot, bike, or using a mobility device such as a wheelchair. The bike and pedestrian projects in this plan include connecting existing sidewalks, adding sidewalks on streets where they currently do not exist, implementing bike lanes, and creating multi-use paths where feasible. The projected cost for all bike and pedestrian projects is 33 million dollars.

The City's Pathways Master Plan in 2009 identified improvements that would be needed to achieve Destin's goal of a "multimodal" transportation system. Destin's Comprehensive Plan and Land Development Code also discuss the need for multimodal transportation and provides standards for sidewalks, bike lanes, and streetscaping. Other improvements were discovered through public and stakeholder engagement and discussed at the Destin Mobility Plan Open House.

Prioritization for these projects mirrors the prioritization given in the Pathways Plan which involves scoring based on the following factors: fills a service gap, improves access to important destinations, , reduces multimodal travel length, addresses a public desire, enhances pedestrian safety, improves linkages between higher density and housing and important destinations, satisfies MMTD mobility needs, addresses a recommendation from the 2000 Pathways Plan, and functions as a multi-use trail. Pictured to the right is an overview map of all bike and pedestrian projects.





MOBILITY PLAN | Bike/Pedestrian Projects

- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Sidewalk

0 0.5 1 Mile

N

SW-1 Sibert Avenue Sidewalk



Improvements

- Create a 0.10 mile sidewalk on the east side of Sibert Avenue between Calhoun Avenue and Zerbe Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-1
Name:
Sibert Avenue Sidewalk
Location:
Calhoun Avenue to Zerbe Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

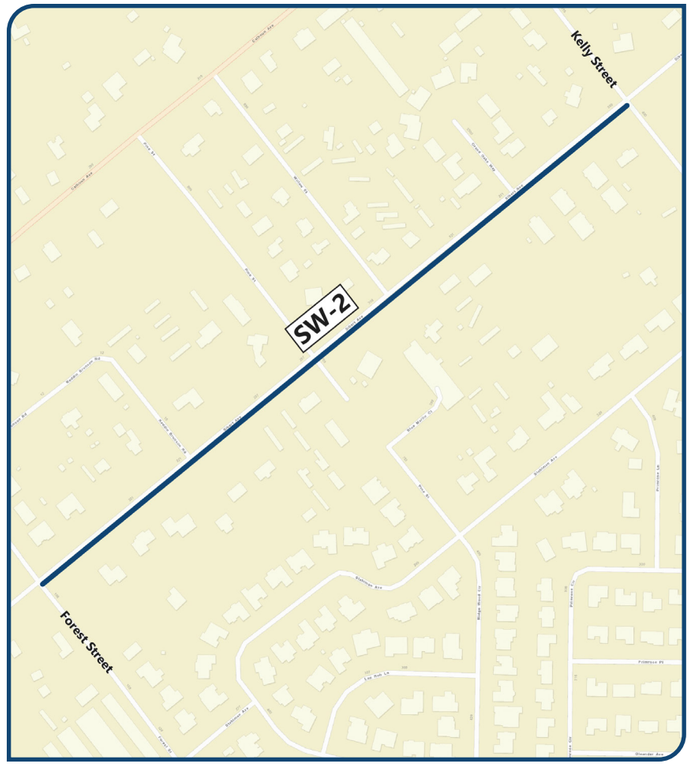
Cost

$ 105,269

Priority

Benefit Score:	Phase:
3	2

SW-2 Sibert Avenue Sidewalk



Improvements

- Create a 0.39 mile sidewalk on the east side of Sibert Avenue between Forest Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-2
Name:
Sibert Avenue Sidewalk
Location:
Forest Street to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

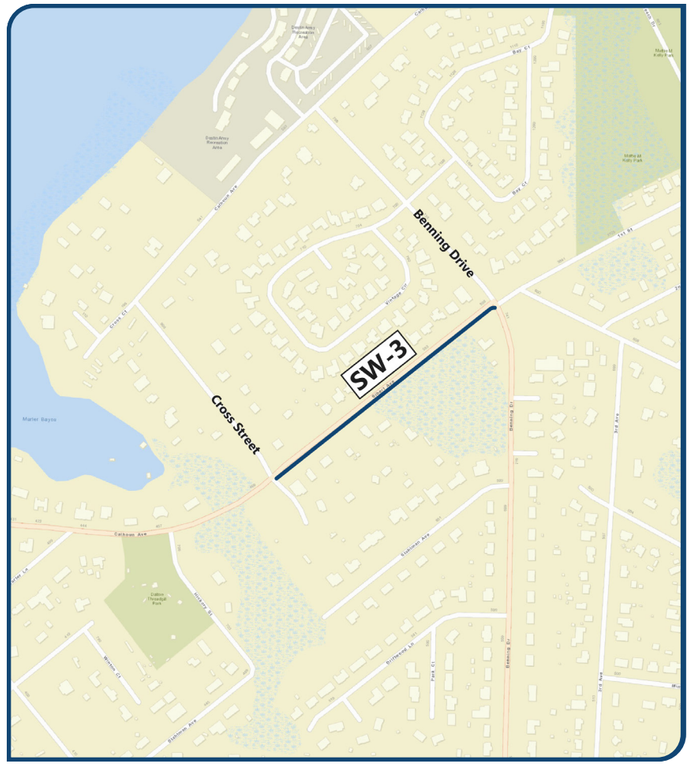
Cost

$ 419,030

Priority

Benefit Score:	Phase:
3	2

SW-3 Sibert Avenue Sidewalk



Improvements

- Create a 0.24 mile sidewalk on the east side of Sibert Avenue between Cross Street and Benning Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-3
Name:
Sibert Avenue Sidewalk
Location:
Cross Street to Benning Avenue
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-6; LDC Table 8-7B Level Two Priority

Cost

$ 255,506

Priority

Benefit Score:	Phase:
3	3

SW-4 Zerbe Street Sidewalk



Improvements

- Create a 0.18 mile sidewalk on the south side of Zerbe Street between Sibert Avenue and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-4
Name:
Zerbe Street Sidewalk
Location:
Sibert Avenue to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-1; LDC Table 8-7C Level Three Priority

Cost

$ 103,606

Priority

Benefit Score:	Phase:
1	2

SW-5 Pine Street Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the north side of Pine Street between Blue Marlin Court and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-5
Name:
Pine Street Sidewalk
Location:
Blue Marlin Court to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-5; LDC Table 8-7C Level Three Priority

Cost

$ 31,082

Priority

Benefit Score:	Phase:
1	2

SW-6 Stahlman Avenue Sidewalk



Improvements

- Create a 0.11 mile sidewalk on both sides of Stahlman Avenue between Pine Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-6
Name:
Stahlman Avenue Sidewalk
Location:
Pine Street to Primrose Lane
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-2; LDC Table 8-7C Level Three Priority

Cost

$ 123,461

Priority

Benefit Score:	Phase:
1	3

SW-7 Stahlman Avenue Sidewalk



Improvements

- Create a 0.16 mile sidewalk on the west side of Stahlman Avenue between Kelly Street and Hickory Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-7
Name:
Stahlman Avenue Sidewalk
Location:
Kelly Street to Hickory Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-3; LDC Table 8-7B Level Two Priority

Cost

$ 169,656

Priority

Benefit Score:	Phase:
3	3

SW-8 Hickory Street Sidewalk



Improvements

- Create a 0.14 mile sidewalk on the south side of Hickory Street between Stahlman Avenue and Calhoun Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-8
Name:
Hickory Street Sidewalk
Location:
Stahlman Avenue to Calhoun Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-4; LDC Table 8-7C Level Three Priority

Cost

$ 79,613

Priority

Benefit Score:	Phase:
1	2

SW-9 Indian Trail Sidewalk



Improvements

- Create a 0.48 mile sidewalk on the south side of Indian Trail between Bayou Drive and Main Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-9
Name:
Indian Trail Sidewalk
Location:
Bayou Drive to Main Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-9; LDC Table 8-7C Level Three Priority

Cost

$ 278,099

Priority

Benefit Score:	Phase:
1	1

SW-10 Mattie M. Kelly Boulevard (northern) sidewalk



Improvements

- Create a 0.21 mile sidewalk on the west side of Mattie M Kelly Blvd between the existing sidewalk and Airport Road
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-10
Name:
Mattie M. Kelly Boulevard (northern) Sidewalk
Location:
Existing sidewalk to Airport Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-14; LDC Table 8-7C Level Three Priority

Cost

$ 222,801

Priority

Benefit Score:	Phase:
1	2

SW-11 Mountain Drive Sidewalk



Improvements

- Create a 0.83 mile sidewalk on the north side of Mountain Drive between Stahlman Avenue and the roundabout
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-11
Name:
Mountain Drive Sidewalk
Location:
Stahlman Avenue to the roundabout
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$674,700

Priority

Benefit Score:	Phase:
3	2

SW-12 Main Street Sidewalk



Improvements

- Create a 0.3 mile sidewalk on the east side of Main Street between Legion Drive and Kell Aire Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-12
Name:
Main Street Sidewalk
Location:
Legion Drive to Kell Aire Drive
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$269,815

Priority

Benefit Score:	Phase:
1	2

SW-13 Restaurant Row Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-13
Name:
Restaurant Row Sidewalk
Location:
Public parking lot to U.S. 98
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$58,460

Priority

Benefit Score:	Phase:
3	2

SW-14 Town Hall Pedestrian Access



Improvements

- Create a 0.17 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-14
Name:
Town Hall Pedestrian Access
Location:
Indian Bayou Trail to Morgan Sports Center
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$100,763

Priority

Benefit Score:	Phase:
1	2

BL-1 Sibert Avenue Bicycle Lanes



Improvements

- Create bike lanes along Sibert Avenue between Calhoun Avenue and Kelly Street, a length of approximately 0.81 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-1
Name:
Sibert Avenue Bicycle Lanes
Location:
Calhoun Avenue to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-1; LDC Table 8-7A Level One Priority

Cost

$ 600,696

Priority

Benefit Score:	Phase:
5	2

BL-2 Forest Street Bicycle Lanes



Improvements

- Create bike lanes along Forest Street between Calhoun Avenue and Stahlman Avenue, a length of approximately 0.12 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-2
Name:
Forest Street Bicycle Lanes
Location:
Calhoun Avenue to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-12; LDC Table 8-7A Level One Priority

Cost

$ 85,215

Priority

Benefit Score:	Phase:
5	3

BL-3 Stahlman Avenue Bicycle Lanes



Improvements

- Create bike lanes along Stahlman Avenue between Azalea Drive and Kelly Street, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-3
Name:
Stahlman Avenue Bicycle Lanes
Location:
Azalea Drive to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-6; LDC Table 8-7C Level Three Priority

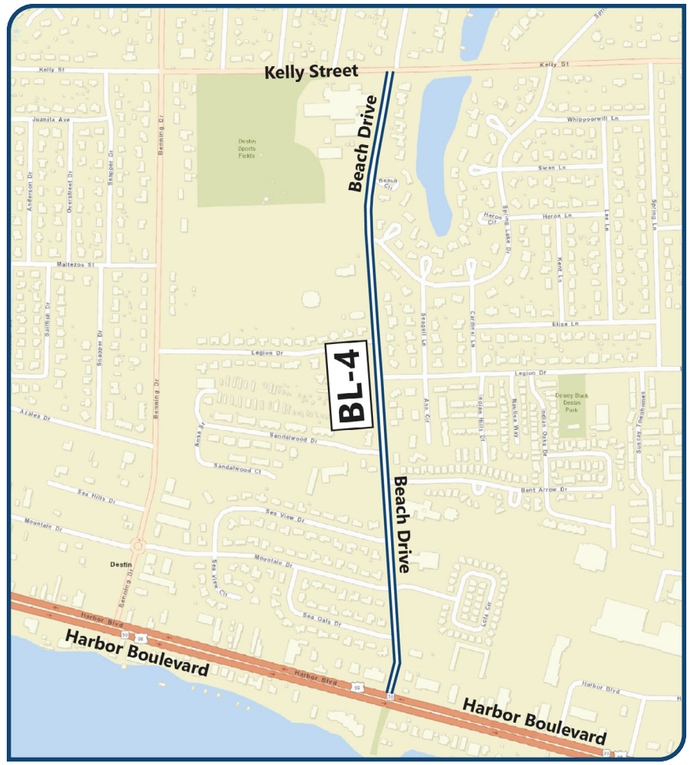
Cost

$ 360,417

Priority

Benefit Score:	Phase:
1	3

BL-4 Beach Drive Bicycle Lanes



Improvements

- Create bike lanes along Beach Drive between Harbor Boulevard and Kelly Street, a length of approximately 0.78 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-4
Name:
Beach Drive Bicycle Lanes
Location:
Harbor Boulevard to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-5; LDC Table 8-7A Level One Priority

Cost

$ 573,455

Priority

Benefit Score:	Phase:
5	2

BL-5 Gulf Shore Drive Bicycle Lanes



Improvements

- Create bike lanes along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd, a length of approximately 0.35 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-5
Name:
Gulf Shore Drive Bicycle Lanes
Location:
Sandpiper Cove to Harbor Boulevard
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-2; LDC Table 8-7B Level Two Priority

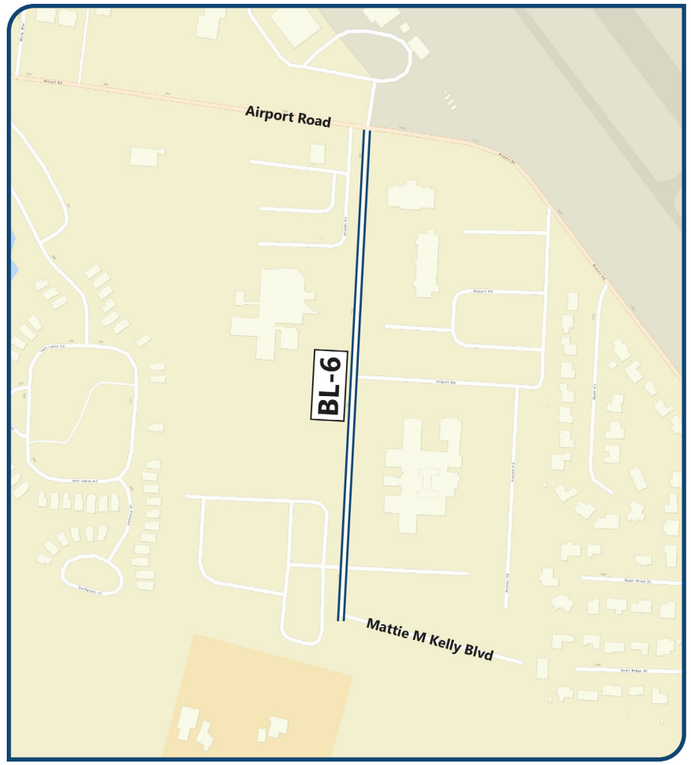
Cost

$ 257,042

Priority

Benefit Score:	Phase:
3	2

BL-6 Mattie M. Kelly Boulevard (northern) Bicycle Lanes



Improvements

- Create bike lanes along Mattie M Kelly Blvd between the existing roadway end and Airport Road, a length of approximately 0.25 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-6
Name:
Mattie M. Kelly Boulevard (northern) Bicycle Lanes
Location:
Existing end roadway to Airport Road
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-1; Pathways Plan, BL-11; LDC Table 8-7B Level Two Priority

Cost

$ 185,377

Priority

Benefit Score:	Phase:
3	3

BL-7 Scenic 98 (west)/Restaurant Row Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98/ Restaurant Row between Emerald Coast Parkway and Emerald Coast Parkway, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-7
Name:
Scenic 98 (west)/Restaurant Row Bicycle Lanes
Location:
Emerald Coast Parkway to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-8; LDC Table 8-7B Level Two Priority

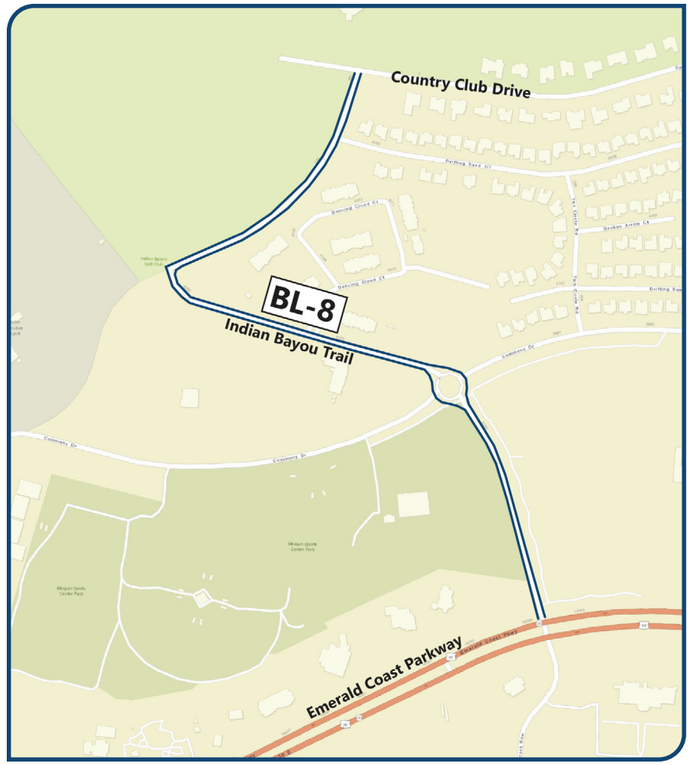
Cost

$ 2,286,414

Priority

Benefit Score:	Phase:
3	2

BL-8 Indian Bayou Trail Bicycle Lanes



Improvements

- Create bike lanes along Indian Bayou Trail between Emerald Coast Parkway and Country Club Drive, a length of approximately 0.73 miles
- Bike lanes must be a minimum of 4′ in width where there is no on-street parking and a minimum of 5′ in width where there is on-street parking

Details

Project:
BL-8
Name:
Indian Bayou Trail Bicycle Lanes
Location:
Emerald Coast Parkway to Country Club Drive
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-7; LDC Table 8-7C Level Three Priority

Cost

$ 541,324

Priority

Benefit Score:	Phase:
1	2

BL-9 Crystal Beach Drive Multiuse Path



Improvements

- Create bike lanes along Crystal Beach Drive between Scenic 98 East and Emerald Coast Parkway, a length of approximately 0.48 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:
BL-9
Name:
Crystal Beach Drive Multiuse Path
Location:
Scenic 98 East to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-4; LDC Table 8-7B Level Two Priority

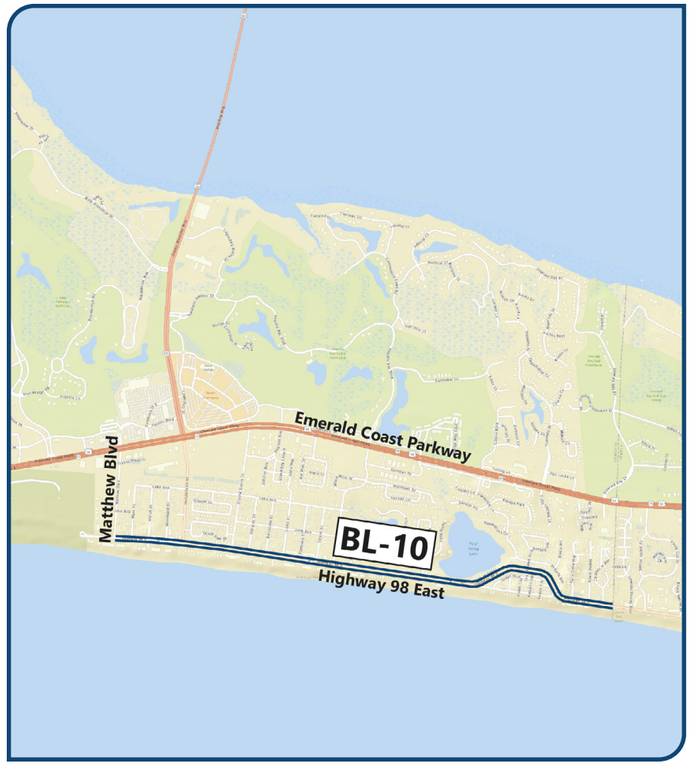
Cost

$ 352,036

Priority

Benefit Score:	Phase:
3	3

BL-10 Scenic 98 (east) Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98 between Matthew Blvd and the Walton County line, a length of approximately 2.08 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:
BL-10
Name:
Scenic 98 (east) Bicycle Lanes
Location:
Matthew Boulevard to Walton County Line
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

Cost

$ 9,673,289

Priority

Benefit Score:	Phase:
3	3

MU-1 Powerline Easement (west) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Main Street and Airport Road
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-1
Name:
Powerline Easement (west) Multi-use Path
Location:
Main Street to Airport Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, MUT-5; LDC Table 8-7B Level Two Priority

Cost

$10,000,000

Priority

Benefit Score:	Phase:
3	1

MU-2 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-2
Name:
Gulf Shore Drive Multi-use Path
Location:
Sandpiper Cove to Harbor Boulevard
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, MUT-3; LDC Table 8-7B Level Two Priority

Cost

$ 298,017

Priority

Benefit Score:	Phase:
3	2

MU-3 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Norriego Point and Durango Road
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-3
Name:
Gulf Shore Drive Multi-use Path
Location:
Norriego Point to Durango Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, MUT-4; LDC Table 8-7A Level One Priority

Cost

$ 557,162

Priority

Benefit Score:	Phase:
5	2

MU-4 Crystal Beach Drive Multi-use Path



Improvements

- Create a multi-use path along Crystal Beach Drive between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-4
Name:
Crystal Beach Drive Multi-use Path
Location:
Scenic 98 to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, MUT-15; LDC Table 8-7A Level One Priority

Cost

$ 408,154

Priority

Benefit Score:	Phase:
5	3

MU-5 Dolphin Street/Regatta Bay Boulevard Multi-use Path



Improvements

- Create a multi-use path along Dolphin Street/ Regatta Bay Blvd between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-5
Name:
Dolphin Street/Regatta Bay Boulevard Multi-use Path
Location:
Scenic 98 to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, MUT-16; LDC Table 8-7A Level One Priority

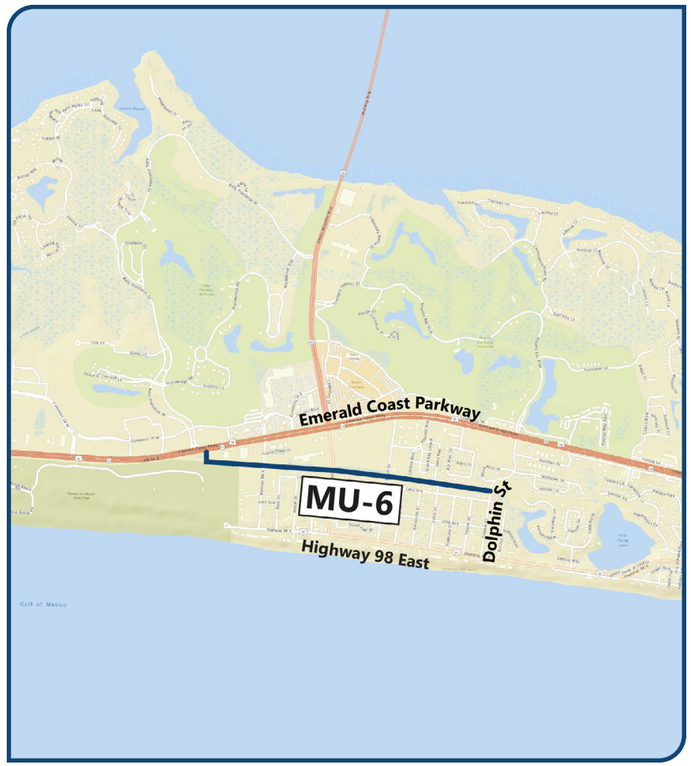
Cost

$ 453,504

Priority

Benefit Score:	Phase:
5	2

MU-6 Powerline easement (east) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Emerald Coast Parkway and Dolphin Street
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-6
Name:
Powerline easement (east) Multi-use Path
Location:
Emerald Coast Parkway to Dolphin Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, MUT-13; LDC Table 8-7A Level One Priority

Cost

$983,456

Priority

Benefit Score:	Phase:
5	2

MU-7 West of Twin Lakes Multi-use Path



Improvements

- Create a multi-use path west of Twin Lakes between 98 Palms Boulevard and Airport Road
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-7
Name:
West of Twin Lakes Multi-use Path
Location:
98 Palms Blvd to Airport Road
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$1,336,550

Priority

Benefit Score:	Phase:
1	2

MU-8 Indian Trail to Destin High School Multi-Use Path



Improvements

- Create a multi-use path from northern neighborhoods at Indian Trail to Destin High School along the Indian Bayou
- Multi-use pathways must be a minimum of 10’ in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-8
Name:
Indian Trail to Destin High School Multi-Use Path
Location:
Along Indian Bayou
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

$1,432,873

Priority

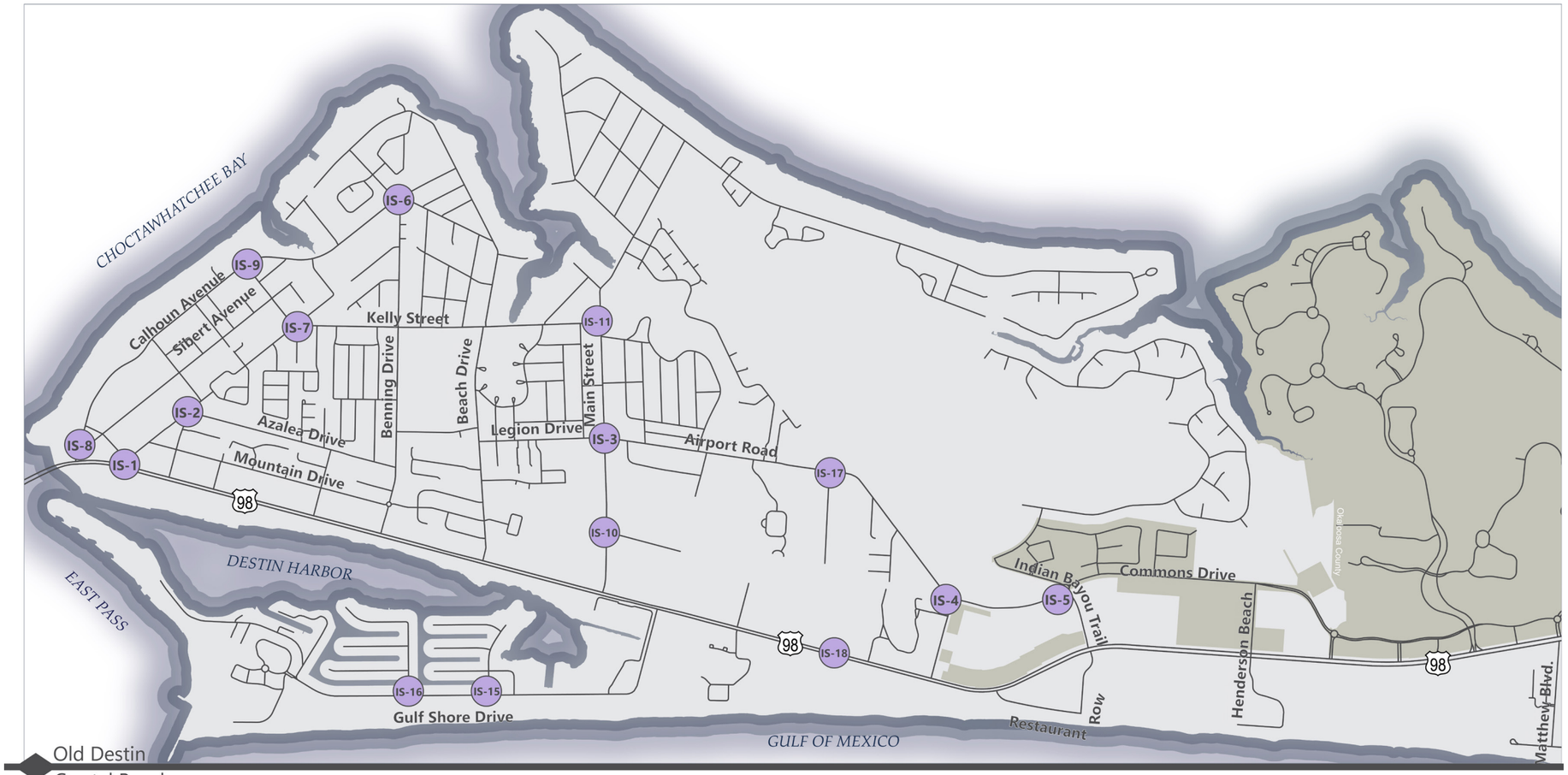
Benefit Score:	Phase:
3	2

INTERSECTION ENHANCEMENTS

There are numerous intersections throughout Destin that require attention due to crash rates and projected growth. Careful consideration was given to intersections with previous pedestrian and bicyclist injuries and fatalities. Potential types of improvements include extended central medians, curb radius reduction, crosswalks, pedestrian refuge islands, rapid-flashing beacons, pedestrian priority signs, roundabouts with bicycle and pedestrian accommodations, and painted crosswalks.

The intersection projects in this plan include Stahlman Avenue at Zerbe Street and Harbor Boulevard, Stahlman Avenue at Azalea Drive, Stahlman Avenue at Kelly Street, Legion Drive/Airport Road at Main Street, Airport Road at Commons Drive, Commons Drive at Indian Bayou Trail, Benning Drive at Sibert Avenue, 1st Street, and 4th Street, Calhoun Avenue at Sibert Avenue, Calhoun Avenue at Kelly Street, Main Street at 98 Palms Boulevard, Scenic 98 East at Matthew Boulevard, Scenic 98 East at Shirah Street, Scenic 98 East at Pompano Street, Gulf Shore Drive at Moreno Point Road, Gulf Shore Drive at Norriego Road, Mattie M. Kelly Blvd at Airport Road, and Mattie M. Kelly Blvd at U.S. 98. Each intersection was analyzed by the planning team to come up with efficient recommendations.

The recommendations listed in the following pages take other mobility projects, such as proposed bike and pedestrian projects, into consideration. The total estimated cost for intersection enhancements is 8 million dollars.



MOBILITY PLAN | Intersection Enhancements

Intersection Safety Project

#	
1	Stahlman Avenue @ Zerbe Street and Harbor Boulevard
2	Stahlman Avenue @ Azalea Drive
3	Legion Drive/Airport Road Intersection with Main Street
4	Airport Road @ Commons Drive
5	Commons Drive @ Indian Bayou Trail
6	Benning Drive @ Sibert Avenue, 1st Street, and 4th Street
7	Stahlman Avenue @ Kelly Street
8	Calhoun Avenue @ Sibert Avenue
9	Calhoun Avenue @ Kelly Street
10	Main Street @ 98 Palm Boulevard
11	Main Street @ Kelly Street
12	Scenic 98 East @ Matthew Boulevard
13	Scenic 98 East @ Shirah Street
14	Scenic 98 East @ Pompano Street
15	Gulf Shore Drive @ Moreno Point Rd
16	Gulf Shore Drive @ Norriego Rd
17	Mattie M. Kelly Blvd @ Airport Rd
18	Mattie M. Kelly Blvd @ U.S. 98

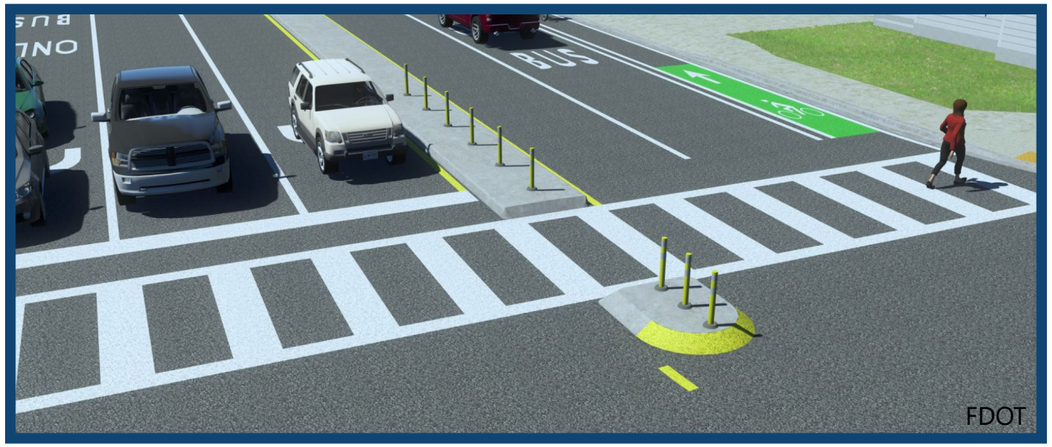
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N

Intervention Types

1 Extended Central Medians

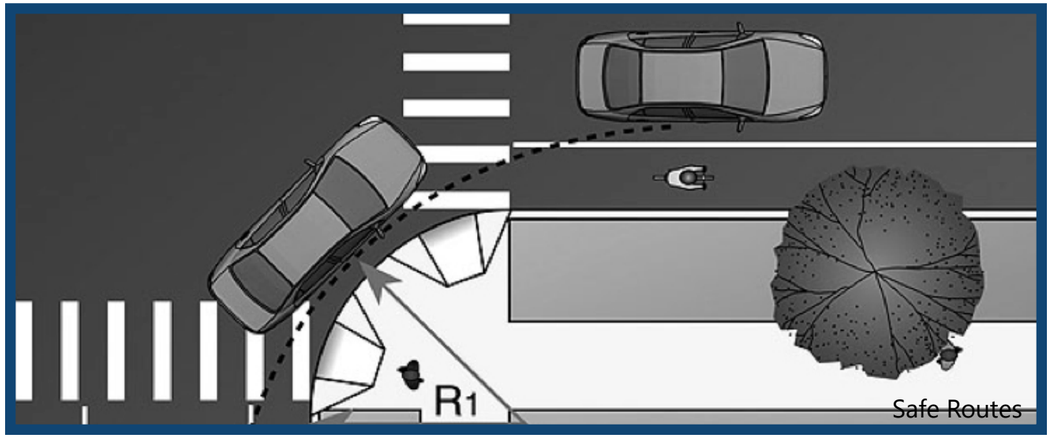
Raised medians are located between opposing lanes of traffic within a street. When the median extends through a marked crosswalk, drivers must slow down to make a sharper turn. Extended central medians are traffic calming measures which increase pedestrian visibility and safety.



FDOT

2 Curb Radius Reduction

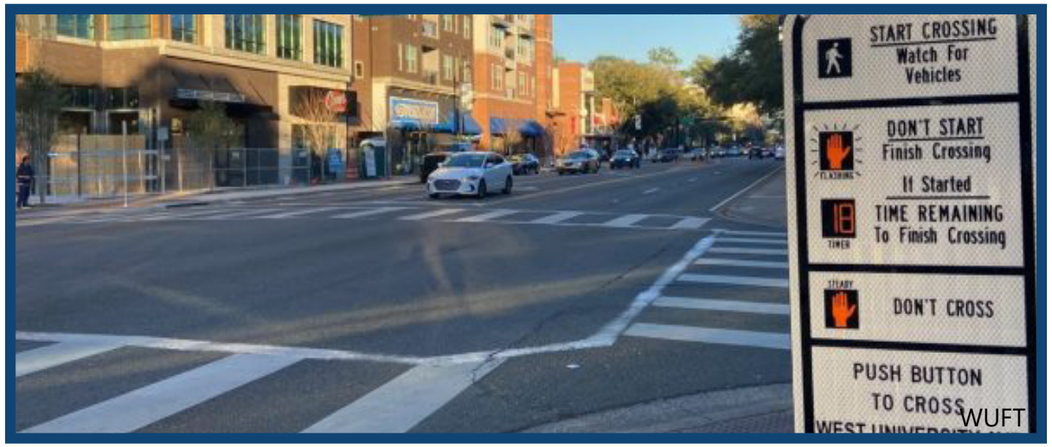
Appropriately designed curb radii account for all road users, including pedestrians and bicyclists. Tighter curb radii prevent high speed vehicular turns and increases pedestrian visibility. Intersections with tight curb radii tend to reduce crossing distances for pedestrians as well.



Safe Routes

3 Crosswalks

Well designed roadway networks include highly visible crosswalks on all legs of signalized intersections. High-visibility design includes patterns (typically ladder) which are high contrast (asphalt/white) and visible to all road users from farther away.



WUFT

4 Pedestrian Refuge Islands

Medians separating multi-lane roads require additional pedestrian safety measures. Pedestrian refuge islands allow pedestrians to cross one direction of traffic and then wait at the island until the other direction of traffic becomes clear.


City of Long Beach

5 Rapid-Flashing Beacon

Rapid-flashing beacons are pedestrian-activated LED lights. When activated, these beacons increase visibility of pedestrians and bicyclists by warning drivers to stop and allow other users to cross the road. Since the signal can be seen from farther away, it provides plenty of time for drivers to stop.



Forward Pinellas

6 Pedestrian Priority Signs

Priority signs indicate which user has the right-of-way at an intersection. Drivers must always yield to pedestrians, but these signs help increase pedestrian safety by reminding drivers to share the road and to be cautious of foot traffic.



Florida Highway Patrol

7 Roundabouts with Bicycle and Pedestrian Accommodations

Roundabouts increase safety by significantly decreasing vehicle speeds and reducing conflict. In order to further accommodate bicyclists and pedestrians, roundabouts can include marked crosswalks, extended central medians, pedestrian priority signs, and pedestrian refuge islands.


PEDSAFE

8 Painted Crosswalks

Studies show that painted crosswalks lead to decreased vehicle speeds and higher alertness of road users. Painted crosswalks increase community involvement in public art. Crosswalk design must remain high contrast and recognizable to accommodate individuals with low-visibility.


Florida Politics

IS-1 Stahlman Avenue at Harbor Boulevard & Zerbe Street



Improvements

- Consider moving gas station access to Zerbe Street
- Add a pedestrian refuge
- Increase crosswalk visibility
- Reduce curb cuts
- Extend central medians

Cost

$135,828

Priority

Benefit Score:	Phase:
5	1

MOBILITY PLAN | Intersection Enhancements

IS-2 Stahlman Avenue at Azalea Drive



Improvements

- Full crosswalk treatment
- Move Azalea stop line up to Stahlman Avenue
- Close Palmetto Street at the intersection
- Make the sidewalk continuous

Cost

$123,159

Priority

Benefit Score:	Phase:
3	2

IS-3 Legion Drive/Airport Road at Main Street



Improvements

- Reduce double left turn on Airport Rd to single turn lane and extend the curb/sidewalk straight through existing right turn lane
- Shift travel lanes south
- Rehabilitate existing crosswalks
- Extend center medians to provide pedestrian refuge
- Reduce turning radii
- Implement streetscaping

Cost

$631,990

Priority

Benefit Score:	Phase:
5	2

MOBILITY PLAN | Intersection Enhancements

IS-4 Airport Road at Commons Drive



Improvements

- Ensure safe and comfortable transition from Linear Park
- Add crosswalks across south leg of intersection
- Add pedestrian refuge at south median
- Improve existing crosswalks
- Reduce turning radii
- Remove “merge” area from Commons Dr and replace with bike lane or multi-use path

Cost

$66,983

Priority

Benefit Score:	Phase:
5	2

IS-5 Commons Drive at Indian Bayou Trail



Improvements

- Extend bike lanes on Commons Dr through the intersection to connect to future bike lanes on Indian Bayou Trail
- Ensure all roundabout legs have well-marked crosswalks

Cost

$38,798

Priority

Benefit Score:	Phase:
3	2

IS-6 Benning Avenue at Sibert Ave, 1st St, & 4th St



Improvements

- Add a roundabout or alternative intersection improvements
- Support shared use path on northwest side of Sibert Avenue
- Ensure accommodations for people on foot and bike

Cost

$1,201,471

Priority

Benefit Score:	Phase:
1	2

IS-7 Stahlman Avenue at Kelly Street



Improvements

- Explore the possibility of a roundabout
- Enhance pedestrian island into a more purposeful size and shape

Cost

$1,062,945

Priority

Benefit Score:	Phase:
1	3

MOBILITY PLAN | Intersection Enhancements

IS-8 Calhoun Avenue at Sibert Avenue



Improvements

- Enhance multimodal access between public parking and planned boardwalk under the bridge

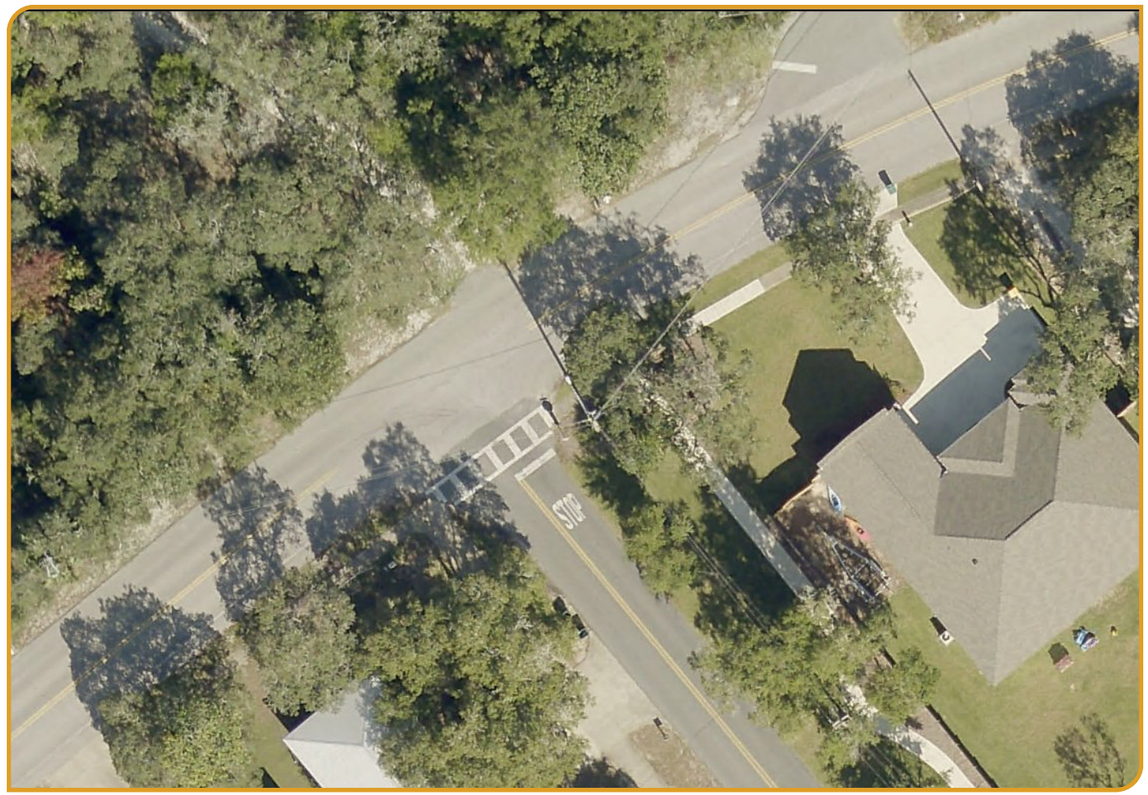
Cost

$19,399

Priority

Benefit Score:	Phase:
1	1

IS-9 Calhoun Avenue at Kelly Street



Improvements

- Add crossing on Calhoun Avenue with path project (west side of Calhoun Avenue)
- Repaint and mark existing bike lanes
- Three-way stop at the intersection

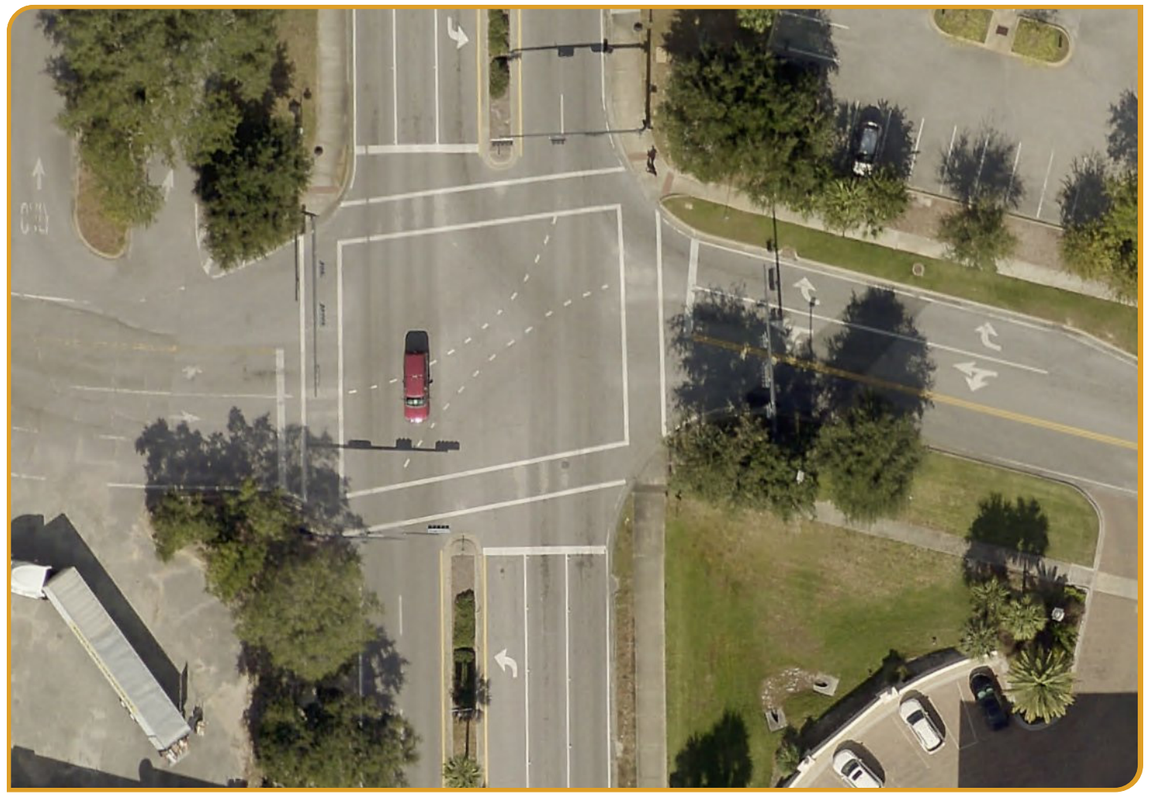
Cost

$20,668

Priority

Benefit Score:	Phase:
1	3

IS-10 Main Street at 98 Palms Blvd



Improvements

- Improve crosswalks
- Reduce turning radii
- Extend center median for pedestrian refuge
- Plan for connection to powerline easement to the north
- Build median on 98 Palms west of Main to reduce crossing distance

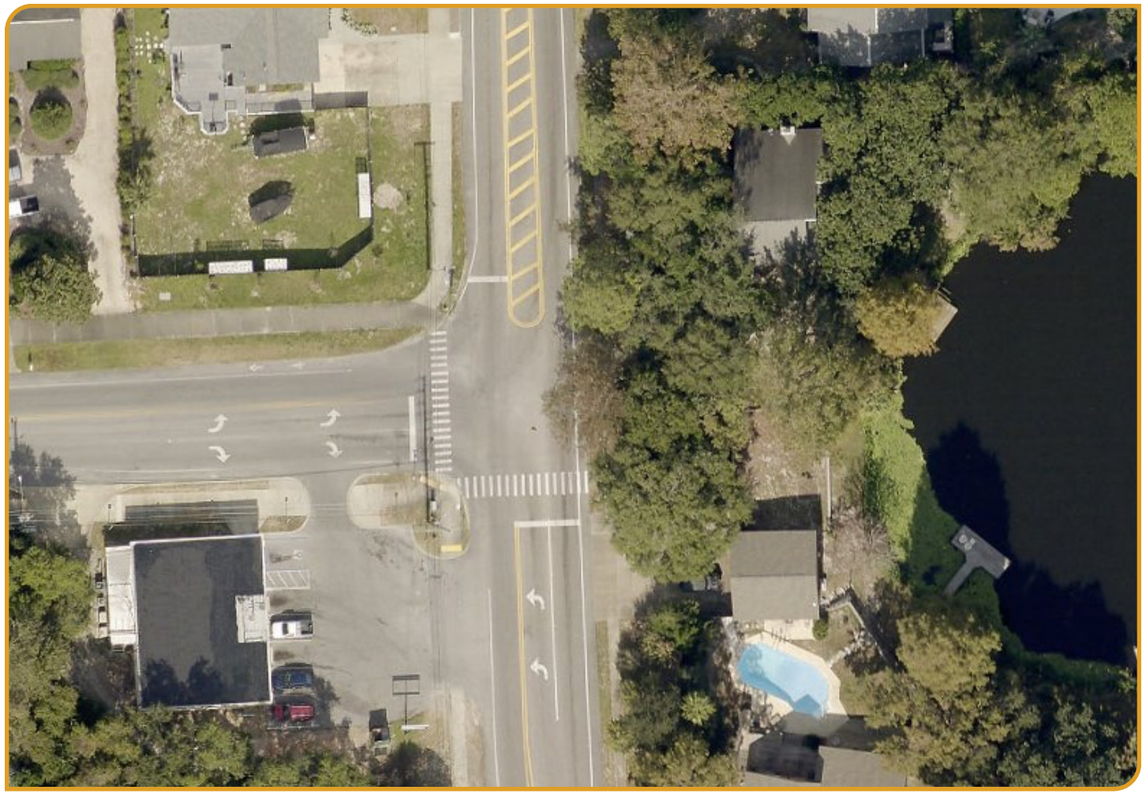
Cost

$566,135

Priority

Benefit Score:	Phase:
3	3

IS-11 Main Street at Kelly Street



Improvements

- Add crosswalk to north leg
- Add pedestrian refuges
- Introduce a painted crosswalk to memorialize victim
- In-ground flashing beacons and signage at crosswalks
- Reduce turn lanes to two travel lanes in each direction
- Extend bike lanes
- Reduce curb cut at convenient store

Cost

$240,253

Priority

Benefit Score:	Phase:
3	2

MOBILITY PLAN | Intersection Enhancements

IS-12 Scenic 98 at Matthew Blvd



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

$791,371

Priority

Benefit Score:	Phase:
1	3

IS-13 Scenic 98 at Shirah Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

$791,371

Priority

Benefit Score:	Phase:
1	3

MOBILITY PLAN | Intersection Enhancements

IS-14 Scenic 98 at Pompano Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

$791,371

Priority

Benefit Score:	Phase:
1	3

IS-15 Gulf Shore Drive at Moreno Point Road



Improvements

- Straighten crosswalk
- Remove unnecessary crosswalk
- ADA compliance

Cost

$9,217

Priority

Benefit Score:	Phase:
3	3

IS-16 Gulf Shore Drive at Norriego Road



Improvements

- Remove both crosswalks to create an ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr

Cost

$9,217

Priority

Benefit Score:	Phase:
1	3

IS-17 Signalization of Mattie M. Kelly Blvd at Airport Road



Improvements

- Signalization

Cost

$772,480

Priority

Benefit Score:	Phase:
3	3

IS-18 Signalization of Mattie M. Kelly Blvd at U.S. 98



Improvements

- Signalization

Cost

$772,480

Priority

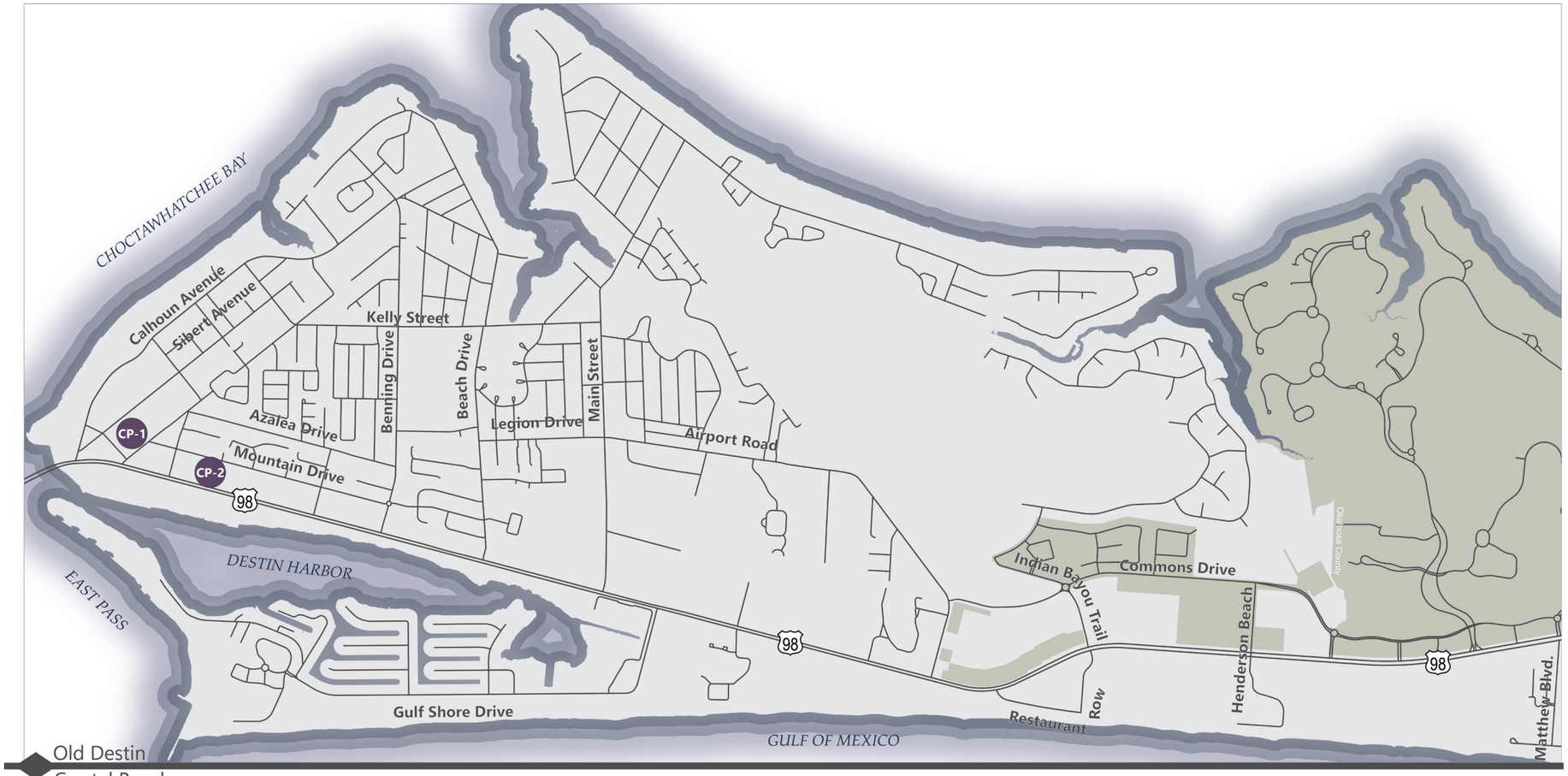
Benefit Score:	Phase:
5	3

COMMUNITY PARKING

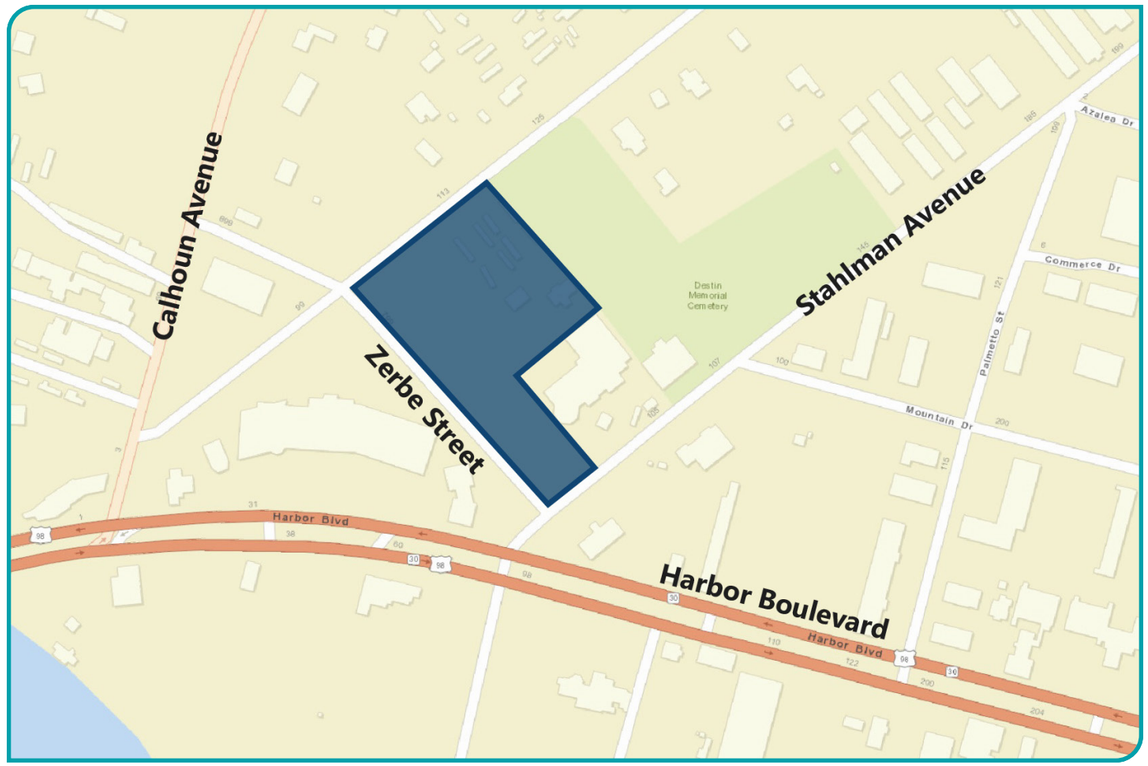
Public parking is a necessity for Destin, especially during peak months (mid-June through August). The Destin Harbor District has four public parking lots: Destin Community Center Pay-to-Park and Permit Parking, Destin Library (after business hours), Marler Street Pay-to-Park, and Zerbe Street Pay-to-Park. The City of Destin charges $5.00 per day with the exception of handicap parking. These lots are all within a 10 minute walk to Harbor Boardwalk which makes them convenient for users.

Investing in additional public parking is a priority for the City of Destin. Potential locations for expanding public parking options within the Harbor District include the Zerbe Street Lot and Marler Street Lot. Outside of the Harbor District, there is the potential for expanding parking at Crystal Beach. The total cost for all parking projects is 51.7 million dollars.

A parking deck at the Zerbe Street lot could be anywhere from 3-4 stories with up to 625 parking spaces. A parking deck at the Marler Street lot could be 3-4 stories with up to 350 parking spaces. Since this site is 2.12 acres, there would be additional space on the site which could be utilized as a new community center or activity space for residents of Destin to enjoy year-round. Lastly, there is an opportunity to expand public parking outside of the Destin Harbor District at Crystal Beach. The Crystal Beach parking project is a proposed parking lot with 250 parking spaces.



Zerbe Street Parking Deck



Details

Project:
CP-1
Name:
Zerbe Street Parking Deck
Location:
Zerbe Street at Sibert Avenue
Initiative:
Community Parking
Number of parking spots proposed:
625

Cost

$31,772,869

Priority

Benefit Score:	Phase:
5	1

Marler Street Parking Deck



Details

Project:
CP-2
Name:
Marler Street Parking Deck
Location:
Marler St at Mountain Dr and Harbor Blvd
Initiative:
Community Parking
Number of parking spots proposed:
350

Cost

$18,442,179

Priority

Benefit Score:	Phase:
5	2

Crystal Beach Parking Lot



Details

Project:
CP-3
Name:
Crystal Beach Parking Lot
Location:
Utility easement between Cobia St and Dolphin St
Initiative:
Community Parking
Number of parking spots proposed:
250

Cost

$1,501,500

Priority

Benefit Score:	Phase:
1	3

3.3 Project Prioritization

Each project has a prioritization score designed to help the City determine the order of implementation. These scores are calculated by combining a 'Benefit Score' with a 'Phase' assignment. The Benefit Scores are based on data such as crash history, level of service (LOS), and proximity to attractions. Projects are then preliminarily assigned to Phase 1, 2, or 3 based on their total score.

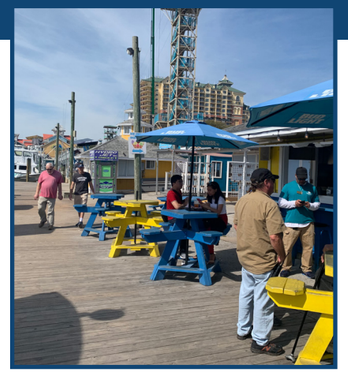
For new street projects, the Benefit Score reflects the reduction in distance traveled before and after the street's implementation. Bike and pedestrian projects are scored based on criteria from the 2009 Pathways Master Plan. Intersection enhancements receive a Benefit Score that averages the level of service (LOS) and crash history. Community parking projects are evaluated based on demand and proximity to key areas like population centers, employment hubs, and activity centers.

Once all projects had a Benefit Score, they were grouped and prioritized from high to low and then distributed into three phases. The Azalea Drive Extension project, which is part of the Cross Town Connector, is already underway, and therefore was automatically assigned to Phase 1. The initial rankings were presented to the Local Planning Agency, Parks and Recreation Committee, and the Public Works and Safety Committee. Each committee identified their top projects according to their specific goals and objectives.

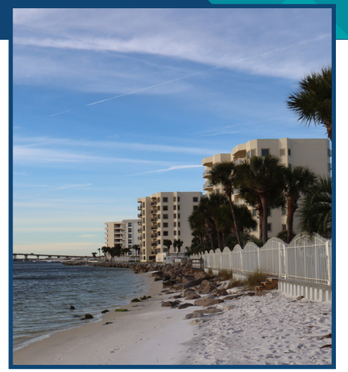
The final project distribution and ranking by phase were established by combining the Benefit Score with the input from these committees. These rankings provide a strategic order for implementing mobility projects in Destin.







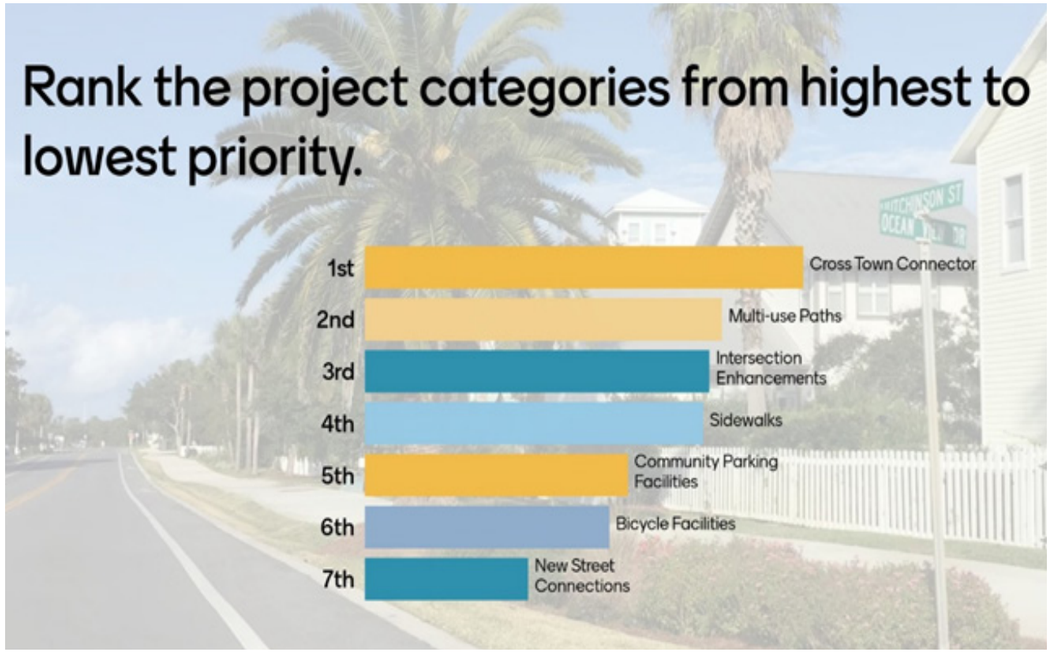




The City of Destin held a public open house on August 29, 2023 in the City Hall Annex to obtain public input on priorities for transportation improvements. Attendees reviewed the proposed projects, suggested additional projects, and voted to indicate which projects should be the City's highest priorities. The meeting began with an overview of the Mobility Plan and a presentation of existing conditions that informed the selection of projects to include in the Plan.

Meeting attendees first provided input on how they feel the categories of projects should be prioritized by the City. This showed four distinct tiers of priority:

- Top Priority – Cross Town Connector
- Second Tier Priorities – Multi-use paths, intersection enhancements, and sidewalks
- Third Tier Priorities – Community parking facilities and bicycle facilities
- Fourth Tier Priorities – New Streets



Next people gave their input on individual projects at four stations corresponding to broad project types – Connectivity, Bike/Pedestrian, Community Parking, and Intersection Enhancements. The top project priorities for each category are listed below.

- Cross Town Connector – Azalea Drive Extension
- Multi-Use Paths – Powerline easement path (west and east segments)
- Intersection Enhancements – Stahlman Avenue at Zerbe Street and Harbor Boulevard, Calhoun Avenue at Sibert Avenue, and Main Street at Kelly Street
- Sidewalks – Indian Trail, Mattie M. Kelly Boulevard, and Mountain Drive sidewalks
- Community Parking Facilities – Zerbe Street parking deck
- Bicycle Facilities – Indian Bayou Trail, Beach Drive, and Scenic 98/Restaurant Row bicycle lanes
- New Streets – 98 Palms Boulevard and Mattie M. Kelly Boulevard extensions

Meeting attendees also identified several other transportation improvements they would like to see included in the Mobility Plan, which are listed below.

- Indian Trail – New north side sidewalk from Bayou Drive to North Indian Trail
- Main Street – New sidewalk on the east side between Legion Drive and Kell Aire Drive.
- Restaurant Row – New sidewalk on the east side from public parking lot to U.S. 98.
- Indian Trail/High School Connector – New multi-use path from Indian Trail to Destin High School
- Indian Trail/Harbor Connector – New multi-use path from Indian Trail to the Harbor

The full results of the Open House meeting are included in the appendix.









3.4 Implementation

The priority scores provide guidance for the order in which to implement mobility projects in Destin. As needs change, rankings might shift as well. It is up to discretion of the City Council to decide which projects are necessary.

These mobility projects will be implemented over time using funding from the potential future mobility fee which intends to collect a one-time charge levied by the City on new developments to support an interconnected, multimodal transportation system. Fees are expected to vary for developers depending on land use and district. This fee would replace the transportation impact fee that was passed in 2009.

With the mobility fee, City Council will reevaluate project need and allocate funding to highest priority projects annually. Since the Cross Town Connector is already in the design/engineering phase, it is seen as a separate, high priority, necessary project. The Cross Town Connector will be implemented in phases instead of all at once.

The table below shows the financial breakdown of project types by phase.

Phase	Estimated Total Cost	Project Types				
		Cross Town Connector	New Streets	Bike/ Ped	Intersection Enhancement	Community Parking
Phase 1 2024 - 2032	$61.8 million	1	2	2	2	1
Phase 2 2033 - 2041	$40.5 million	4	3	21	6	1
Phase 3 2042 - 2050	$49.5 million	2	2	9	10	1
Total	***$152 million***	***7***	***7***	***32***	***18***	***3***

Chapter 4

Existing Conditions Report

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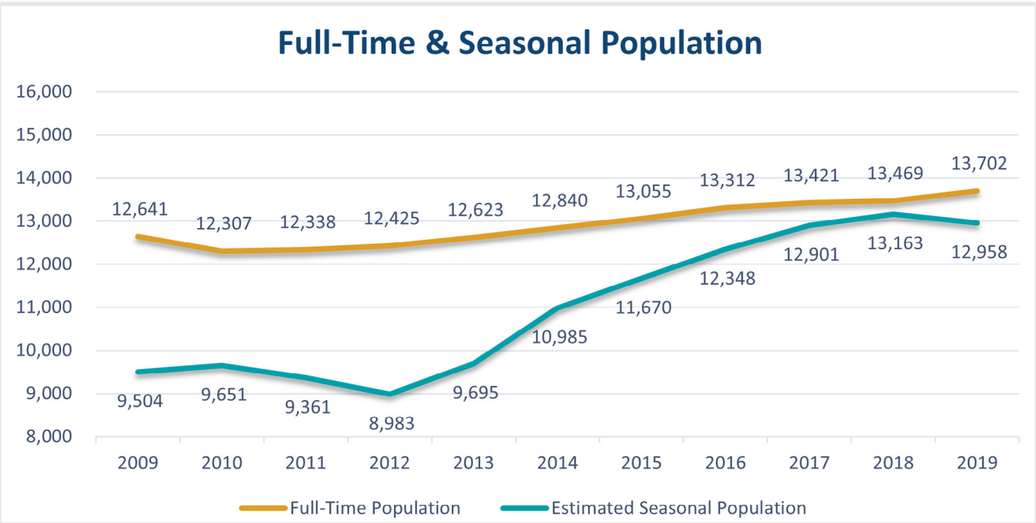
4.1 SUMMARY

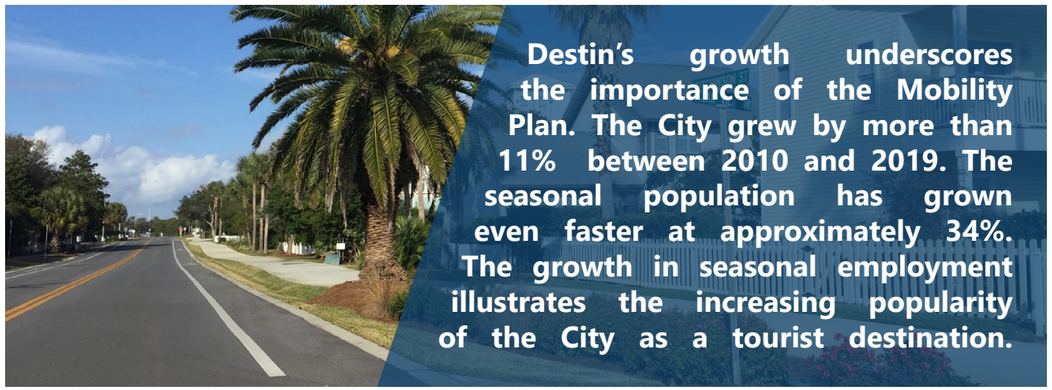
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SUMMARY

The purpose of the Mobility Plan is to establish long term transportation needs and responsive projects that will facilitate safe and effective movement of people to and around the City of Destin. The City's implementation of this plan, supported by a potential up-to-date mobility fee, will help ensure proper maintenance of transportation network capacity over the long term. This section documents the existing transportation conditions and influences that impact the functionality of motor vehicles, bicycle and pedestrian circulation, transit service, and transportation safety within Destin. The issues and opportunities described in this section of the Plan informed the development of recommended transportation improvement projects.

Population and Employment





Population and Employment Forecast

Destin is forecast to continue growing through 2050, which will affect future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. The forecast growth will in turn increase travel in the City, which the projects in this plan are intended to accommodate.

Destin Population & Employment Forecast Growth 2020 to 2050

	Full Time Population	Seasonal Population	Housing Units	Hotel/ Motel Rooms	Employment
Net Change	2,127	1,890	1,022	547	1,239



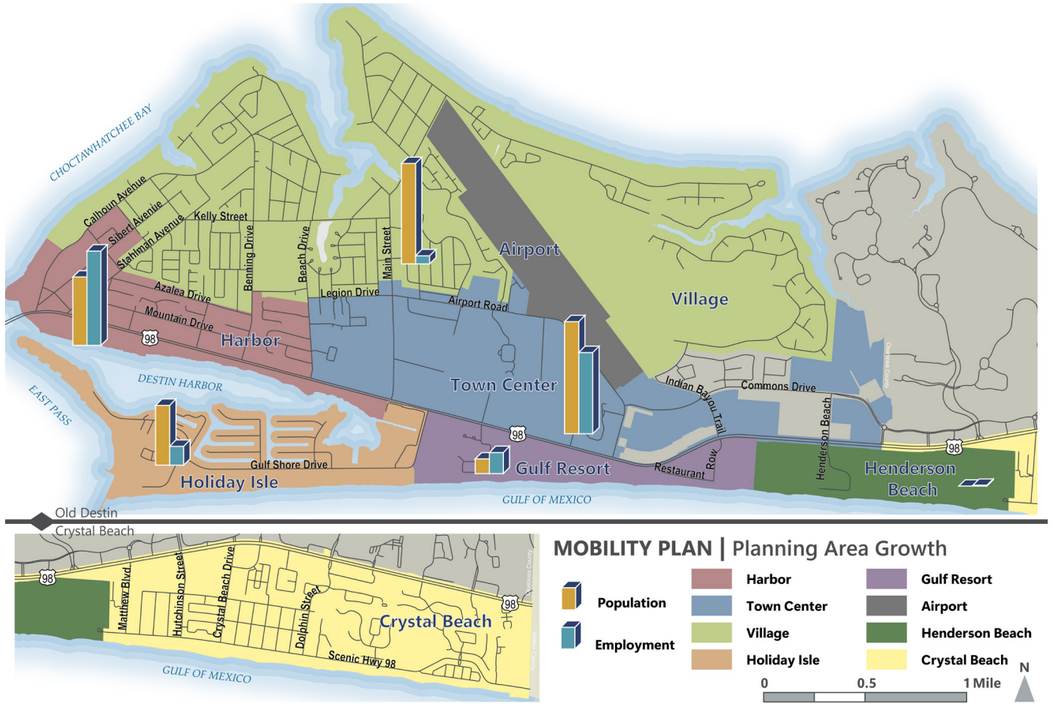




The citywide forecast was sub-allocated to 8 planning areas. Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel and motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally follows full-time population.





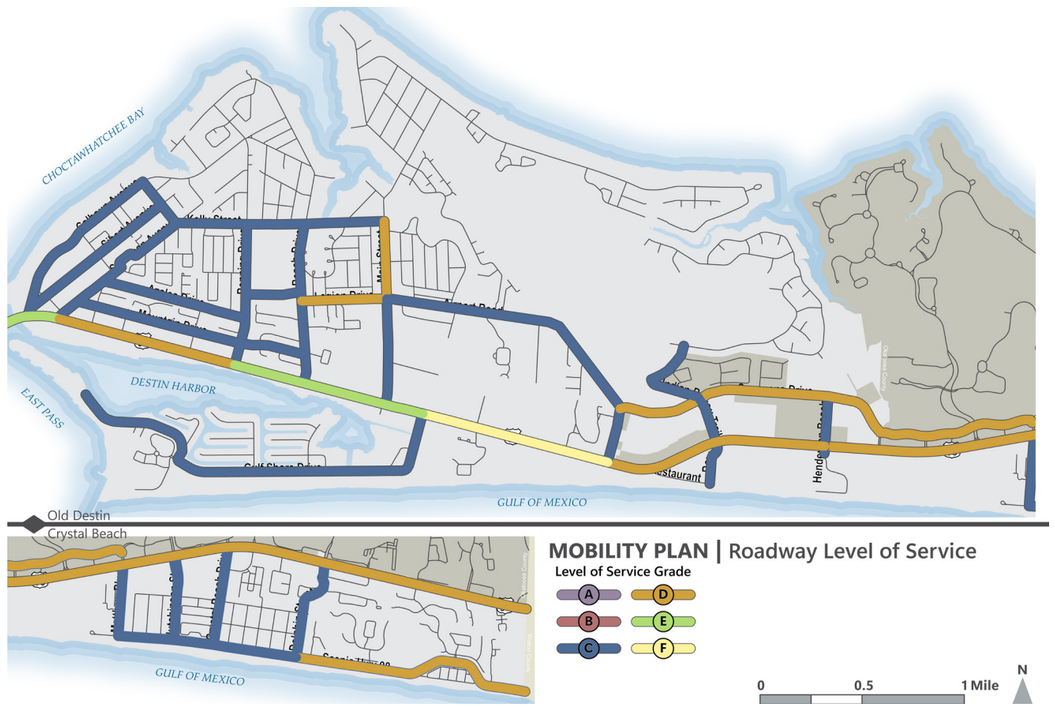


Traffic

The City's growth is a challenge because existing traffic conditions are causing significant congestion during peak travel hours. Level of service (LOS) is a measure that provides insight into a roadway's performance. LOS describes roadway performance using a letter from A to F, with A indicating the best performance and F the worst. Among the key takeaways from traffic analysis are the following:

- None of the City's collectors fall below an LOS D standard, which is generally considered to be an acceptable level of service during the peak hour of the day.
- However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. This underscores the importance of the Crosstown Connector for providing local traffic with a relief valve to U.S. 98 during the busiest periods of the day.
- The additional travel generated by population and employment growth in 2050 would cause unacceptable conditions on many roadways in the absence of transportation improvements. Among the options for improving the transportation network's performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

The map below shows 2021 LOS for U.S. 98 and collector roadways in Destin.

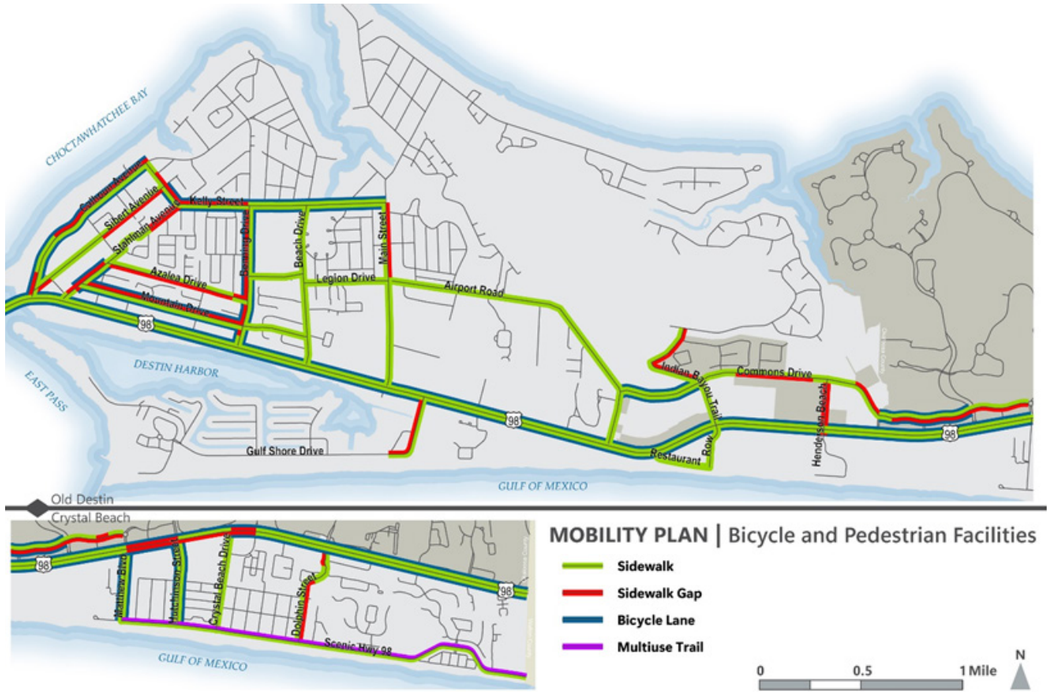


Multimodal

Vehicular LOS is only one way of considering a roadway's performance, and a limited one at that. Many people walk, roll, bike, and use transit to reach destinations across the City. The City's adoption of a multimodal transportation district (MMTD) in 2006 changed the game. Rather than requiring all development to support a vehicular LOS standard, the multimodal transportation district elevated the importance of bicycle, pedestrian, and transit performance. The MMTD meant that all developments located in the MMTD had to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach – that cover a large portion of the City's collector roadway network.

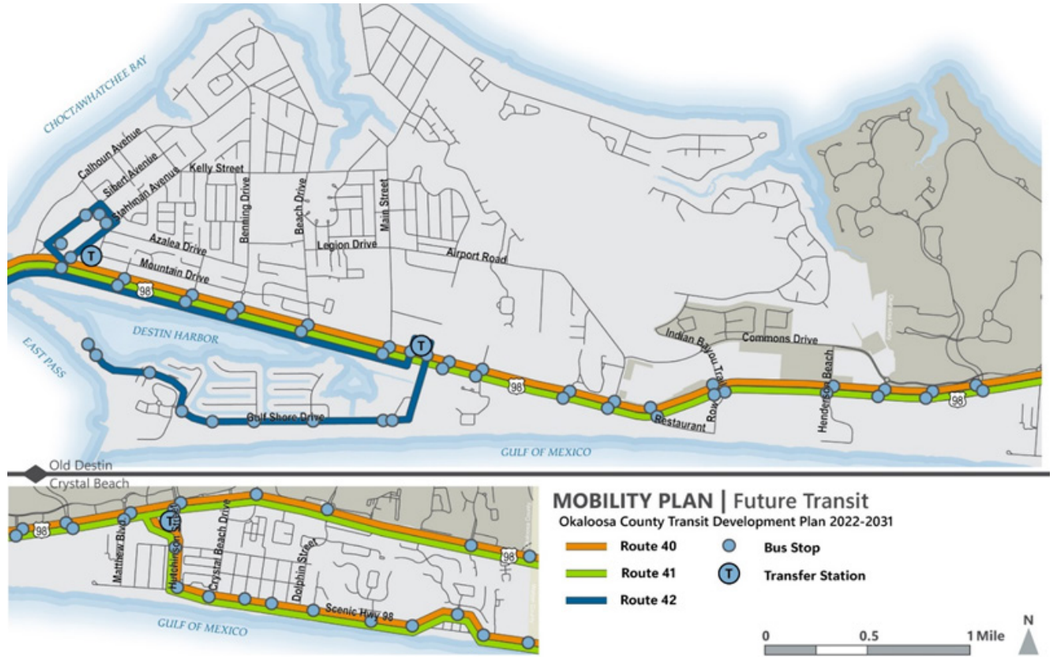
The advent of the MMTD meant that Destin began setting a standard and tracking performance for multimodal level of service (MMLOS). The standards adopted in 2020 are B for bicycle, B for pedestrian, and C for transit. While most of the network falls short of those standards, the City has made progress towards better MMLOS since 2006 by adding many new sidewalks and bicycle facilities.

The map below shows the City's bike and pedestrian network along its collector roadways and U.S. 98. It also shows gaps for the pedestrian network. Filling these gaps through the projects included in the Mobility Plan would support achievement of the City's MMLOS standards.



Transit

Transit is not a frequently used mode of travel in Destin. However, some workers rely on transit to get to and from jobs in the City, and transit can help people park once and traverse the City's numerous tourist destinations on foot. But national and statewide trends in transit use point to limited opportunity to shift significant numbers of travelers from cars to transit within Destin. In fact, transit ridership on the EC Rider system that serves Destin with three fixed route services has been declining steadily since 2013, with an especially sharp decline brought since the COVID pandemic began in 2020.



Destin's services are focused on moving commuters to and from job destinations along U.S. 98 and Gulf Shores Drive. The system is expected to continue serving commuters via routes traversing U.S. 98 and Gulf Shores Drive, but with streamlined services that are expected to attract more riders. Among planned improvements in EC Transit's Transit Development Plan for 2022 to 2031 that will affect Destin are:

- Replace the "Beach Routes" 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map above). This change is expected to more than double ridership by 2031 relative to a "no-build" scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Upgrade Saturday service by running all routes at the same frequency and service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

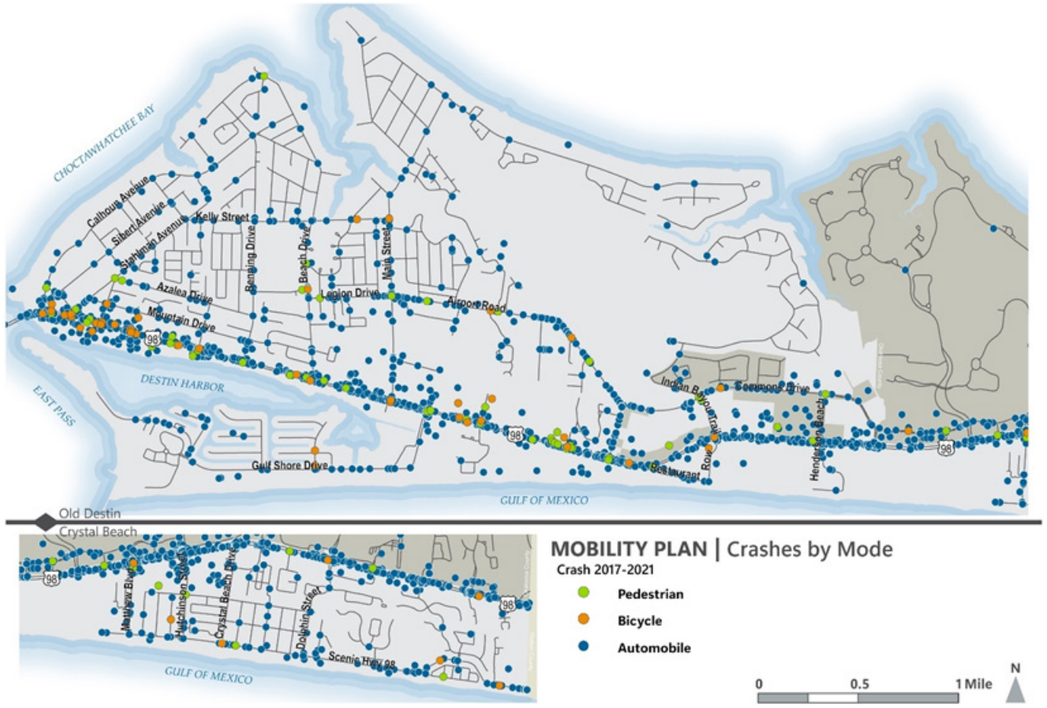
Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The roadways that comprise the Crosstown Connector also stand out for crashes. The upcoming projects to improve these roadways so they can function as a relief valve for U.S. 98 congestion are also an opportunity to improve safety.

Overall the crash trend in Destin has been down since 2017. This runs counter to national and regional trends, which have seen crashes grow with the exception of 2020 when travel was down due to the COVID pandemic. Time will tell if the local downward trend will continue or if it was a statistical anomaly. Regardless of the trend, the absolute number of crashes in Destin remains high, and the human and economic cost is high too. Designing roadways that are safe for users of all ages and abilities is an important strategy that would enhance quality of life and help strengthen Destin's already outstanding reputation as a home and a tourist destination.

Addressing safety will require the City to collect more data on the specific causes and situations that led to crashes. The federal government's increased interest in safety planning and implementation at the local level is an opportunity. Planning and implementation grants are available from the Federal Highway Administration. Obtaining a grant can help the City dig deeper into the causes and identify viable solutions for reducing crashes citywide.

The map below shows where crashes were concentrated between 2017 and 2021.





Summary

Destin is a desirable community that is expected to keep growing, just like our neighboring communities. The addition by 2050 of more than 2,000 full-time residents, nearly 2,000 seasonal residents, and more than 1,000 jobs will cause more travel on roadways that are already congested during peak periods. The Mobility Plan is the City's strategy for keeping congestion to a manageable level by investing in roadway improvements that can provide for more route options (connectivity), improve safety and performance, and give people more options to walk, bike, and use transit. The rest of this report describes in more detail the population and employment forecasts, transportation system performance, and other key issues that the mobility plan will need to address.







4.2 DEMOGRAPHICS

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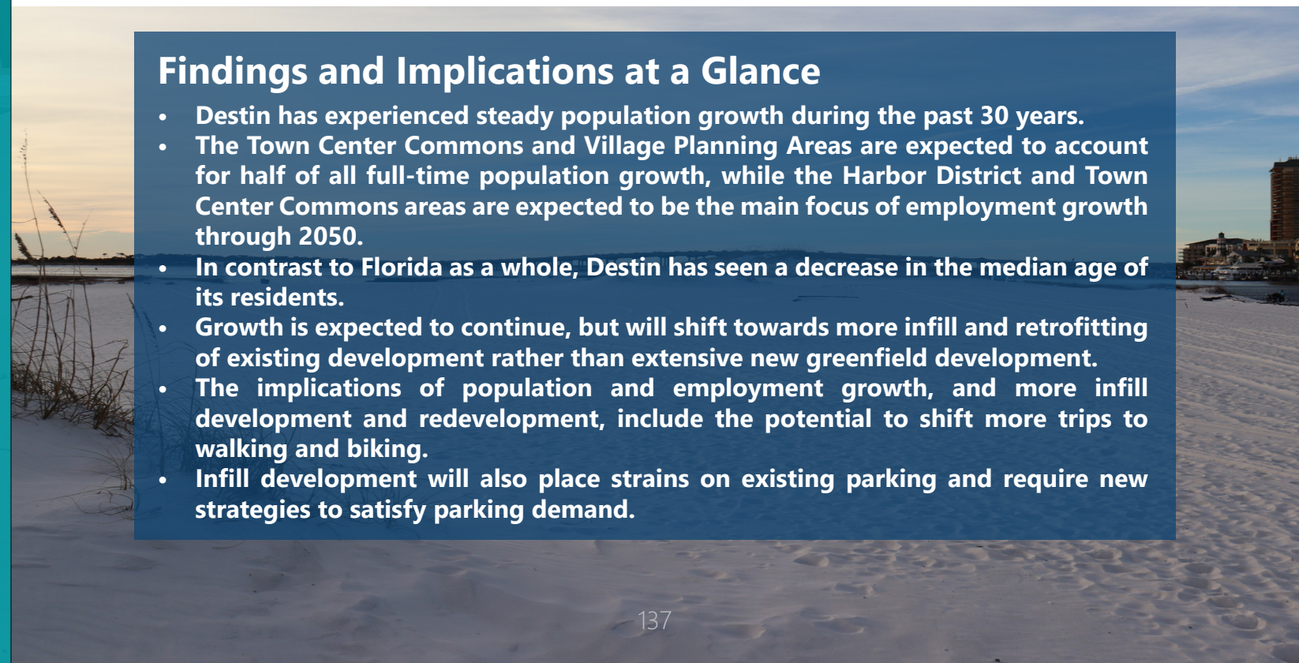
DEMOGRAPHICS

The City's demographics have had (and will have) a significant impact on the transportation system. Where, when, and how Destin's full-time and seasonal population and employment are accommodated will have significant impacts on mobility and the infrastructure to support it.

The Destin population and employment forecast methodology is based on a thorough review of available data for a range of socioeconomic and demographic criteria. Primary data sources include two Census products, the American Community Survey (ACS) and the Longitudinal Employer-Household Dynamics (LEHD); GIS data from City, County, and statewide sources; existing parcel data; the Northwest Florida Regional Planning Model (NWFRPM) version 2.1; and others. The forecasting methodology, in general, evaluates what Destin is like now, how Destin has been changing over the past couple decades, and what are the likely drivers of future change. Population-focused forecasts utilize both a more top-down forecasting method, using Okaloosa County forecasts as a basis for determining Destin's growth prospects, as well as a more bottom-up approach using local growth trends, occupancy patterns, land use policies, and available development and redevelopment capacity to forecast future growth.

Employment-focused forecasts were developed for three sub-categories: retail, commercial, and industrial. An analysis of existing and historical employment suggested that tying employment growth to population growth would yield the most defensible forecast, as much of Destin's economy now rests on population and visitation. Citywide growth was then sub-allocated to eight planning areas, guided in large part by existing area characteristics, land use policies, historical change, and local knowledge about development and redevelopment potential.

This section summarizes the past, current, and expected future population and employment to document trends and estimated growth that will have an impact on citywide mobility. This includes the number of residents (full and part-time), ages, income, employment, and housing.



Findings and Implications at a Glance

- **Destin has experienced steady population growth during the past 30 years.**
- **The Town Center Commons and Village Planning Areas are expected to account for half of all full-time population growth, while the Harbor District and Town Center Commons areas are expected to be the main focus of employment growth through 2050.**
- **In contrast to Florida as a whole, Destin has seen a decrease in the median age of its residents.**
- **Growth is expected to continue, but will shift towards more infill and retrofitting of existing development rather than extensive new greenfield development.**
- **The implications of population and employment growth, and more infill development and redevelopment, include the potential to shift more trips to walking and biking.**
- **Infill development will also place strains on existing parking and require new strategies to satisfy parking demand.**

Population

This section summarizes changes in population and visitors over the last few decades. Destin's steady growth in full-time residents and visitors contributes significanly to the need for transportation improvements. The ability of the City's residents and visitors to safely and effectively travel throughout the city depends on accommodating this development in efficient locations and serving it with a range of transportation options.

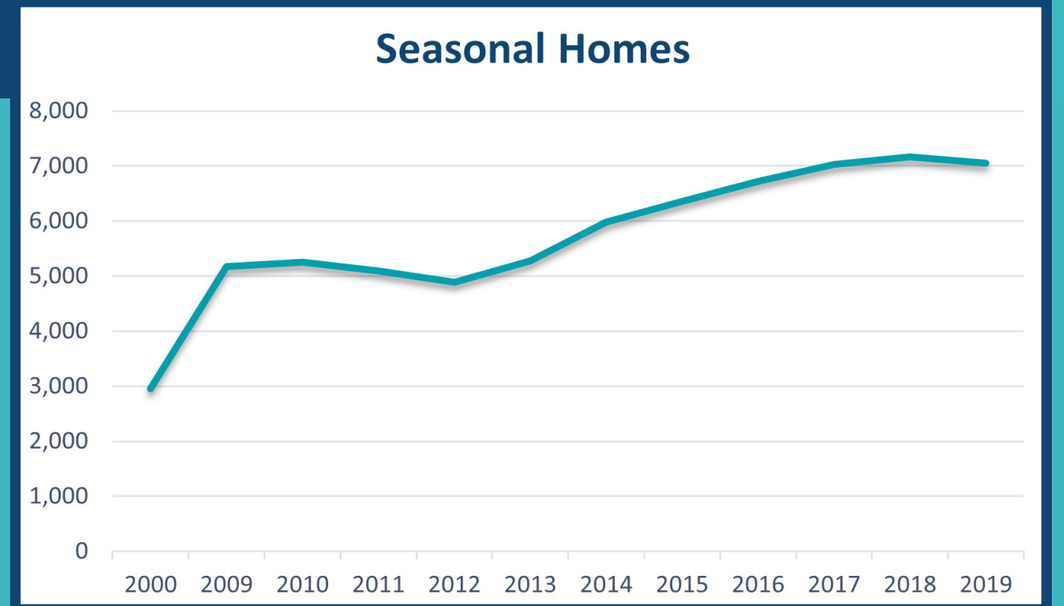
Full-time Population

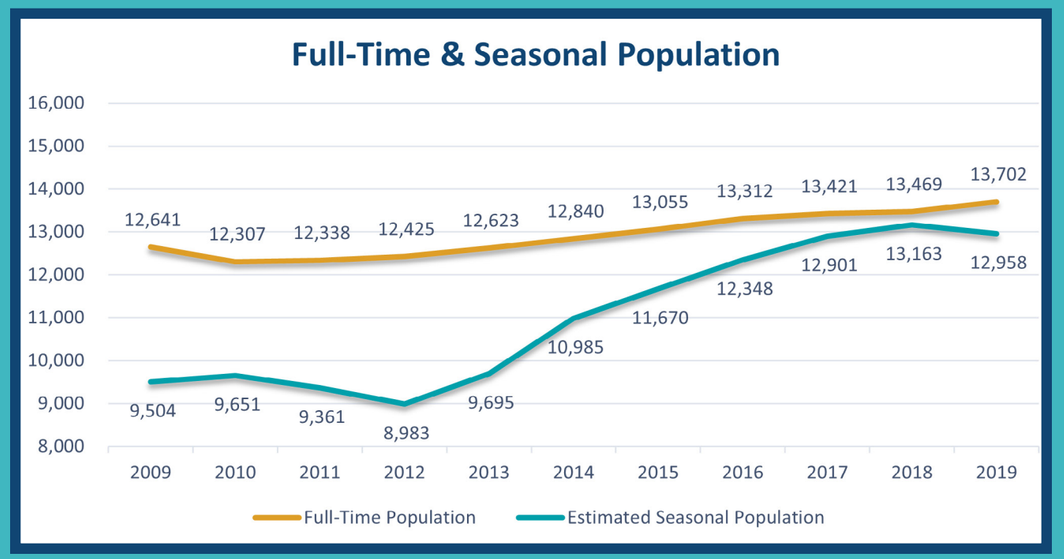
Destin has experienced steady and expansive growth over the past 30 years. The City experienced its most rapid growth in the 1990s, with lower but still steady growth since. This is reflected in the large difference in 1990-2019 population change found in Destin as opposed to Okaloosa County as a whole. Since 2010, Destin's growth has begun to lag behind the County's, at around 11% compared to Okaloosa at 17%.

Jurisdiction	1990	2000	2010	2019	1990-2019 % Change	2010-2019 % Change
Destin	8,064	11,213	12,305	13,702	70%	11%
Okaloosa County	143,776	170,498	180,822	210,738	47%	17%

Seasonal Population

Seasonal population is an important component of Destin's overall population profile. While seasonal population data are not explicitly provided by any data source, it can be estimated using Census data on housing unit vacancy and household size by age of the householder. The number of seasonal homes is presumed to be equal to the number of homes listed as vacant for seasonal use. The number of seasonal homes has risen from under 3,000 in 2000 to more than 7,000 in 2019. There has been a spike in seasonal homes over the last half-decade, since the end of the recession in the 2010s, mirroring the growth in seasonal homes between 2000 and 2009. Population in these homes is estimated assuming seasonal home dwellers are generally older and have smaller households, which equates to approximately 13,000 seasonal residents, up from 9,500 at the beginning of the decade.

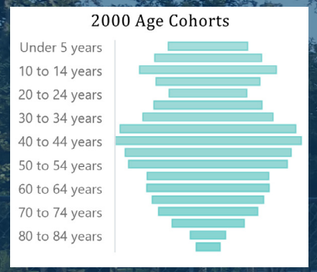


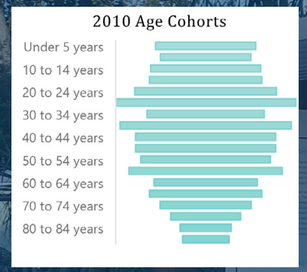


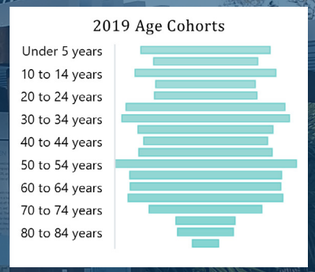
Resident Age

Age of population can influence future population growth patterns. Florida as a whole continues to see its median age increase, but Destin has not exhibited this same pattern. In fact, the 2020 median age estimate of 41.9 is less than the City's 2000 median age of 42.4. Florida's median age reported by the Census Bureau for 2020 was 42.2.

A more detailed examination of population by age reveals a changing populace in Destin. In 2000, the population was decidedly older; the 40-44 age group was largest, and the population 40 and up was predominant. By 2010, there was less differentiation in the five-year age bands, with growth in both the youngest and oldest cohorts. In 2019, ages are more stratified, with 50-54 now the largest age bracket, but 25-35 brackets notably larger than prior years.







Income

Annual Median Household Income ($)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Destin	62,857	65,650	63,716	61,903	63,750	66,324	66,148	68,078	71,407	75,486	79,000
Niceville	67,628	66,658	63,864	64,280	62,614	62,538	58,954	60,497	66,505	72,857	76,823
Miramar Beach	68,385	62,963	64,408	56,845	55,139	52,651	50,208	59,087	64,429	65,435	70,069
Valparaiso	41,814	42,841	43,798	52,063	57,765	60,591	51,082	51,563	57,269	55,882	57,316
Fort Walton Beach	47,209	46,974	47,282	47,228	47,761	49,552	47,149	50,091	52,107	50,666	54,330
Okaloosa County	49,207	51,529	49,158	52,787	55,139	57,640	55,659	60,866	61,866	63,997	64,222
Florida	47,450	44,409	44,299	45,040	46,036	47,463	49,426	50,860	52,594	55,462	59,227

Destin has higher median incomes than its neighbors, and higher than Okaloosa County or Florida as a whole. Destin has had the highest median incomes of any jurisdiction listed in the table above, and this has generally been the case since the end of the recession in 2009. The incomes in this table reflect only full-time residents. Seasonal residents may very well have higher median household incomes, but these data are not available.

While income is not a leading indicator of growth historically, high incomes are sought by the development community and this can lead to increased pressure for new construction or redevelopment if the private sector identifies Destin as having high consumer demand.



Employment

The Census's Longitudinal Employer-Household Dynamics (LEHD) dataset has provided annual employment data since 2002. Between 2002 and 2017 Destin saw employment fluctuations, primarily associated with the recession of 2007-2009, but employment climbed steadily upward after 2011 and reached its highest level in 2017 (the final year data are available). Between 2002 and 2017, employment in Destin rose 12%, from 11,700 to 13,100. Since 2011 - the nadir following the recession - employment has risen 22%. However, this growth has not been consistent across job types. Lower paying jobs in accommodation, food service and administrative support have become increasingly predominant, while office jobs like real estate, finance, and professional services have stagnated or declined.

Destin Employment by Job Type

Job Type (NAICS)	2002	2017	% Change
Accommodation and Food Services	3,072	4,678	52%
Retail Trade	2,881	2,222	-23%
Real Estate and Rental and Leasing	1,740	831	-52%
Construction	561	522	-7%
Other Services (excluding Public Administration)	521	525	1%
Professional, Scientific, and Technical Services	496	469	-5%
Finance and Insurance	449	522	16%
Health Care and Social Assistance	417	457	10%
Administration & Support, Waste Management and Remediation	354	819	131%
Arts, Entertainment, and Recreation	260	484	86%
Transportation and Warehousing	213	171	-20%
Wholesale Trade	199	151	-24%
Public Administration	152	153	1%
Information	114	107	-6%
Manufacturing	113	91	-19%
Utilities	87	77	-11%
Educational Services	21	13	-38%
Management of Companies and Enterprises	20	45	125%
Agriculture, Forestry, Fishing and Hunting	12	4	-67%
Mining, Quarrying, and Oil and Gas Extraction	0	8	N/A
Total	11,682	12,349	6%

Summarized into retail/commercial, industrial, and office uses, a small but important shift is noticeable.

Destin Employment Mix Summary

Employment Type	2012-2017	Pre-2009
Retail/Commercial	60%	53%
Industrial	9%	11%
Office	31%	36%

Before 2009, more than one-third of jobs were office-based, and nearly half of all jobs were non-service oriented. Since the recession of a decade ago, Destin's employment base has shifted towards retail and commercial jobs, now comprising three jobs in five. This means that much of Destin's employment base is dependent on local residents and visitors. If this trend holds, this ties employment growth more closely to population growth, as only population increases would prompt retail and commercial employment growth.

Accompanying the change in job type is a change in the ratio of population change to employment change. Between 2003 and 2018 employment grew more slowly than population. Employment is in general more volatile than population, so there is some volatility in the ratio of employment change to population change in the three time periods listed below. The average of these three ratios is just over 0.5 (i.e. 1 new job per 2 new residents).

Destin Population and Employment Summary

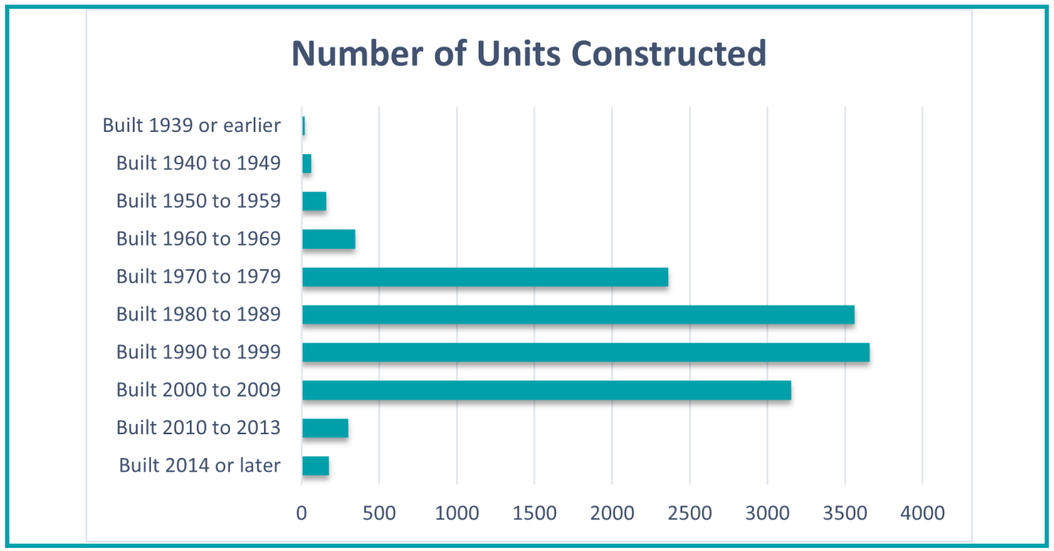
	2003-2018	2009-2018	2013-2018
Employment Change	667	733	642
Population Change	2,365	1,452	829
Emp/Pop Change Ratios	0.39	0.50	0.77

Housing

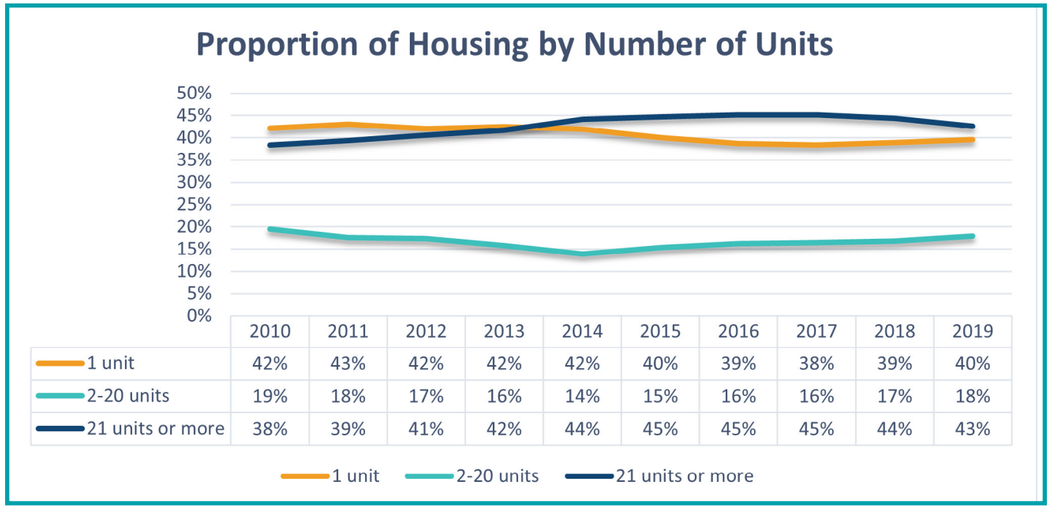
Destin is nearing full capacity of its existing housing stock. While the Census lists Destin's vacancy rate as exceedingly high, with more than 8,000 of Destin's 13,800 housing units classified as vacant in the 2019 American Community Survey , much of this vacancy is due to seasonal use. Extracting seasonal homes from vacancy calculations shows a more accurate vacancy rate and number of units available for new residents. In 2009, 17% of units were vacant for reasons other than seasonal use. Since 2016, that number has remained at 6 to 7%.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Housing Units	12,945	12,979	12,981	13,217	13,290	13,304	13,448	13,563	13,677	13,696	13,800
All vacant	7,409	7,831	7,955	8,023	7,850	7,760	7,746	7,673	7,792	7,972	8,022
Seasonal homes	5,174	5,254	5,096	4,890	5,278	5,980	6,353	6,722	7,023	7,166	7,054
Adjusted vacancy	2,235	2,577	2,859	3,133	2,572	1,780	1,393	951	769	806	968
Adjusted vacancy rate	**17%**	**20%**	**22%**	**24%**	**19%**	**13%**	**10%**	**7%**	**6%**	**6%**	**7%**

Meanwhile, Census data indicates that fewer than 500 new units were built between 2010 and 2019, while well over 3,000 were built in each of the prior three decades , showing a significant slowdown in housing construction.



Over the past decade, there has been a change in the type and intensity of housing with an increase in Destin's housing stock in complexes of 20+ units. Between 2010 and 2017 the stock of units in large complexes rose from 38% to 45%. That dropped slightly to 43% in 2019, but this still suggests either the emergence of a new demographic type that the housing market is responding to or the market finally tapping into latent market demand.



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1 unit	42%	43%	42%	42%	42%	40%	39%	38%	39%	40%
2-20 units	19%	18%	17%	16%	14%	15%	16%	16%	17%	18%
21 units or more	38%	39%	41%	42%	44%	45%	45%	45%	44%	43%

Short Term Rental Units

Destin has a robust tourism industry supported by a large number of hotel, motel, and short-term rental properties. Data on 2016 hotel / motel units registered with the Florida Department of Business and Professional Regulation (DBPR) shows more than 3,500 units in over 160 buildings. Most of the units are in larger structures, while most structures are smaller.

Destin Hotel/Motel Rentals

Units in Structure	Total Units	Total Structures
100+	1,870	11
10 - 100	1,450	33
Under 10	187	118
Grand Total	3,507	162

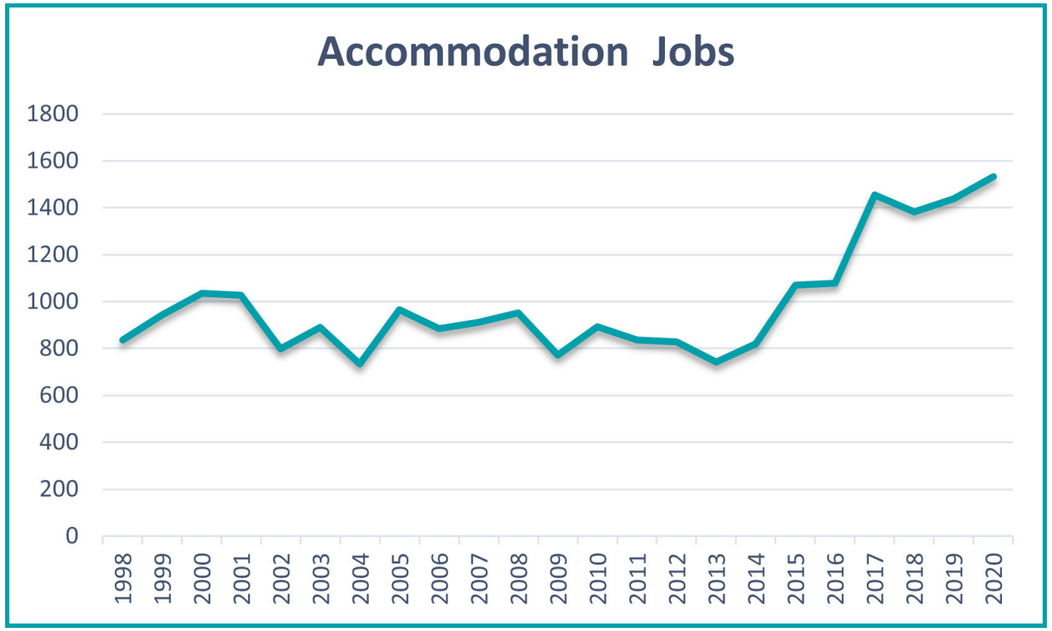








No longitudinal data on hotel units was uncovered during this work, but LEHD data on accommodation jobs (NAICS 721) shows a marked increase since 2016 after nearly two decades of stable employment.



4.3 2050 GROWTH FORECAST

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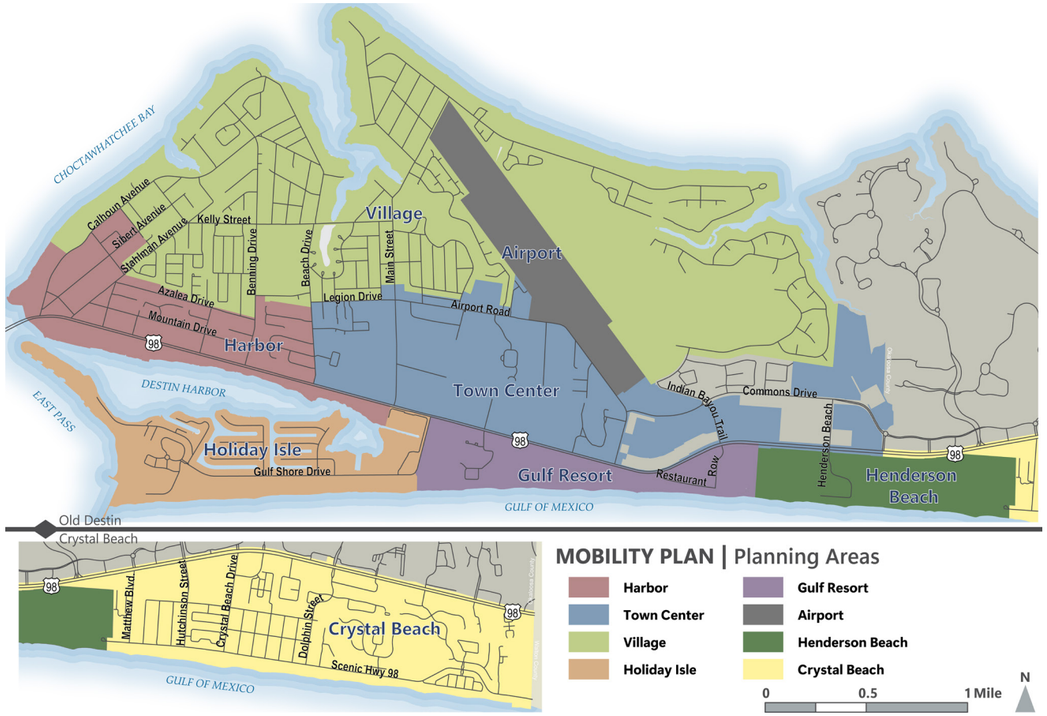
2050 GROWTH FORECAST

This section provides estimates for future population and employment growth within Destin, and describes the assumptions that underlie the estimates. Future population and employment are key drivers of future transportation performance, demand, and investment needs.

Planning Area Summary

City planning staff has developed eight (8) discrete planning areas that represent distinct land use conditions within Destin. They are shown in the map below and include:

- Airport
- Crystal Beach
- Gulf Resort
- Harbor
- Henderson Beach
- Holiday Isle
- Town Center Commons
- Village



The table below shows existing land uses based on the citywide parcel database summarized to each planning area. The planning areas have notable land use distinctions, including those without residential uses, planning areas with limited to no commercial or industrial uses, and others with varying degree of vacancy. The table shows the total number of parcels in each area.

Parcel Breakdown by Planning Area

Use	Airport	Crystal Beach	Gulf Resort	Harbor	Henderson Beach	Holiday Isle	Town Center Commons	Village
Commercial	-	86	16	175	-	1	267	1
Governmental/ Institutional	23	6	2	24	2	3	21	27
Green Space	-	32	16	18	-	11	24	16
Hotel/ Motel	-	4	2	6	-	-	5	-
Industrial	-	11	-	39	-	1	12	2
Mixed Use	-	-	-	15	-	-	5	-
Multi-family	-	772	2,902	562	-	2,180	1,067	195
Single Family	-	1,618	90	360	-	474	1,186	2,820
Vacant	-	253	14	127	-	89	162	153
Unlisted/Other	-	52	40	56	-	57	47	6
Planning Area Total	**23**	**2,834**	**3,082**	**1,382**	**2**	**2,816**	**2,796**	**3,223**

Countywide Population Forecasts

Florida's Bureau of Economic and Business Research (BEBR) produces long-range population forecasts for all Florida counties through 2045. Their forecast sees Okaloosa County growing to a little over 240,000 persons by 2045, a near 40,000 person increase. Applying a trendline forecast through 2050, another 4,000 persons would be added by the end of the timeframe Destin is considering for this analysis. This level of growth would amount to a 20% increase in population over the next 30 years. As noted earlier in this report, Destin has recently been growing slower (as a percentage) than Okaloosa County as a whole. This is likely to continue since available land for building is less abundant in the City than County.

Okaloosa County Population Forecast

2020	2025	2030	2035	2040	2045	2050	% Increase
203,951	214,600	223,200	230,000	236,000	241,100	245,400	20%

Citywide Population, Employment and Accommodation Forecast

Using the existing conditions, trends, and forecast data discussed above, a citywide growth forecast from 2020 to 2050 was developed and is summarized below. The forecast includes growth in all population and employment subcategories, led by residential development.

Destin Population, Employment and Accommodation Est. Net Change 2020-2050

SF Pop	MF Pop	Total Pop	Housing Units	Hotel/ Motel Rooms	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp	Total Emp
478	1,649	2,127	1,022	547	1,890	713	433	93	1,239

The forecast presumes redevelopment within city limits, as demand for new housing and commercial square footage cannot be accommodated by existing available land, meaning that identifying where within Destin redevelopment and development intensification is most probable. To that end, the citywide forecast was then sub-allocated to planning areas.

Planning Area Forecast

Suballocations to small areas like Destin's Planning Areas generally requires using both quantitative and qualitative measures, with a blend of methods employing formulaic calculations and local knowledge and intuition.

Destin's suballocation began with two tenets that guided the process: new growth should balance market forces and local policy; and new growth should not drastically alter the existing makeup of the Planning Areas as currently constituted unless there is some overwhelming evidence to the contrary.

Planning area growth allocations were thus based on the following data points:

- Existing land use allocation from County parcel data and Census tract data
- Baseline NWFRPM traffic analysis zone (TAZ) level allocations, and future TAZ level allocations
- Historic population and employment growth
- Known vacancies (total parcels and total acreage)
- Destin land use policy
- Developments planned or underway
- Local planning area knowledge



The available data was used to determine both inter-area proportions (i.e. how much of all employment should go to each planning area) and intra-area proportions (i.e. how much of an area's employment should go to service, commercial, and industrial jobs). Blending existing proportions from Census and NWFRPM sources, historical data from Census sources, and forecasted growth from NWFRPM led to the following forecasted growth proportions:

Planning Area Population, Employment and Hotel/Motel Unit Forecasts
% change 2020 to 2050

Planning Areas	Full-time Population	Total Employment	Hotel/Motel Units	Seasonal Population
Airport	0%	0.2%	0%	0%
Crystal Beach	16%	9%	15%	18%
Gulf Resort	3%	9%	15%	3%
Harbor	16%	38%	23%	15%
Henderson Beach	0%	0.3%	0%	0%
Holiday Isle	14%	8%	5%	12%
Town Center Commons	26%	33%	42%	24%
Village	24%	3%	0%	28%
Grand Total	100%	100%	100%	100%







Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas.

The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel / motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally – but not identically – follows full-time population.

Planning Area Population by Housing Type
and Employment Type Forecasts
% change 2020 to 2050

Planning Areas	SF Pop	MF Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0%	0%	74%	16%	10%
Crystal Beach	31%	69%	53%	41%	6%
Gulf Resort	15%	85%	64%	29%	7%
Harbor	17%	83%	48%	42%	9%
Henderson Beach	0%	0%	69%	25%	6%
Holiday Isle	13%	87%	68%	24%	8%
Town Center Commons	16%	84%	52%	41%	8%
Village	34%	66%	53%	39%	9%
	22% (of pop)	**78% (of pop)**	**58% (of emp)**	**35% (of emp)**	**8% (of emp)**

Population growth is expected to be more than three-fourths accommodated in multi-family structures, with no planning area anticipated to see more than one-third of its population growth in single-family units. Service employment is expected to continue its dominance as the primary employment sector for new Destin-based jobs, while commercial and industrial jobs are still relevant in the coming decades.

These inter- and intra-area breakdowns result in the planning area forecast provided here:

Planning Area Growth Est. Net Change 2020 to 2050

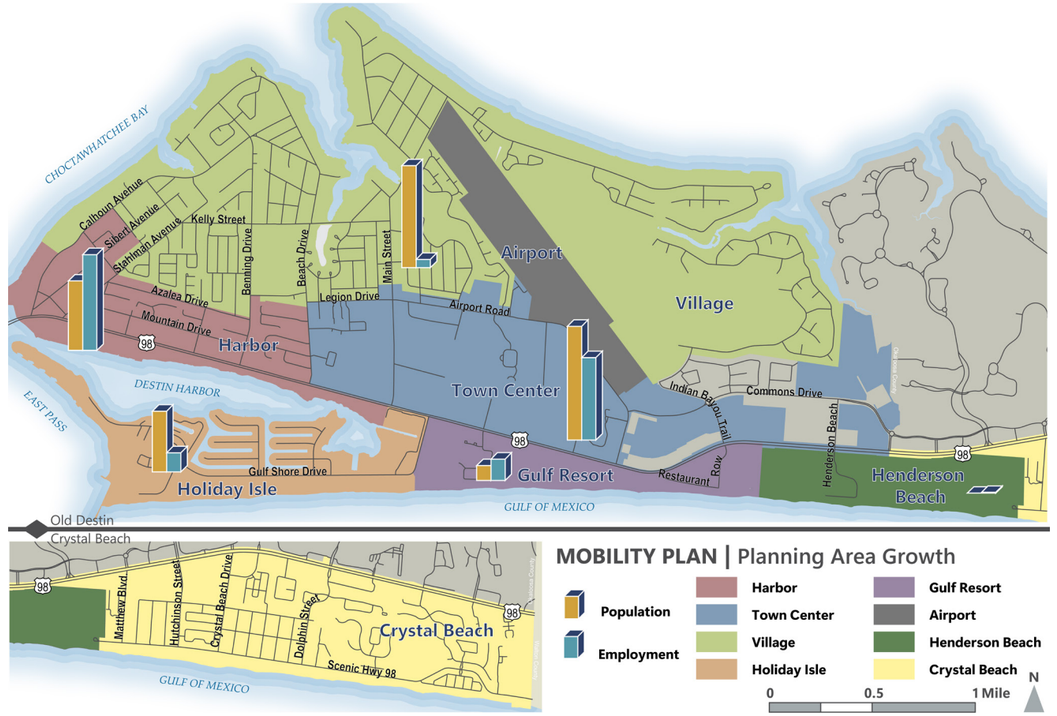
Planning Areas	SF Pop	MF Pop	Housing Units	Hotel/ Motel Units	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0	0	0	0	0	2	0	0
Crystal Beach	104	236	163	80	340	59	45	18
Gulf Resort	11	63	36	84	59	51	45	0
Harbor	59	284	165	125	280	301	138	21
Henderson Beach	0	0	0	0	0	3	1	0
Holiday Isle	38	262	144	30	225	64	23	8
Town Center Commons	90	472	270	228	449	211	165	43
Village	173	331	242	0	531	22	16	3
	475	**1,648**	**1,020**	**547**	**1,884**	**713**	**433**	**93**







The map below shows the net growth in population and employment by planning area.



4.4 MOBILITY

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MOBILITY

The preceding sections on population and employment are important context for this section on mobility because it's the people that live in and visit Destin that create the demand to travel and the need for improvements to make sure the transportation system functions well in future years. Destin's growth means more people traveling, however, the future growth is likely to take different forms than past growth. More infill development and redevelopment of already developed areas will put more people near popular Destin destinations. Cars will likely be a popular mode of travel well into the future, but other options – such as walking and biking - will also be viable and nurturing their use through transportation improvements will be important to ensure the system functions well for all users.

Findings and Implications at a Glance

- **Driving is by far the most frequently used mode of transportation in Destin, but pedestrian activity has grown substantially during the last five years.**
- **U.S. 98 is the City's most congested roadway, with several segments falling below acceptable conditions during the peak travel hours. The most congested segment for vehicles was between Henderson Beach Road and Airport Road.**
- **Traffic volumes grew on most roadways between 2017 and 2021. Total traffic counts on the City's collector roadways grew by about 9 percent. Traffic counts on U.S. 98 increased by 17% over the same period.**
- **Transit ridership has declined substantially since 2013, with declines accelerating since the onset of the COVID-19 pandemic in 2020.**



Motor Vehicles

Personal motor vehicles are the most common mode of transportation in Destin. The U.S. Census Bureau's American Community Survey in 2020 estimated that more than 85% of work trips in the city are by personal vehicle. The city's geography, being hemmed in by water on three sides, limits the number of route options in the transportation network for people to travel to or through the city by vehicle. Harbor Boulevard/U.S. 98 is the primary east-west option and as such experiences significant traffic congestion. Most other roadways in the city serve locally-oriented traffic. This section summarizes key datapoints that characterize the performance of the City's transportation network for people using motor vehicles.



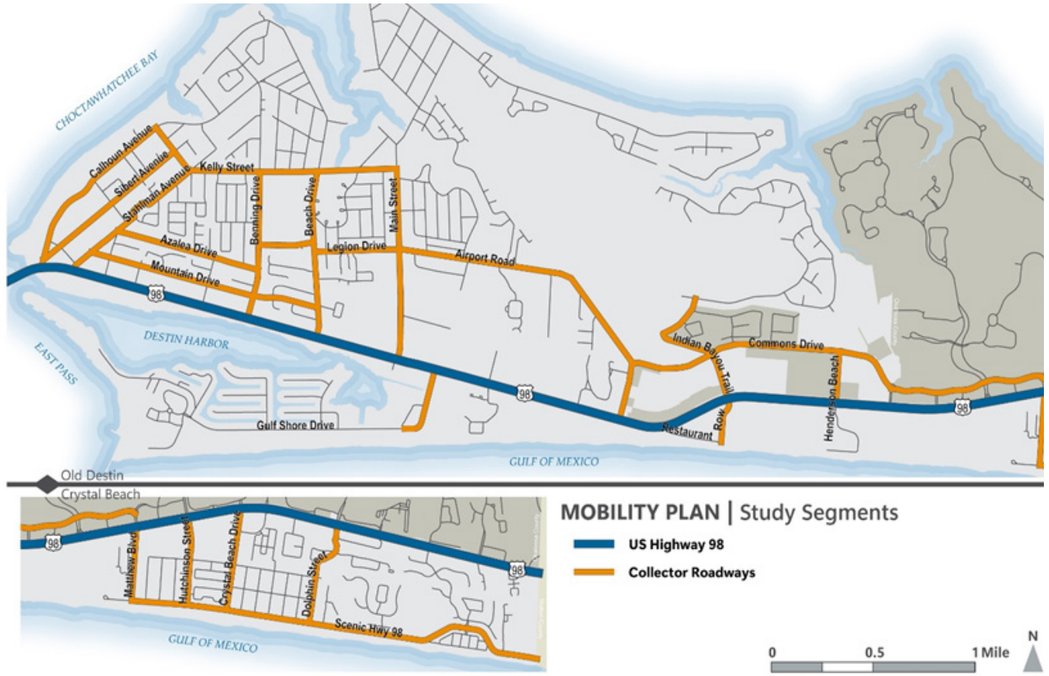


Roadways

In September 2020 there were 766 miles of county-owned paved roads and 144 unpaved roads, and nearly 64 miles of city-owned roads in Destin. The City's street network with streets defined by their functional classification is provided in the map below. Roads not identified as either U.S. 98 or collector roadways are either minor collectors or local streets.

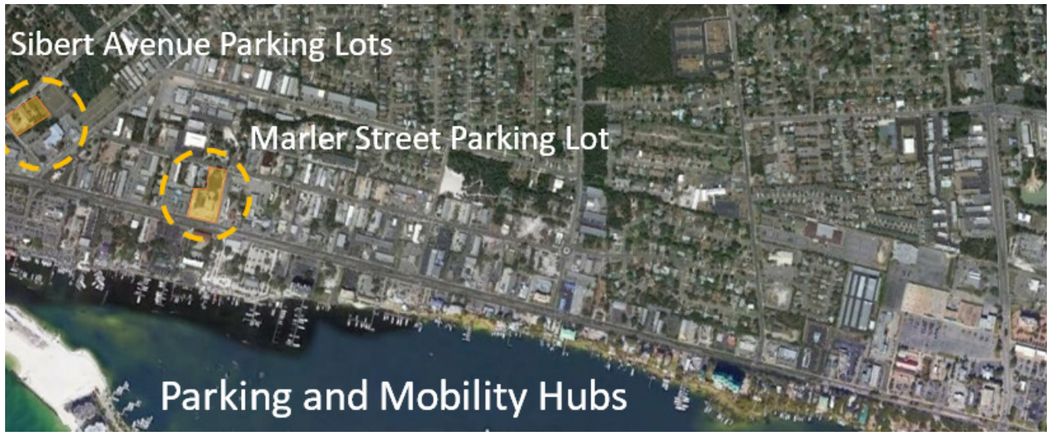
U.S. 98 is Destin's primary facility for moving people and freight and connecting the City to adjacent communities. FDOT classifies U.S. 98 as an urban principal arterial. The department has also been working to classify roadways according to their context (i.e. their surrounding land use and building form). This approach respects the fact that U.S. 98 in the heart of Destin is serving a much different context and purpose than U.S. 98 in western Okaloosa County.

FDOT has given U.S. 98 a context classification of C-4, which is "urban general." This classification can influence roadway design. For example, in 2020 for roadways classified as C4 FDOT eliminated the requirement for minimum pedestrian volumes to establish midblock crossings and mark unsignalized crosswalks, and for engineering studies to implement leading pedestrian intervals at traffic signals. These standards are important to consider as Destin seeks improvements to U.S. 98.



Parking

The city maintains four public parking lots in the Destin Harbor District – the Destin Library, Destin Community Center, Marler Street, and Zerbe Street. The city charges a flat fee of $5 to park at the Marler and Zerbe lots. The library lot is only available after library hours, and the community center includes both permit and pay-to-park spaces. Destin partners with the Passport parking app to accept parking fees via their application.



Traffic Counts

The City most recently collected traffic counts in July 2021 to support the development of the Mobility Plan. Peak hour/peak direction traffic volumes are available for each of the segments of US 98 within Destin for years 2007 to 2021. The years 2018 to 2020 were estimated by interpolating between years 2017 and 2021. Similarly, peak hour/peak direction traffic volumes were available for each of the segments of the collector roadways within Destin for years 2007-2021. However, only years 2019 and 2020 were estimated by interpolating between years 2018 and 2021.

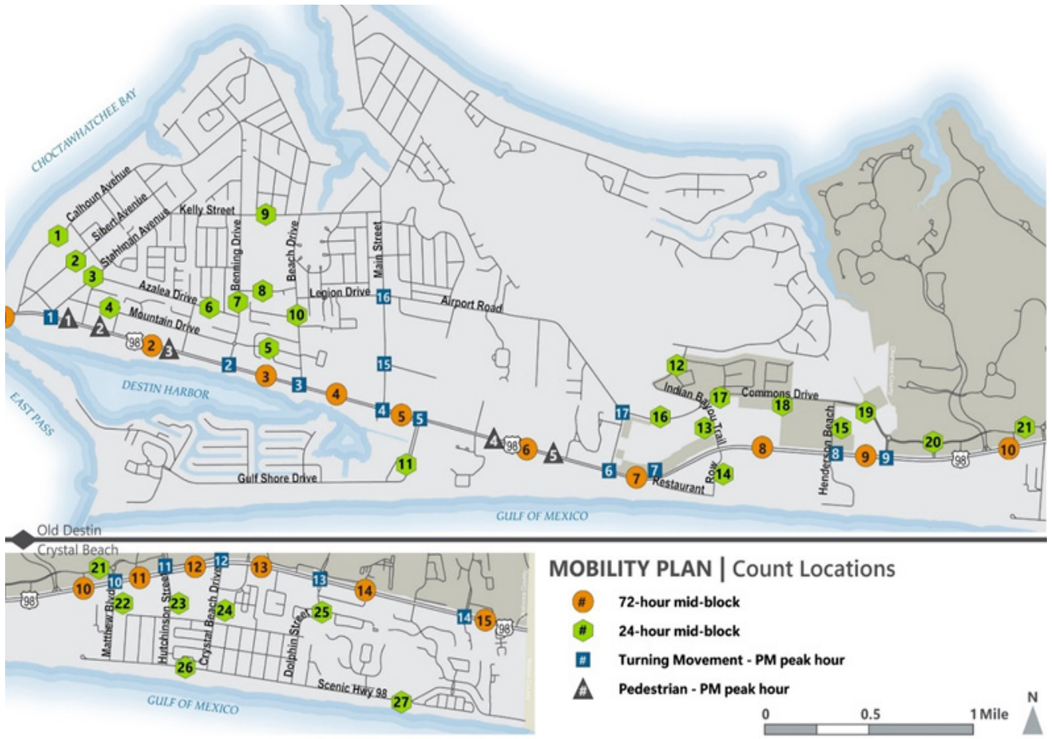
Traffic volumes changed in inconsistent ways between 2017 and 2021. Some roadways experienced significant increases in traffic volumes while others saw significant delines. The COVID-19 pandemic influenced travel behavior and it may take a few more years of data collection to get a clearer picture of the direction for traffic volume trends on the City's major roadways. The table below lists PM peak hour traffic counts for Destin's arterial and collector roadways.

PM Peak Hour Traffic Counts for Arterial and Collector Roadways

Roadway	From	To	2021	2017	% Change
U.S. 98	Marler Bridge	Stahlman Ave	3,282	3,075	7%
	Stahlman Ave	Benning Dr	2,909	2,505	16%
	Benning Dr	Beach Dr	3,255	2,815	16%
	Beach Dr	Main St	3,279	2,841	15%
	Gulf Shores Dr	Airport Rd	3,538	3,047	16%
	Airport Rd	Scenic Highway 98	3,996	3,159	26%
	Scenic Highway 98	Henderson Beach Rd	4,184	3,431	22%
	Henderson Beach Rd	Triumph Rd	4,130	3,390	22%
	Triumph Rd	Matthew Blvd	4,144	3,848	8%
	Matthew Blvd	Danny Wuerffel Way	4,421	3,380	31%
	Danny Wuerffel Way	Crystal Beach Dr	4,519	3,620	25%
	Regatta Way Blvd	Tequesta Dr	4,125	3,822	8%
Airport Road	U.S. 98	Commons Dr	818	670	22%
	Commons Dr	Main St	1,894	1,980	-4%
Azalea Drive	Stahlman Ave	Benning Dr	587	524	12%
Benning Drive	U.S. 98	Kelly St	398	269	48%
Calhoun Avenue	U.S. 98	Kelly St	501	351	43%
Commons Drive	Airport Rd	Indian Bayou Trail	1,594	1,560	2%
	Indian Bayou Trail	Diamond Cove	1,403	1,258	12%
	Diamond Cove	Henderson Beach Rd	1,272	1,254	1%
	Henderson Beach Rd	Triumph Rd	1,420	1,285	11%
	Kelly Plantation Dr	Matthew Blvd	1,367	1,007	36%
Crystal Beach Drive	Scenic Highway 98	U.S. 98	555	500	11%
Gulf Shore Drive	U.S. 98	Curve	1,145	964	19%
Henderson Beach Rd	U.S. 98	Commons Drive	404	531	-24%
Hutchinson Street	U.S. 98	Scenic Highway 98	570	822	-31%
Kelly Street	Calhoun Ave	Main St	902	562	61%
Legion Drive	Benning Dr	Beach Dr	609	509	20%
	Beach Dr	Main St	1,098	1,226	-10%
Main Street	U.S. 98	98 Palms Blvd	619	1,081	-43%
	Airport Rd	Kelly St	1,076	1,001	7%
Matthew Blvd	Scenic Highway 98	U.S. 98	776	614	26%
Mountain Drive	Stahlman Ave	Benning Dr	592	536	10%
	Benning Dr	Beach Dr	466	633	-26%
Regatta Bay Blvd	Scenic Highway 98	U.S. 98	515	298	73%

Roadway	From	To	2021	2017	% Change
Scenic Highway 98	Matthew Blvd	Dolphin St	963	742	30%
Sibert Avenue	Calhoun Ave	Kelly St	580	324	79%
Stahlman Avenue	U.S. 98	Kelly St	762	714	7%

The map below shows the locations where the City counted traffic, and the type of traffic count. Not all locations are shown in the preceding table because some locations lacked reliable count data for 2017.



Roadway Level of Service

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

Therefore LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard. The City's policy as described in the Comprehensive Plan is also to maintain its system of collector roadways at an LOS of D or better. However, there are a different set of standards, described in the subsequent section, for collector roadways within multimodal transportation districts. Within these districts there are also LOS standards for pedestrian, bike, and transit modes using different data to quantify performance.

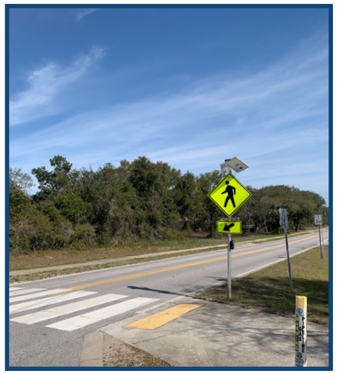


The Level of Service (LOS) Standard for the City's collector roadways and for U.S. 98 is LOS D. However, most of the City's collector network falls within a multimodal transportation district, where LOS standards for pedestrian, bicycle, and transit modes also apply.

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

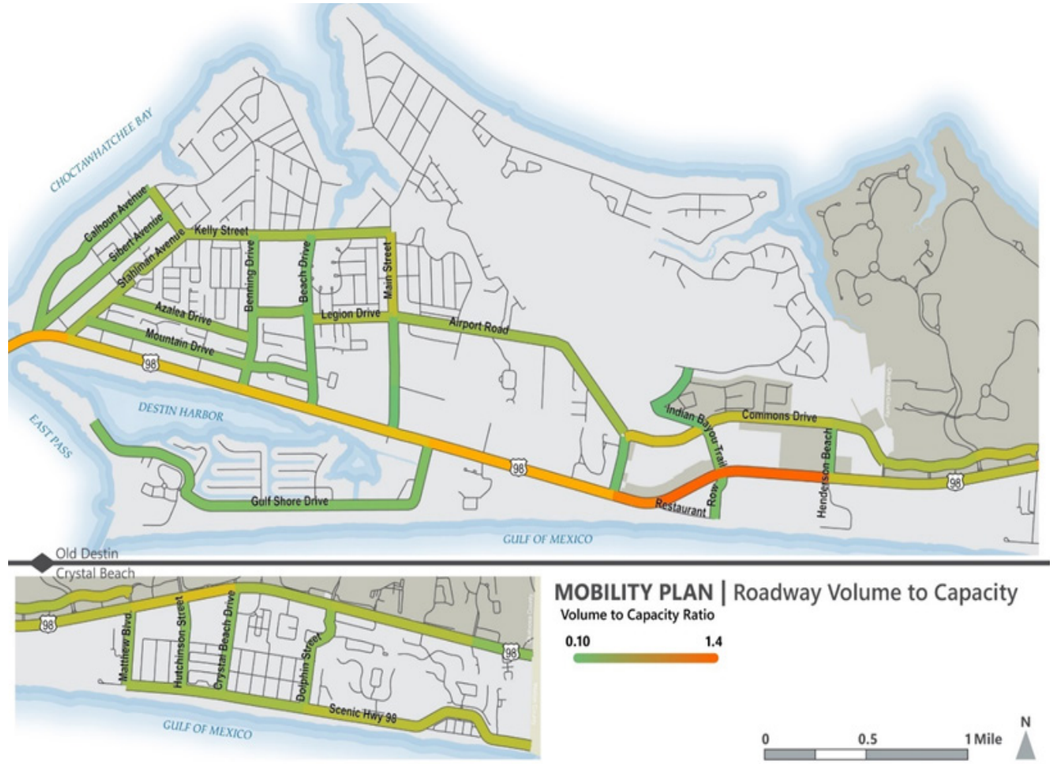






U.S. 98 Segments - Volume to Capacity	2021	2016	2011
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	1.03	0.92	0.91
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	0.97	0.88	1.00
U.S. Hwy 98 between Benning Drive and Beach Drive	1.00	0.93	1.05
U.S. Hwy 98 between Beach Drive and Main Street	1.01	0.95	1.03
U.S. Hwy 98 between Main Street and Gulf Shore Drive	1.01	1.13	1.00
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	1.12	1.00	1.09
U.S. Hwy 98 between Airport Road and Scenic Highway 98	1.28	0.96	1.15
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Rd	1.39	1.05	1.08
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	0.91	0.99	1.08
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	0.89	0.73	0.80
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	0.93	0.76	0.80
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Dr.	0.96	0.74	0.80
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	0.84	1.21	1.19
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	0.87	1.11	1.19
U.S. Hwy 98 between Tequesta Drive and Walton County Line	0.78	1.06	1.22



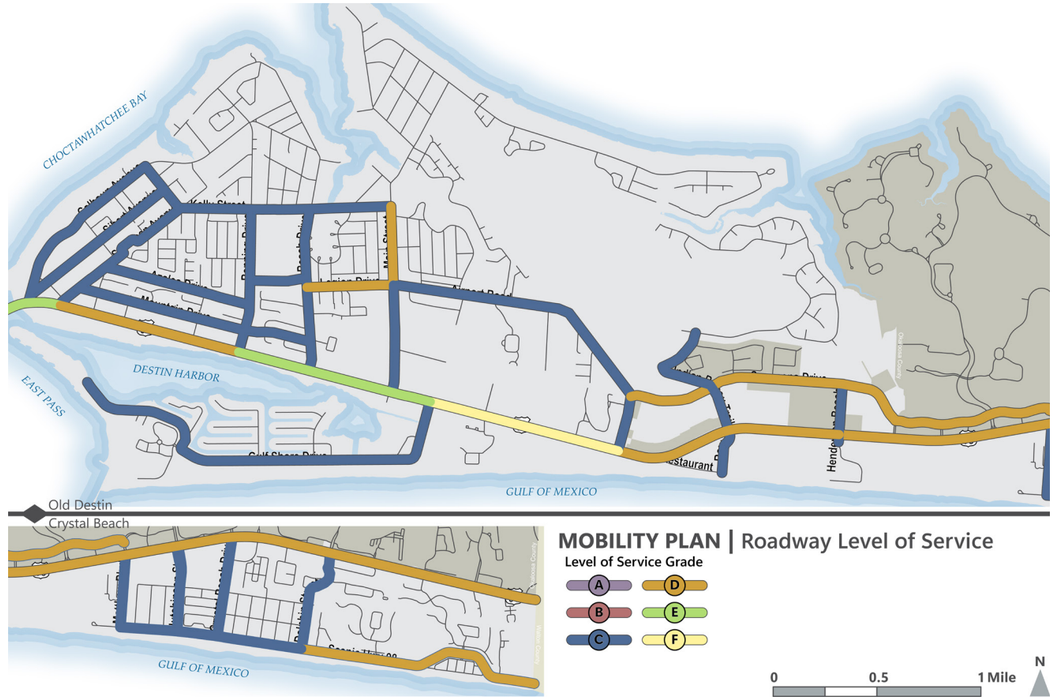


The tables below list segments of both collector roadways and U.S. 98 where the peak hour LOS is D, E, or F. None of the City's collectors fall below an LOS D standard. However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. Following the tables is a summary of the method used to calculate the LOS.

Collector Segments	Pk Hr LOS (2021)
Commons Drive between Airport Road and Indian Bayou Trail	D
Commons Drive between Indian Bayou Trail and Diamond Cove	D
Commons Drive between Diamond Cove and Henderson Beach Road	D
Commons Drive between Henderson Beach Road and Triumph Drive	D
Commons Drive between Triumph Drive and Kelly Plantation Drive	D
Commons Drive between Kelly Plantation Drive and Matthew Boulevard	D

Collector Segments	Pk Hr LOS (2021)
Legion Drive between Beach Drive and Main Street	D
Main Street between Airport Road and Kelly Street	D
Scenic Hwy 98 between Dolphin Street and Walton County Line	D

U.S. 98 Segments	Pk Hr LOS (2021)
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	E
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	D
U.S. Hwy 98 between Benning Drive and Beach Drive	E
U.S. Hwy 98 between Beach Drive and Main Street	E
U.S. Hwy 98 between Main Street and Gulf Shore Drive	E
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	F
U.S. Hwy 98 between Airport Road and Scenic Highway 98	D
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Road	D
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	D
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	D
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	D
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Drive	D
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	D
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	D
U.S. Hwy 98 between Tequesta Drive and Walton County Line	D



Below is a summary of the steps taken to calculate the vehicular LOS displayed in the preceeding tables and maps.

- For U.S. 98, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables, the Peak Hour Peak Direction capacities were established for each segment.
- Similarly, for the Destin collector roadways, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables for non-state roadways with 35 mph or lower speeds, the Peak Hour Peak Direction capacities were established for each collector segment.
- For both the U.S. 98 segments and the collector road segments, the peak hour directional volumes were compared to the peak hour directional LOS standard capacities to calculate the volume to capacity ratio (v/c) as well as the LOS.
- Additionally, the physical capacity of the roadway was used to determine the physical v/c ratio. The physical capacity of a roadway is the capacity at LOS E (or just before LOS F). LOS F is considered failing. The v/c ratios using physical capacity are used to show the depth into a failing condition a segment is performing, versus just a letter of F.
- This process was followed for each of the years from 2007-2021.

Roadway Improvements

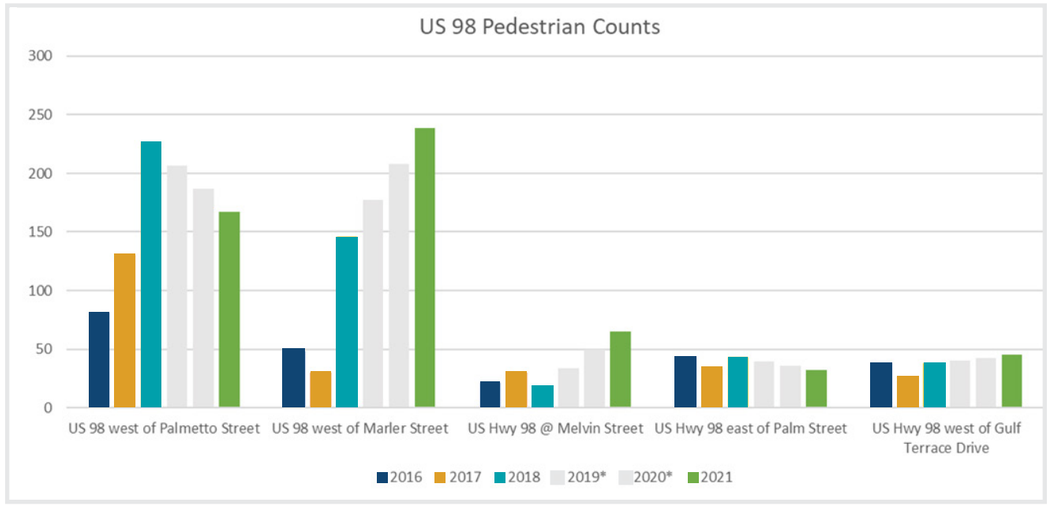
The most significant recent roadway improvement added capacity to U.S. 98 east of Airport Road. This FDOT-led project widened U.S. 98 from four to six lanes. The project also added bicycle lanes, new sidewalks, and better drainage infrastructure. The project improved level of service for this stretch of U.S. 98, although higher traffic volumes are filling up the new capacity realized by the widening.

Multimodal

Destin's streets do much more than move vehicles. They are an important part of the public realm and it is important that they are safe and inviting for all users. This section summarizes data on the existing conditions for pedestrians, bicyclists, and bus transit riders.

Pedestrian Counts

The City last collected data for pedestrian activity on U.S. 98 in July 2021. While the counts only come from a single roadway, they are a useful indicator of the general growth of pedestrian activity in the City. U.S. 98 is also an important facility from a pedestrian safety perspective as serious and fatal crashes involving pedestrians are concentrated on this roadway, as the next section will describe. U.S. 98 also is a significant barriers for many pedestrians, especially those looking to cross from the north side of the road to the Harbor District on the south side. Many bus riders must also cross U.S. 98 each day. The graph below shows that pedestrian activity during the peak evening hour has steadily increased since 2016 on U.S. 98. The increase is especially high in the Habor District, with growth exceeding 50% since 2016. The growth of pedestrian activity is not surprising, but is an important finding. The combined growth of pedestrian and vehicle traffic on Destin's roadways underscores the importance of incorporating pedestrian safety elements into transportation projects.



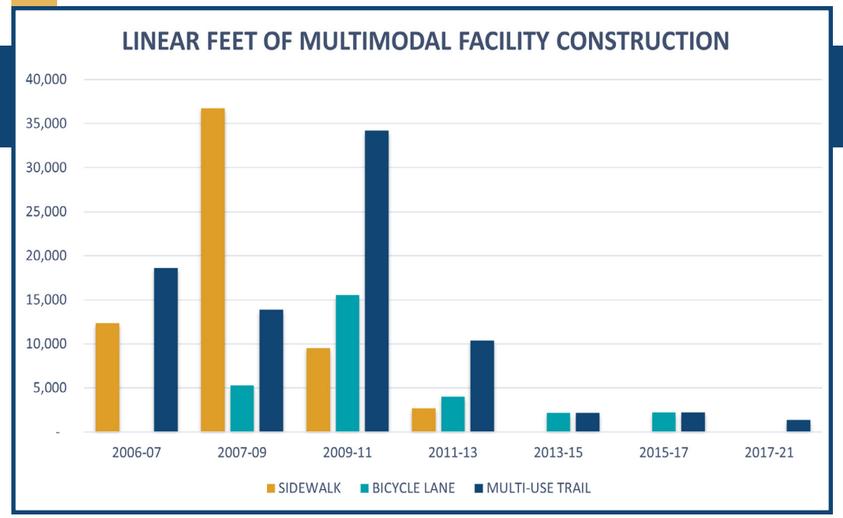
Multimodal Level of Service

Destin in 2006 was the first city in Florida to establish multimodal transportation districts (MMTD). The purpose for establishing a multimodal transportation district is to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design consistent with the City's Comprehensive Plan. All developments located in the MMTD are required to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach. Together these districts cover much of the City's collector roadway network.

New development within the MMTDs has been required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards listed in the table below. Level of service is a concept that also applies to the other key modes of transportation. However, different measures are used to calculate LOS for each mode. The amount of mitigation that has been required corresponds to the project's impact as calculated through application of the City's transportation impact fee. The intent of this study is to support an update to this process.

MMLOS for Collectors

Year	Bicycle	Pedestrian	Transit
Adopted Standard 2006	**C**	**E**	**F**
2007	C	D	F
2009	C	D	F
Adopted Standard 2011	**B**	**C**	**E**
2011	B	C	F
2013	C	C	F
2015	B	B	F
2017	B	C	F
Adopted Standard 2020	**B**	**B**	**C**
2021	C	C	F

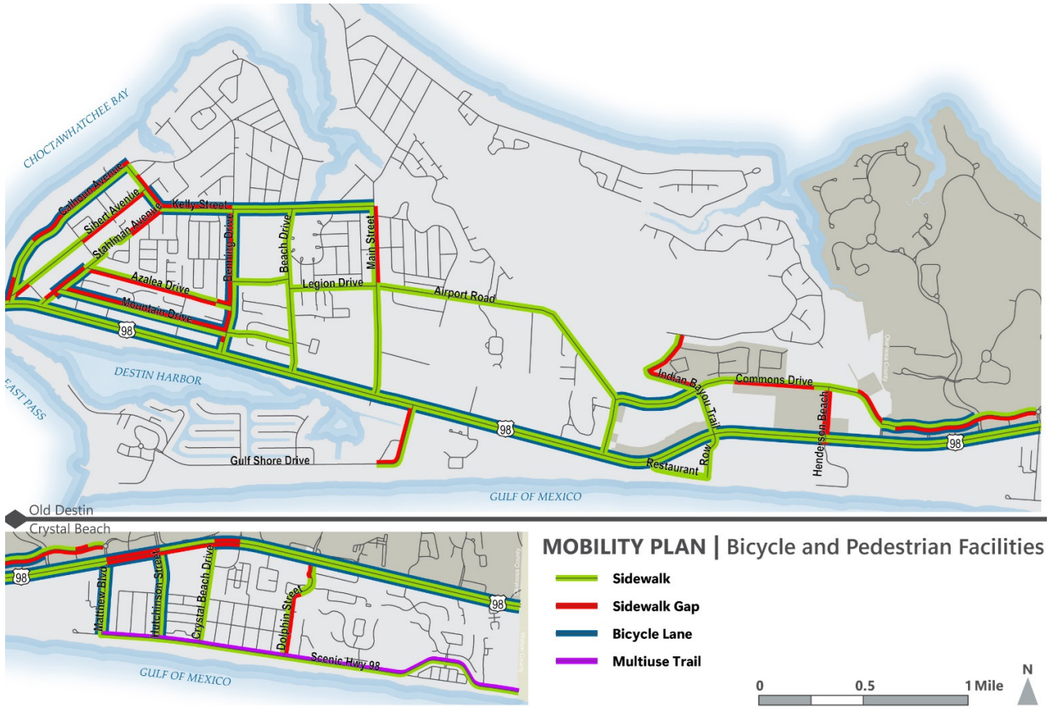


Multimodal Improvements

The City has made progress towards accommodating modes other than personal vehicles on its streets. Desitn has added several linear feet to its network of sidewalks, bicycle lanes, and multi-use trails since 2006, as shown in the figure below. However, most of the network additions were built prior to 2011. Several gaps in the network remain, and the mobility plan identifies several projects for helping close them. Closing these gaps is important for achieving a truly multimodal network that gives travelers several options and reduces the amount of travel that can only be met via a personal motor vehicle trip.

Destin is well set up to support extensive bicycle and pedestrian transportation. The topography is flat and the street network is fairly well connected, allowing for more direct paths for people that are walking and biking. However, several prominent gaps exist. For example, Legion Drive and Airport Road are especially prominent gaps for bicycles, where a lack of bicycle lanes or a multi-use trail limit the opportunity to ride between the west and east sides of Destin. Sidewalk gaps are also present on Azalea Drive, Mountain Drive, and Kelly Street, which are important east-west connections; and Calhoun Avenue, which is an important north-south connection. Pedestrian and bicycle gaps in the City's collector roadway network are summarized in the table below.

Roadway	Sidewalk Gap	Side	Length
U.S. Highway 98	Matthew Boulevard to Regions Way	South	3,400
	Matthew Boulevard to Hutchinson Street	North	1,200
Calhoun Avenue	U.S. Highway 98 north 660'; Clement Taylor Park to Kelly Street	West	3,900
Sibert Avenue	Calhoun Avenue to Zerbe Street and Forest Street to Kelly Street	East	2,500
Stahlman Avenue	Pine Street to Kelly Street	Both	2,000
Mountain Drive	Stahlman Avenue to Benning Drive	North	4,250
Azalea Drive	Stahlman Avenue to 400' west of Benning Drive	South	3,300
	400' west of Benning Drive	North	400
Kelly Street	360' east of Calhoun Avenue to Benning Drive	North	2,750
Benning Drive	Mountain Drive to Kelly Street	West	3,000
Main Street	Airport Road to Kelly Street	East	1,800
Gulf Shore Drive	U.S. Highway 98 to Sandpiper Cover Drive	West	1,850
Indian Bayou Trail	Country Club Drive to Commons Drive	East	2,600
Commons Drive	900' east of Indian Bayou Trail to 400' west of Henderson Beach Road	South	2,100
	750' east of Henderson Beach Road to Triumph Road	North	1,000
	200' east of Triumph Road to Matthew Boulevard	South	3,700
Henderson Beach Road	U.S. Highway 98 to Commons Boulevard	Both	2,000
Regatta Bay Blvd	U.S. Highway 98 south 530'	West	530
Dolphin Street	250' north of Scenic Highway 98 to 850' south of U.S. Highway 98	East	1,650



Transit

Transit is an important part of the transportation mix in Destin, especially for people working in the City's service industries and commuting from outside Destin. However, transit ridership has been declining steadily in the region since 2013, and dropped massively during the COVID pandemic. There are several potential causes for this decline, described later in this section. Transit in Destin is unlikely to peel away many travelers from other modes. The City does not have the type of urban form – mix of uses at a high density - that is conducive to extensive transit use. But the travel mode will continue to play an important role, particularly for lower to middle wage workers that lack other reliable forms of transportation and are commuting in from neighboring communities.

Bus transit can also help the City optimize its parking supply by bringing in workers that do not require a parking space, and helping people park once and explore the community by a combination of foot and transit, using a trolly-like service. But generally speaking the number of people that use transit is likely to remain small unless unforseen circumstances cause people to choose it more often for their trips.

Governance

The Okaloosa County Board of County Commissioners (BCC) serves as the Community Transportation Coordinator (CTC) for the County and operates fixed and demand response services as Emerald Coast (EC) Rider through the Okaloosa County Transit Cooperative. EC Rider provides services for Fort Walton Beach, Crestview, Okaloosa Island, and Destin/South Walton and is operated by MV Transportation, Inc.

The Okaloosa Transit Cooperative (Co-op) was created under a Memorandum of Agreement (MOA) between Okaloosa County and participating jurisdictions, including Cinco Bayou, Crestview, Destin, Fort Walton Beach, and Niceville. Its purpose is to foster cooperation among the County and participating municipalities in the coordination of fixed-route transit service and formulate and implement consistent plans, programs, policies, and procedures in the operation, maintenance, and development of transit service throughout the legal service areas of the participating jurisdictions.

The Co-op is responsible for the operation of the public transit system and recommends changes to the BCC regarding routes, stops, or other components of the fixed-route system. The Okaloosa County Local Coordinating Board was created in 1989 and includes 18 state agencies and community representatives of the transportation disadvantaged population. Its role is to identify local service needs and to provide information, advice, and direction to the CTC.





Fare Structure

EC Rider offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. If not approved, riders must pay the standard fare. Children 36″ or shorter ride free with a paying adult.

For riders that use EC Rider at least three days per week, the agency will provide up to four free rides from work to home per year in the event of an emergency.

Fixed Route Fares

31 Day Pass	$40.00
31 Day Reduced Pass*	$20.00
31 Day Express'	$50.00
31 Day Reduced Express* '	$25.00
15 Day Pass	$20.00
15 Day Reduced*	$10.00
All Day Pass	$4.00
All Day Reduced*	$2.00
Single Ride	$2.00
Single Reduced Ride*	$1.00
Single Express Ride'	$3.00
Single Reduced Express*'	$2.00
Transfer	Free
Paratransit to Fixed Route	$1.00

* Disabled riders are eligible for a Reduced Fare with a valid EC Rider Reduced Fare ID card. MEDICARE cards will also be accepted as proof of eligibility for Reduced Fare.

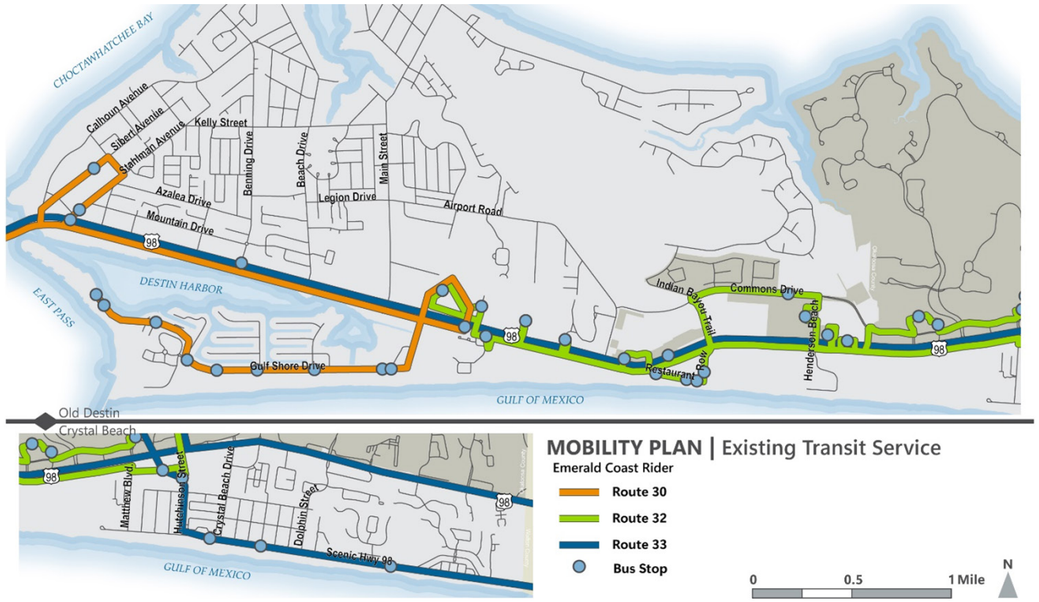
' Currently, there is no express bus service to/from Destin

Fixed Routes

There are currently three fixed routes that serve the City of Destin.

- **Route 30: Destin Connector (Okaloosa Island—Destin)**: Connects Destin with Okaloosa Island via U.S. 98. The route has 15 stops, 13 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 20 from Okaloosa Island to Fort Walton Beach at its western terminus and Route 32 in Destin.
- **Route 32: Destin East (Local)**: Provides local service within the City of Destin primarily via U.S. 98 between Gulf Shore Drive and Mid-Bay Bridge Road. The route has 25 stops, all within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides connections to Route 30 at the west end of the route and Route 33 at the east end.
- **Route 33: Crystal Beach (Destin—Miramar Beach)**: Connects Destin with Miramar Beach via U.S. 98 and Scenic Highway 98. The route has 8 stops, 7 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 32 in Destin.

These three routes connect at designated stops and transfers are included in a trip's fare. EC Rider has three transfer locations within Destin – 98 Palms Plaza, Crystal Beach Plaza, and Holiday Inn Express & Suites. There is also one transfer location just outside of the City limits – The Shoppes at Paradise Key. Service is generally available Monday through Friday 8:00 am to 7:00 pm year-round (excluding major holidays). The frequency of service differs, with more frequent service (20-minute headways) in the summer (Memorial Day through Labor Day) than the winter (45-minute headways).



Demand Response Service

EC Rider provides door-to-door Dial-A-Ride paratransit service to Okaloosa County residents unable to access the system's fixed-route service. The cost of this service is based on distance traveled. Reservations are required, and can be made up to seven days in advance but no later than 1:00 PM the day before requested travel. This demand response service operates Monday through Friday from 4:00 AM to 8:00 PM, Saturday from 4:00 AM to 7:00 PM, and Sunday from 5:00 AM to noon.

Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost-sharing assistance for individuals who are not sponsored and meet eligibility criteria. EC Rider also offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. Otherwise the fares vary between $2 and $3 per ride. The private pay rate is $2.40 per mile.

Planned Future Fixed Route Service Improvements

Recommended transit improvements are included in the most recent Transit Development Plan adopted by Okaloosa County in July 2022. The TDP articulates goals and objectives that set the framework for EC Transit to meet community needs by: documenting the existing conditions as they relate to transit ridership and operations; identifying transit demand, mobility needs, and service and capital requirements, and; providing an estimate of operating/capital expenditures and revenue sources to facilitate implementation. The improvements support EC Transit's five goals for transit service:

1. Effectively improve transit awareness and support
2. Maximize the performance and quality of the EC Rider system
3. Forge relationships with key regional partners and stakeholders
4. Expand the EC Rider system to provide new connections
5. Pursue capital improvements and innovative technology

EC Rider studied several factors that indicate a propensity for people to use transit. The data indicate that Destin has low to moderate propensity for transit use, lagging places such as Fort Walton Beach and Crestview. However, the City also has many service industry jobs, some of which are filled by people living outside of Destin. The transit services along U.S. 98 help some of these workers reach their jobs. One of the challenges identified in the plan for these transit riders is



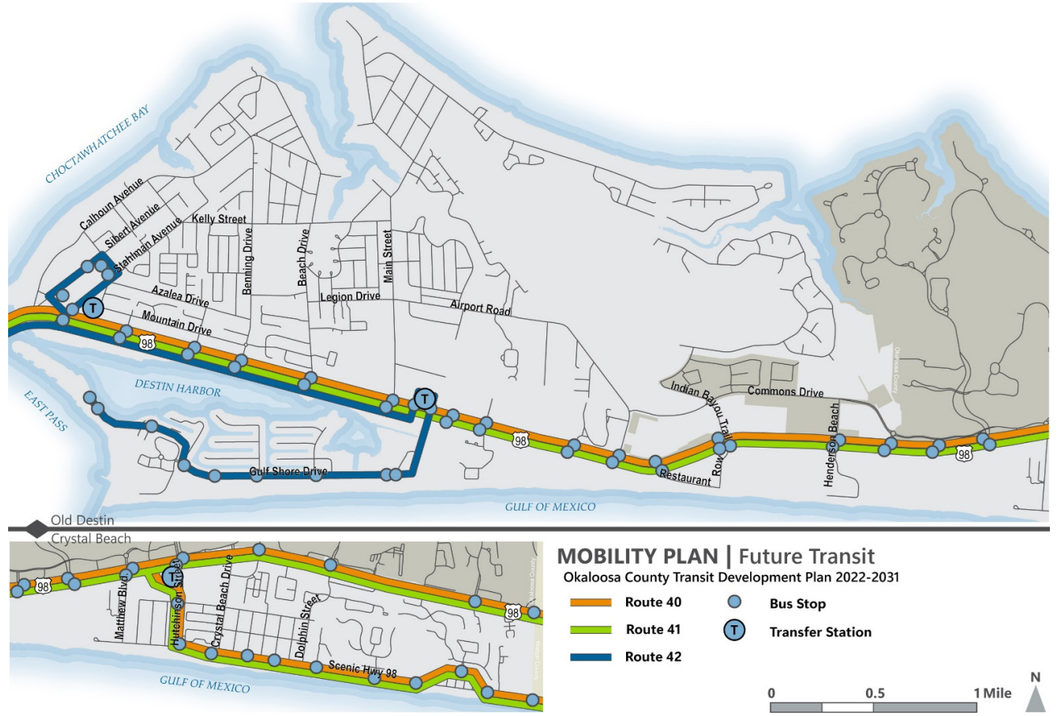
Figure 1 - Existing Transit Service and 1/4 Mile Walkshed

"first mile/last mile connectivity." Using transit in Destin is likely to require riders to cross U.S. 98 on foot once per day, which can be difficult due to the traffic volumes and speeds.

EC Rider's 10-year Transit Development Plan includes the following proposals that would affect transit service in Destin:

- Replace the "Beach Routes" 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map below). This change is expected to more than double ridership in 2031 relative to a "no-build" scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Add a new Crestview to Destin Commons route via the FL-293 bridge. The northern terminus would be where FL-85 meets Airport Road, and the route would serve Crestview's Main Street, City Hall, and Northwest Florida State College (NWFSC) following the path of Route 14.
- Upgrade Saturday service by running all routes at the same frequency as the same service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

The plan also recommends land use and urban design strategies to support more transit use, such as mixed use development in close proximity to bus stations

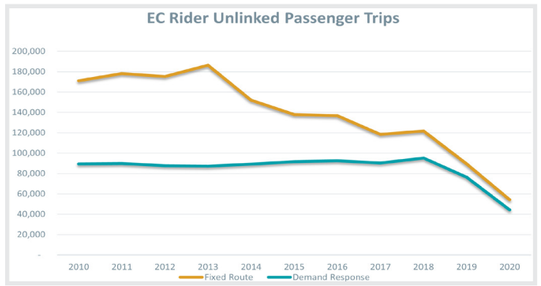


Park and Ride

There is one designated park and ride lot within the City of Destin on Legendary Drive at the Destin Commons shopping center. Destin has four other park and ride lots in the Harbor District where people can park and access an EC Transit service. These are the Destin Community Center, Destin Library, Marler Street, and Zerbe Street.

Performance

In 2020, EC Rider operated 32 demand response and 10 fixed transit vehicles during peak periods. Within the calendar year the service provided 54,130 fixed route passenger trips and 44,430 demand response trips, with 350,560 fixed route revenue miles and 560,710 demand response revenue miles.

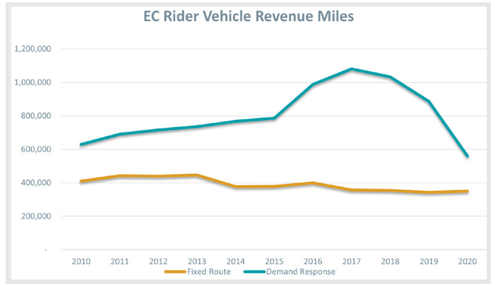


Unlinked Passenger Trips

Throughout the past decade, passenger trips have declined with annual fixed-route trips peaking in 2013 (~186,000) to a low in 2020 (~54,000). Annual demand response ridership remained steady up to 2018 (~95,000) when it began to decline in 2019 (~76,000) and 2020 (~44,000).

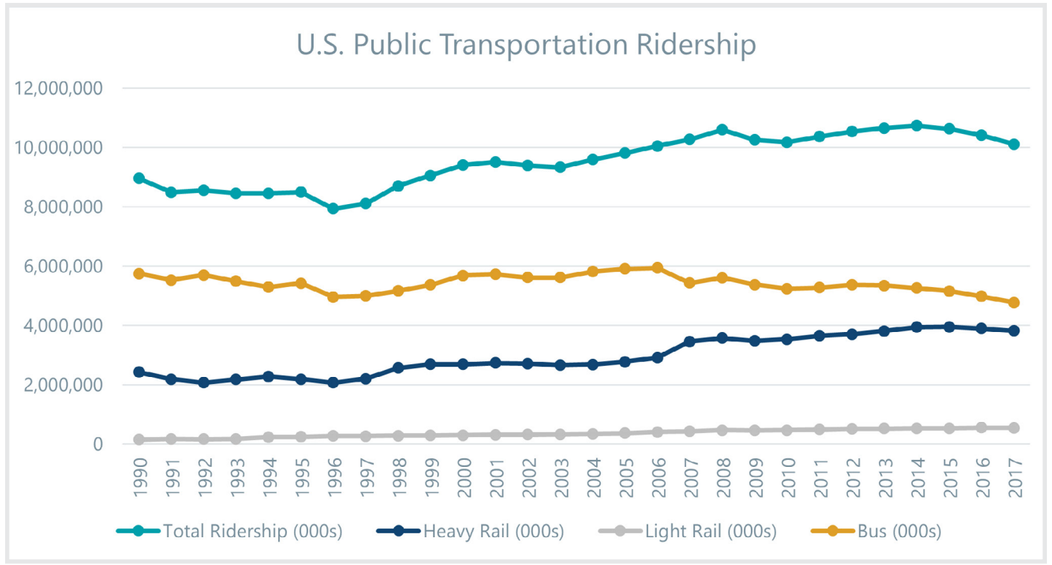
Vehicle Revenue Miles

Fixed route vehicle revenue miles remained relatively consistent throughout the decade between 2010 and 2020, with demand response vehicle revenue miles dropping in response to decreased ridership.



Factors Affecting Transit Ridership

Transit ridership in Destin and the communities serviced by EC Transit reflect broader trends in transit use across the country. The COVID pandemic exacerbated these trends, causing ridership levels to plummet. Transit use is far shy of its pre-COVID levels, even while other modes of transportation have bounced back. This points to a potentially bleak future for transit outside of the major metropolitan areas where it is essential. But transit remains an important part of the transportation mix in Destin and elsewhere. Many people rely on it for travel to and from work. This section outlines some of the causes of ridership decline, looking at data from across the country in the absence of local research on the topic.



Since 1990 (according to the American Public Transportation Association - APTA), nationwide transit ridership peaked in 2014 and has declined every year since. This downturn looks to have different root causes than previous downturns, which coincided with major national economic downturns. Among the most discussed root causes are income improvements and the emergence of ride-hailing services. If transit ridership in Destin is to improve, addressing these causes must be part of the discussion.

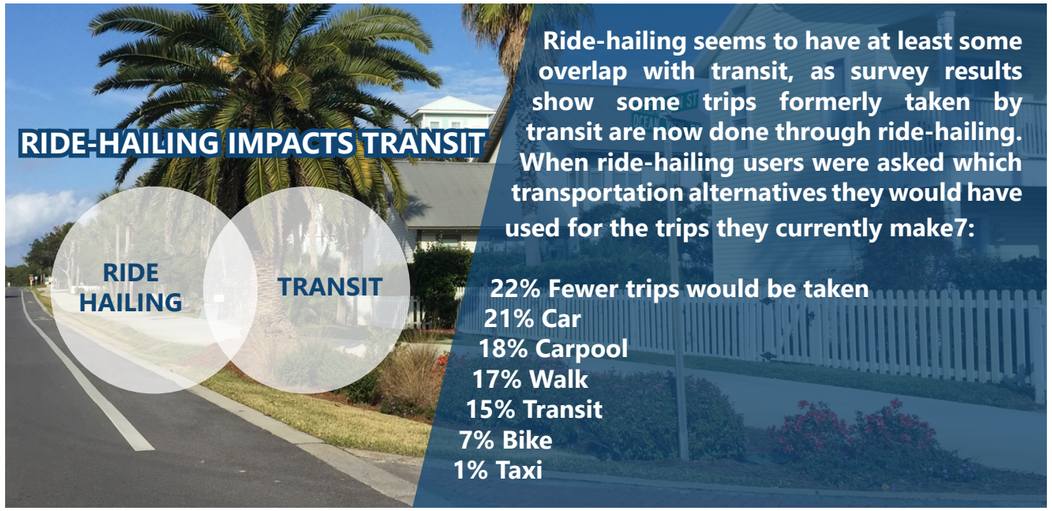
Real Income

Real per capita disposable income (inflation adjusted) rose nearly $4,000 from 2013 to 2017 after a half-decade of stagnation. This is a more robust growth rate than any time in the previous 30 years. There have been improvements in employment rates over the same period, which are generally associated with ridership improvements. However, improvements in real per capita income are allowing former transit riders to have increased access to non-transit modes, which is mitigating to some extent the transit ridership boost from economic activity. Trends in vehicle miles of travel (VMT) support this hypothesis, as after nearly a decade of declining or steady total VMT, travel has been increasing again since 2013 .

Ride-Hailing Services

Ride-hailing services such as Uber, Lyft, and others are transforming transportation throughout the United States. With ride-hailing's surge in availability and ridership being a relatively recent phenomenon, there is little information on the impacts ride-hailing has on public transportation. The largest study to date on ride-hailing's impact on transportation behavior found the majority

of ride-hailing service users did not have any change in transit use after adopting ride-hailing as a mode choice . A minority of respondents reported change in transit use after adopting ride-hailing. The overall change in behavior was limited but showed declines for the primary transit modes and technologies. For those with a change in transit use, bus use declined 6% and light rail use declined 3% while commuter rail increased by 3%. These findings, along with demographic data on ride-hailers (who are generally more affluent and own more cars than transit users as a whole) suggest ride-hailing users and transit users have only modest overlaps, and ride-hailing replaces transit in only certain circumstances. Results from the same research showed ride-hailing is a substitute for travel for all the primary modes of surface transportation, including for local and regional trips (see graphic on the right). Other surveys of ride-hailing customers have found one-quarter to one-half of riders would have otherwise traveled via public transportation for their trip and understanding this dynamic within each region would require additional study.



Other studies pertaining to ride-hailing and public transportation found more mixed results. A Pew Research Center study found frequent ride-hailing users are less likely than other Americans to own a car – but also rely heavily on a range of other transportation options, suggesting ride-hailing and transit are mutually beneficial as ride-hailers abandon cars and add transit as a travel mode . This is corroborated by an APTA report noting ride-hailing services often see service demand in the 10 PM – 4 AM time period when public transit is infrequent or unavailable, furthering the complementary nature of the service . Conversely, a study focused on mobility in New York City noted during 2015 and 2016 when ride-hailing services expanded substantially in New York, bus ridership declined both years while subway ridership declined sharply from 2015 to 2016 . Looking more closely at the types of trips taken via ride-hailing services, the number of trips under 3 miles were effectively unchanged from 2013 to 2016, while the number of trips above 3 miles and particularly longer than 5 miles grew exponentially.





Other Possible Causes of Transit Ridership Decline

There is less research on other root causes of ridership decline, but other possibilities have been discussed.

Regional growth and urban settlement patterns

Regional growth patterns and low-income household settlement patterns have changed significantly over the past several decades. All of the major regions of the country have seen urban footprints grow significantly, even those not seeing significant increases in population. Transit coverage has not been able to keep up with the expanding geography of urban areas. Transit systems for the most part have not expanded, changed their service delivery model, or added routes to adequately serve developing areas. Many systems cover areas substantially the same as they have been for decades. The reasons for this are complex, but the limitations can mostly be explained by lack of funding, lack of understanding of benefits of different service delivery models, lack of ability or regional will to expand transit systems across jurisdictional lines, and lack of rationale for serving suburban and exurban areas not designed to support transit – either in transportation infrastructure or physical development. In addition to the challenges of serving most newly developed areas with transit, there is the challenge of serving the older, inner ring suburbs first built in the 1950s, 1960s and 1970s. Some of these neighborhoods have transitioned from lower-middle to middle income neighborhoods into low-income neighborhoods where a higher percentage of the population have transit needs or a propensity to ride transit. This same demographic shift has been seen in the mill villages and industry-oriented neighborhoods of North Carolina. These were designed around walking to work and getting goods and services in the neighborhood or nearby downtowns. The current day residents of these neighborhoods seek employment and services outside of the neighborhood. They are potential transit riders, but the design of their communities, and lack of transit therein, is not helping to grow transit ridership.



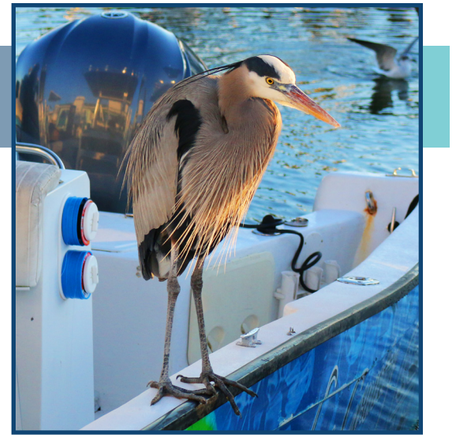
Demographics

Some have suggested changing demographics have been a part of ridership decline. For instance, per Census data, immigrant workers are more likely to commute via transit than native-born workers, and the longer an immigrant stays in the U.S., the less likely they are to use transit. As immigration rates decline, so too would transit ridership . Similarly, there might be transit commuter ridership losses due to baby-boomers aging out of the workforce.

Housing Displacement of Lower Income Transit Riders

America's cities are getting more expensive, and it may be lower income transit riders are being priced out of neighborhoods with transit. The following table shows growth in rent from 2010-2016 for three types of areas within North Carolina: Census tracts in counties without fixed route transit, tracts adjacent to fixed route transit, and tracts in counties served by fixed route transit, not adjacent to transit.

Areas	Counts of Tracts	Average of 2010 rent	Average of 2016 rent	Average Percent Change in Rent
No Fixed Route Transit in County	880	$476.95	$546.79	14.6%
Counties with Fixed Route Transit	1214	$639.24	$737.43	15.4%
Adjacent to Transit	*753*	*$661.99*	*$769.79*	*16.3%*
Not Adjacent to Transit	*461*	*$602.08*	*$684.56*	*13.7%*
Grand Total	2094	$571.04	$657.31	15.1%



Retail Trends

Electronic commerce is likely influencing transit ridership, especially among transit-dependent populations. E-commerce retail sales have grown from approximately $40 billion per quarter in 2010 to over $120 billion per quarter in 2018 . Shoppers are likely making fewer trips to brick and mortar establishments. There has also been a notable decline in the growth rate of retail employment starting in 2016 after several years of strong growth in the wake of the Great Recession's peak effect .

Other

Additionally, changes in congestion levels, lack of planning for faster transit in congested corridors, cross jurisdictional travel required due to lack of affordable housing closer to the jobs, changes in fuel prices, slowdowns in transit service expansions, changes in car ownership rates, increases in telecommuting, and new bicycle and pedestrian infrastructure also play roles in the level of transit ridership.





4.5 SAFETY

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SAFETY

The COVID pandemic brought a brief reduction in crashes in Destin and statewide related to the drop in vehicle miles traveled during the pandemic. Crashes increased in 2021 and continue to be a significant issue in the region. Serious crashes in Destin involving a fatality or serious injury are heavily concentrated on the U.S. 98 corridor. The roughly one mile stretch from the bridge to Beach Drive especially stands out. U.S. 98 also has many of the City's crashes involving pedestrian and bicyclists. Creating safer crossings of this major arterial for residents and tourists that want to access the destinations south of U.S. 98 is an important priority. The streets that will comprise the crosstown connector also have significant clusters of serious crashes, which should be considered as the connector is designed and improved. While the location of crashes is known and mapped on the following pages, more data is needed to identify and prioritize interventions. Safety is increasingly a top concern and priority of the U.S. DOT, creating an opportunity for the City to plan and set itself up for federal funds to address safety issues.

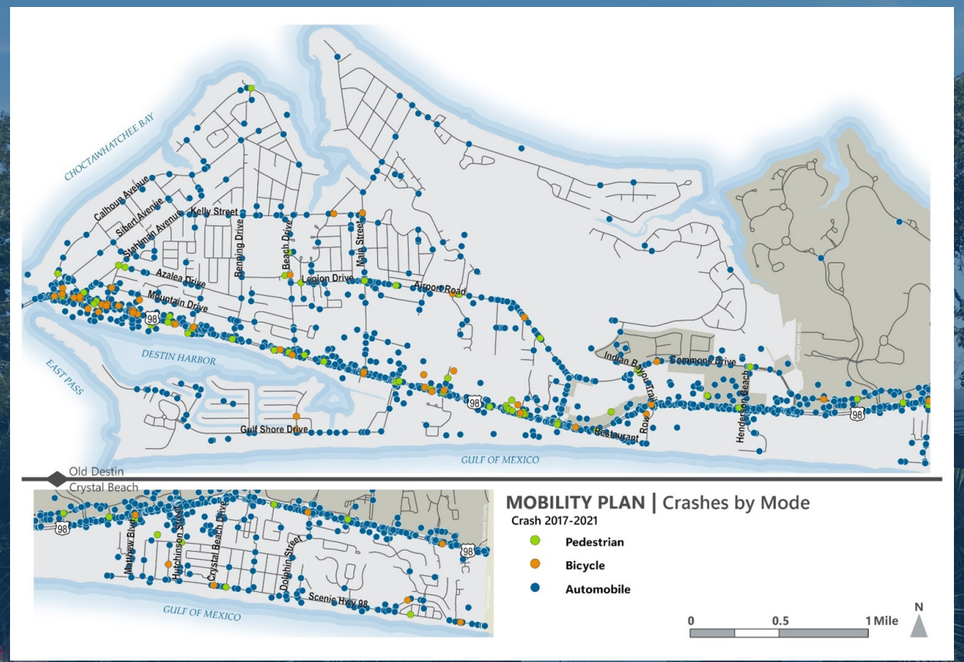
Findings and Implications at a Glance

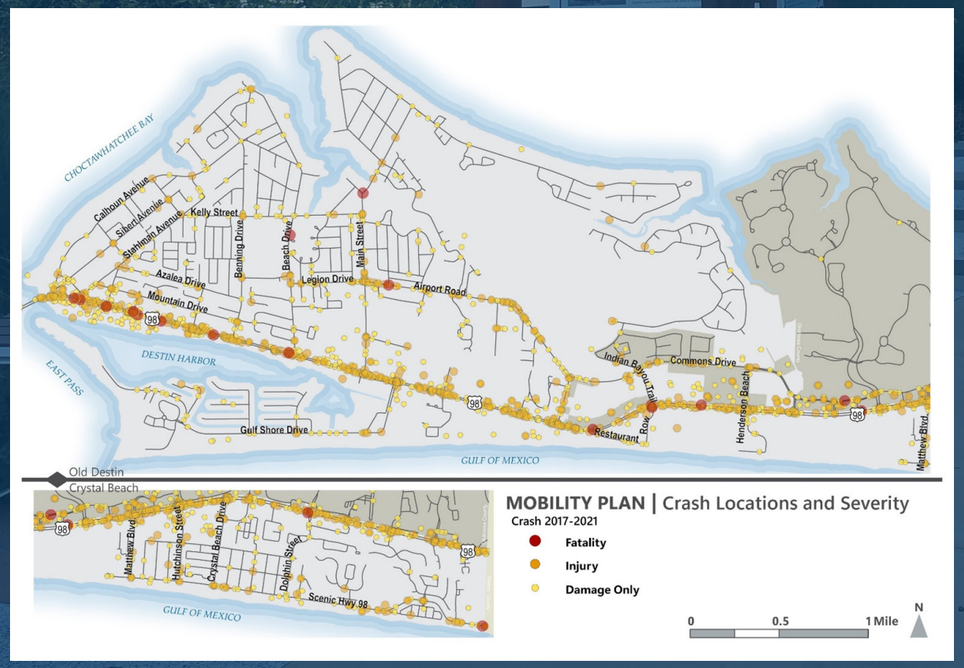
This section presents safety and crash data that point to several key issues that will inform the recommendations of the mobility plan:

- **U.S. 98 has several areas with crash clusters that are related to conflicts among the various users of the roadway; roadway design can help improve this situation.**
- **Collector roadways serving neighborhoods also have concentrations of crashes related to speed and design.**
- **Data driven assessment is needed to identify and prioritize interventions for safety.**
- **It is important that the assessment result in attainable goals that can be tracked and actively implemented.**
- **New federal planning and implementation programs provide funds directly to local governments to address roadway safety issues; this is something for Destin to consider as a way of identifying and implementing safety projects.**

Crashes

The maps below show the locations for crashes between 2017 and 2021. U.S. 98 and some of the facilities that comprise the Crosstown Connector - specifically Legion Drive and Airport Road – have high numbers of crashes. Fatalities were especially concentrated on the western and eastern ends of U.S. 98. The speed and amount of travel likely contributed to these areas having concentrations of crashes resulting in a serious injury or fatality.





Crash Trends

State and County Trends

The COVID pandemic briefly reduced crashes as many people stayed home for significant portions of 2020. However, recent data show that crashes have picked back up since 2021. The national trend in crashes is upward, with fatalities reaching new highs in recent years. The data below show the trends in Florida, which mirror national trends. Especially disconcerting has been the significant increase in pedestrian and bicyclist fatalities.

- Total crashes decreased from 2019 to 2020 as did Vehicle Miles Traveled (VMT) within the County.
- Total crashes decreased 15% statewide and 14% within the county, while countywide VMT decreased 7.3% from 2019 to 2020.
- Total crashes increased 4.3% statewide and 1.9% countywide in 2021 as of 11/30/2021.

Crashes in Florida

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	395,785	3,176	515	653	140	901
2017	402,385	3,116	515	654	128	834
2018	403,626	3,135	531	720	160	1,020
2019	401,867	3,185	550	734	156	1,101
2020	341,399	3,332	552	715	169	1,096
2021	401,496	3,731	620	831	195	1,179

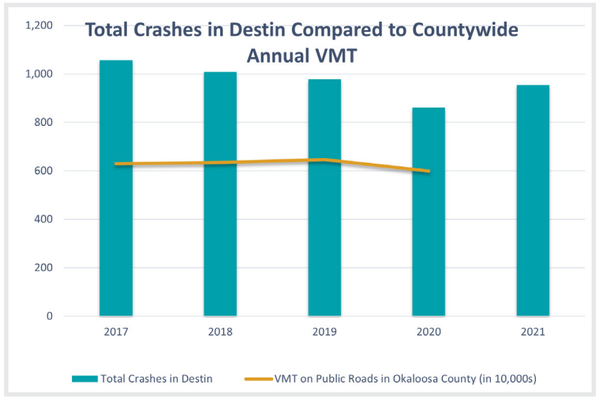
Crashes in Okaloosa County

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	3,214	21	1	8	-	4
2017	3,527	32	6	7	2	6
2018	3,532	27	4	6	1	11
2019	3,576	39	9	3	2	8
2020	3,075	45	6	13	2	5
2021	3,716	42	13	9	2	5

Destin Trends

The trendline for Destin has bucked the state and national trends, with crashes declining heading into the 2020 pandemic. The 2020 and 2021 data must be taken with a grain of salt, as VMT and travel behavior changed substantially during the pandemic and coming out of it in 2021. It will be important to carefully study 2022 data as it becomes available to decipher whether the 2017-2019 trendline has continued its downward trajectory or increased similar to other parts of the state and country.

- Destin crashes had been declining but increased in 2021 (compared to 2020).
- Total 2021 crashes (954) was a reduction from (pre-pandemic) 2019 crashes (978).





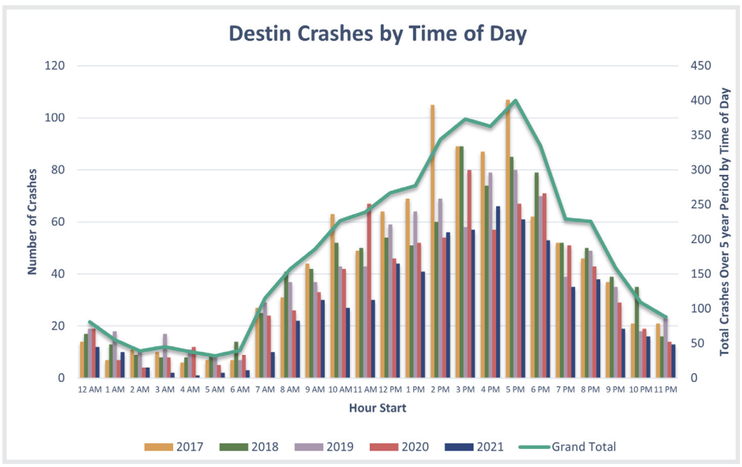
Crashes in Okaloosa County

Year	Annual VMT in County	% VMT Change	Total Crashes in Destin	% Crash Change
2016	6,104,353			
2017	6,294,202	3.1%	1,057	
2018	6,344,696	0.8%	1,009	-4.5%
2019	6,464,132	1.9%	978	-3.1%
2020	5,990,682	-7.3%	862	-11.9%
2021			954	10.7%

Prior to 2020, the number of crashes was descreasing while VMT was increasing. This is a counterintuitive trend that has several potential explanations. First, the project to widen U.S. 98 east of Airport Road had the effect of calming traffic temporarily and may have contributed to a reduction in crashes. Congestion in general can have the effect of slowing traffic and reducing the severity of crashes. Vehicle technology may also be a contributing factor. Newer vehicles typically come with technologies aimed at improving safety such as automatic emergency braking, blind spot detection, and driver monitoring systems. Whatever the causes for this trend, it is not safe to assume travel and crashes will diverge. Roadways across the country still have an unacceptable level of severe and fatal crashes. Technology can help improve the situation, but so can community and roadway design. As the projects recommended in this plan are implemented it is important to view each as an opportunity to enhance safety and continue to trend of fewer crashes.

Destin's daily crash pattern remained fairly steady between 2017 and 2021. Crashes most frequently occur during the afternoon and early evening before dropping after 7:00 PM.





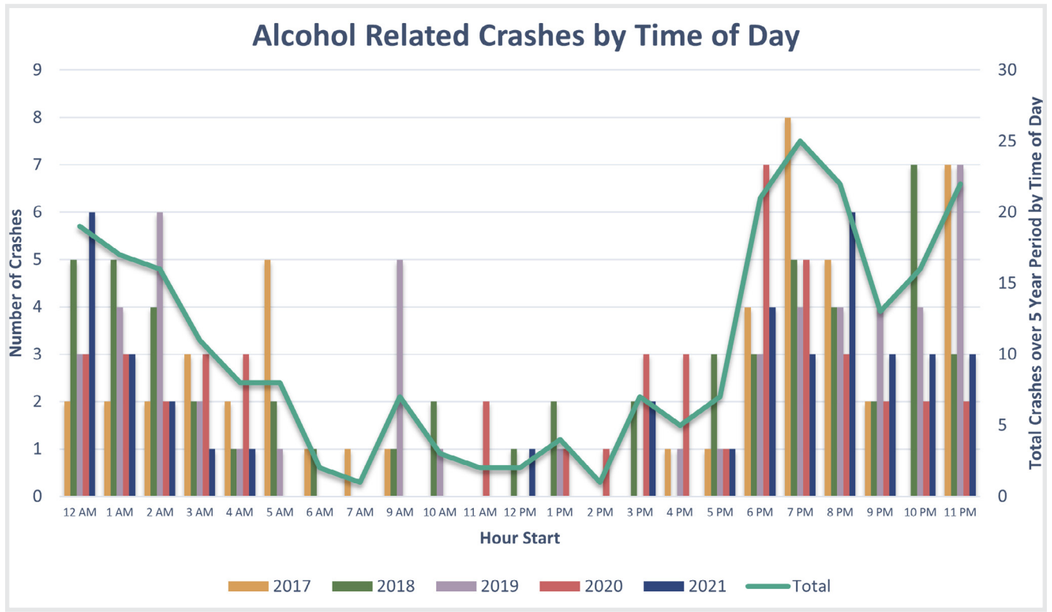


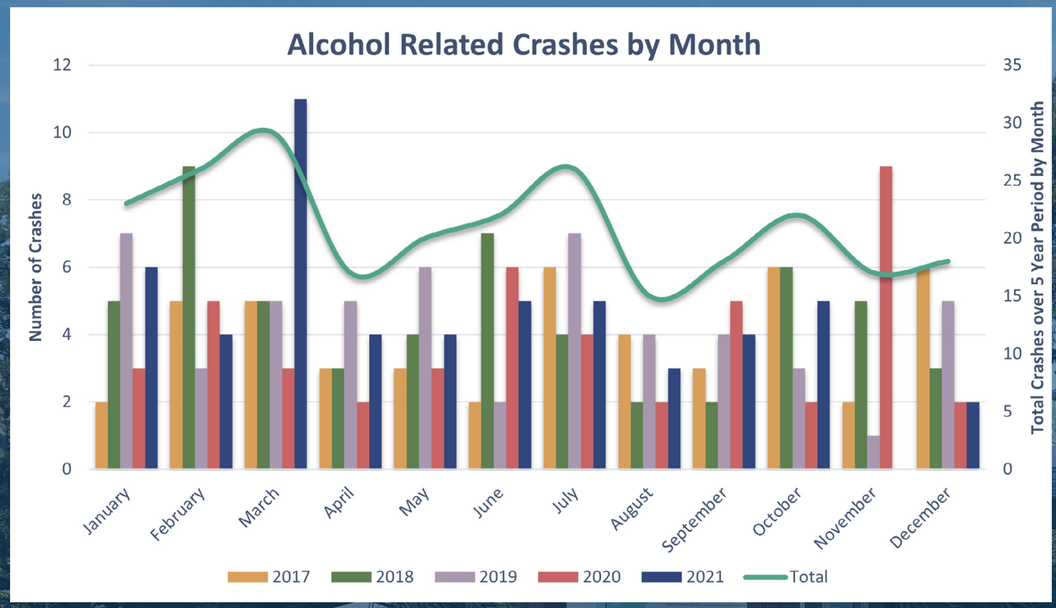
Alcohol-Related and Distracted Driver Crashes

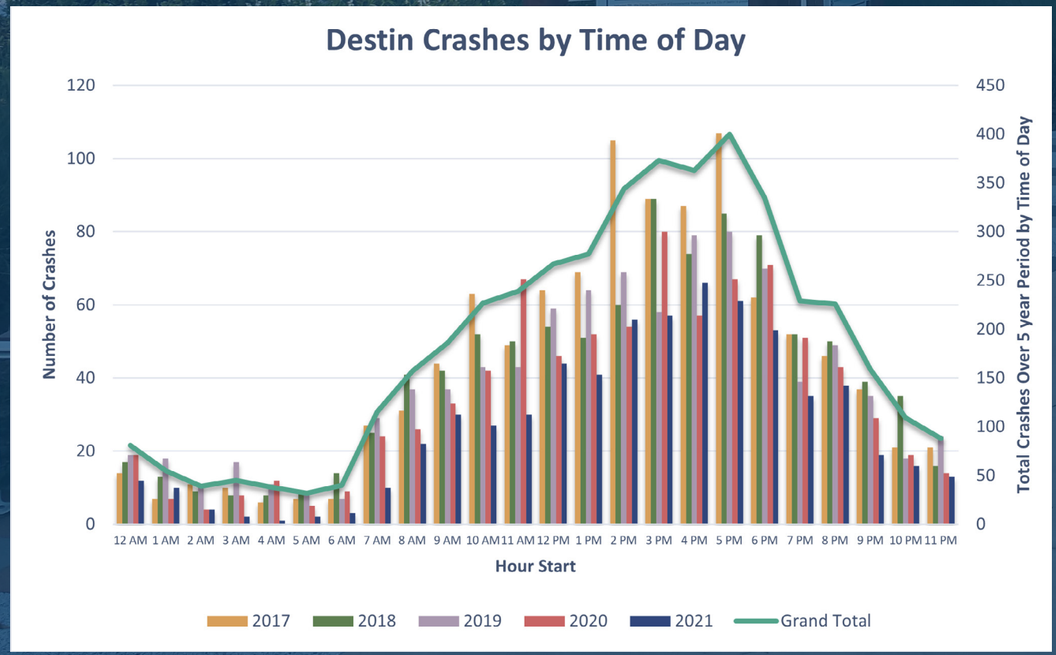
Alcohol is a significant factor in many crashes and especially serious crashes resulting in a fatality or serious injury. These crashes peak between between 6 and 8 PM and in the overnight hours (11 PM to 1 AM). Very few alcohol-related crashes occur between 6 AM and 4 PM. Destin also shows a seasonality to these types of crashes; they have typically peaked in March, July, and October over the past 5 years.

Distracted driving has become an urgent concern in recent years. These crashes occur with the greatest frequency in the early afternoon to evening hours (2 to 6 PM) with fewer occurring overnight or in the morning.

Data for Okaloosa County show an increase in alcohol-related crashes between 2019 and 2021. Countywide there were 55 alcohol-related crashes in 2019, 77 in 2020, and 83 in 2021. Serious injuries resulting from alcohol-related crashes doubled between 2019 and 2021.

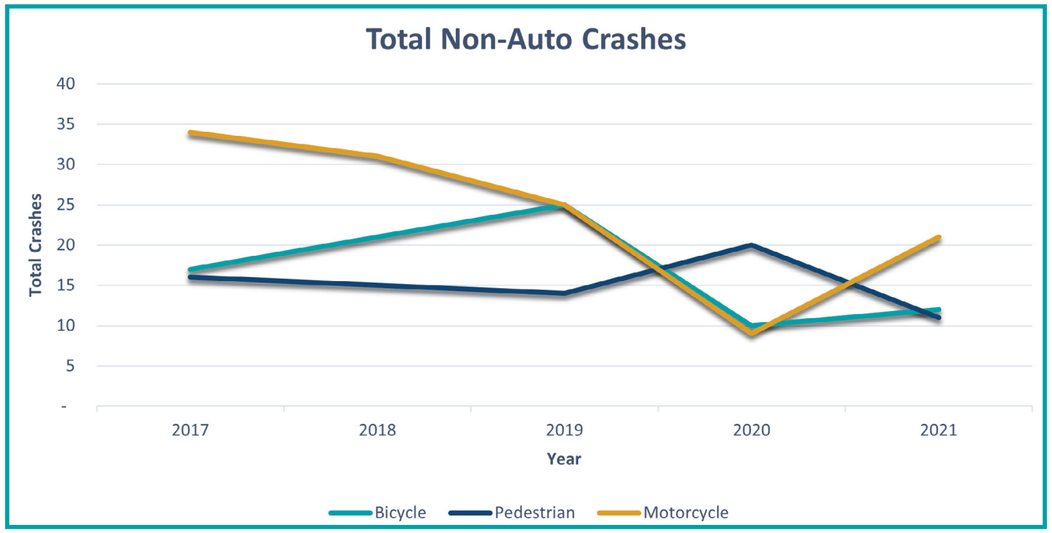




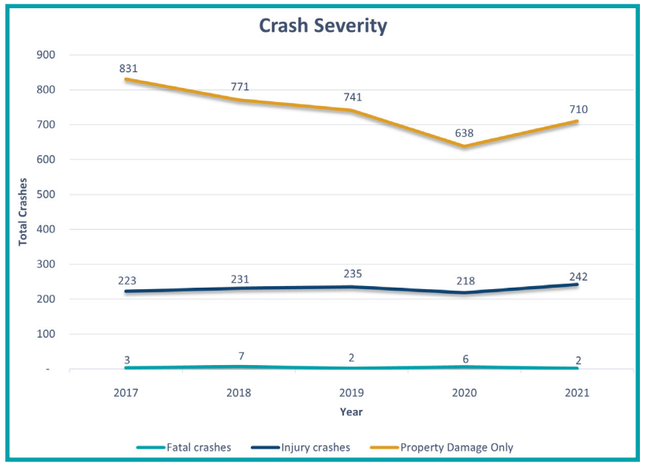


Crash Type and Crash Severity

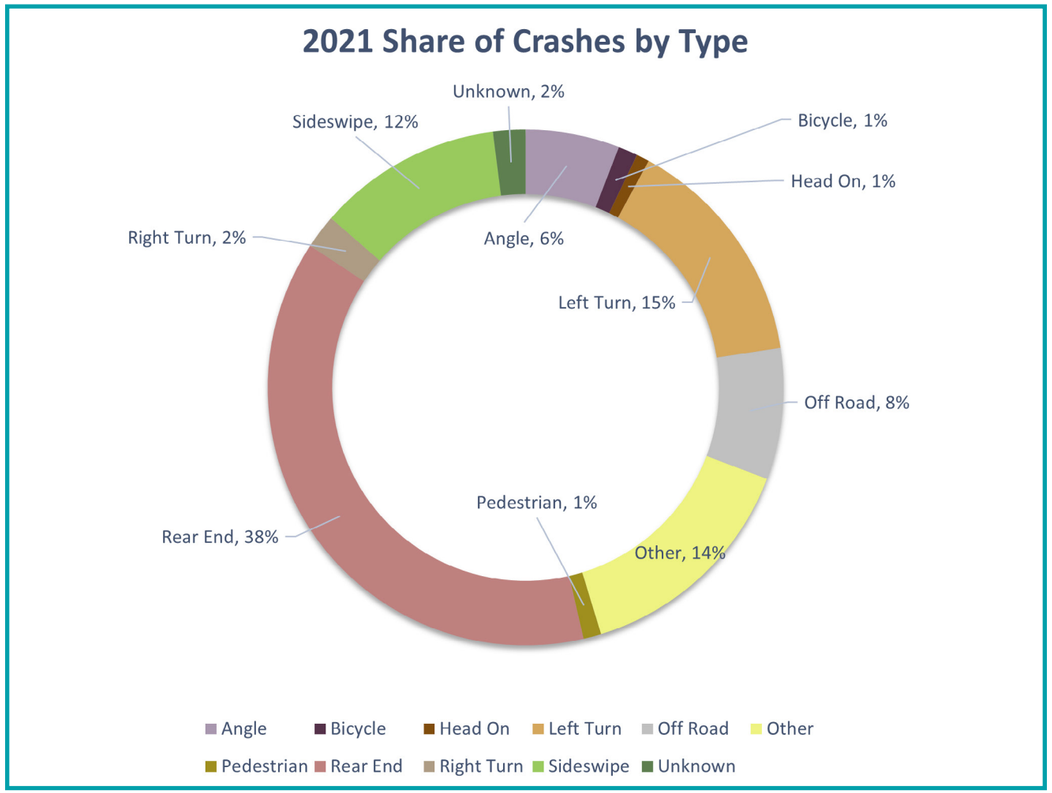
Non-auto crashes happen with greater frequency in Florida than much of the nation. This may be due in part to the climate, tourism, relatively flat terrain, and high concentration of older retirees in the state. Roadway design is also an important factor. Destin, like most Florida cities, has experienced many crashes involving pedestrians, bicyclists, and motorcycles. While these crashes have declined in absolute numbers since 2017, the pandemic is a confounding event that makes it difficult to know the true trend. As with auto crashes, it will be important to closely study the 2022 data to see if these crash types are truly declining.



The chart below shows the total number of crashes in Destin and if they involved fatalities, injuries, or property damage only. In some instances, a crash may have more than one fatality or injury. The overall trend line has been downward to crashes. However both injury crashes and property damage only crashes have increased since their 2020 pandemic-induced lull. Fatal crashes are too infrequent to draw any significant conclusions; they have been fairly flat since 2017 with upticks in 2018 and 2020. Overall bicycle and pedestrian crashes each comprise only about 1% of total crashes.



The most common type of crash is Destin is a rear end crash. These made up about 38% of crashes in 2021. Left turns and sideswipes were the other two largest crash types at 15% and 12% respectively.

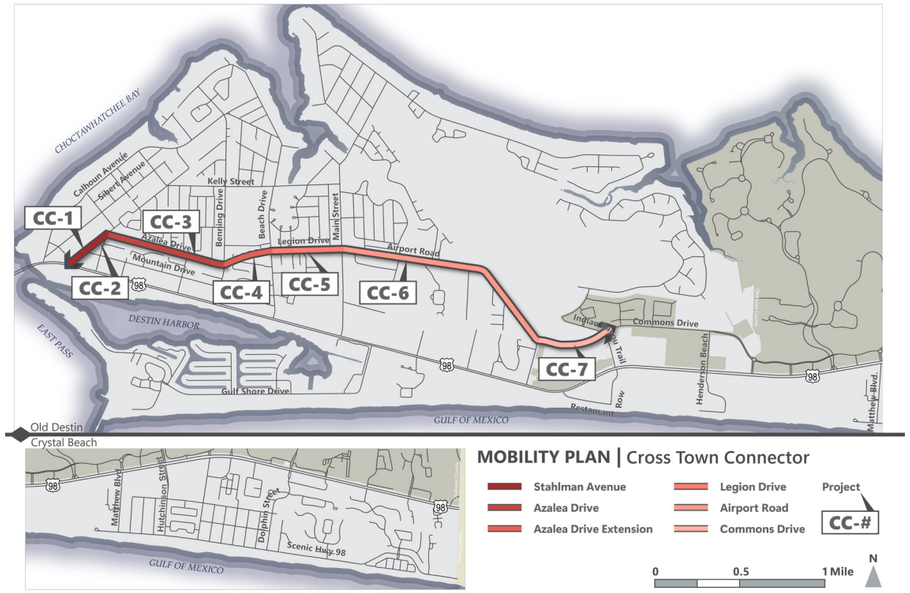


In conclusion, crashes are a significant issue in Destin. Not only do residents need to reach their destinations in a reasonable amount of time and by the mode of their choosing, they must also feel safe and comfortable in doing so. The emphasis in pedestrian and bicycle planning in recent years has been on creating streets that are safe and comfortable for people of all ages and abilities. Given the City's strong tourism industry and range of people from kids to retirees that visit or live here, designing future facilities for people of all ages and abilities is a suitable goal for Destin. This goal will help to make the transportation network better for all users.

APPENDIX

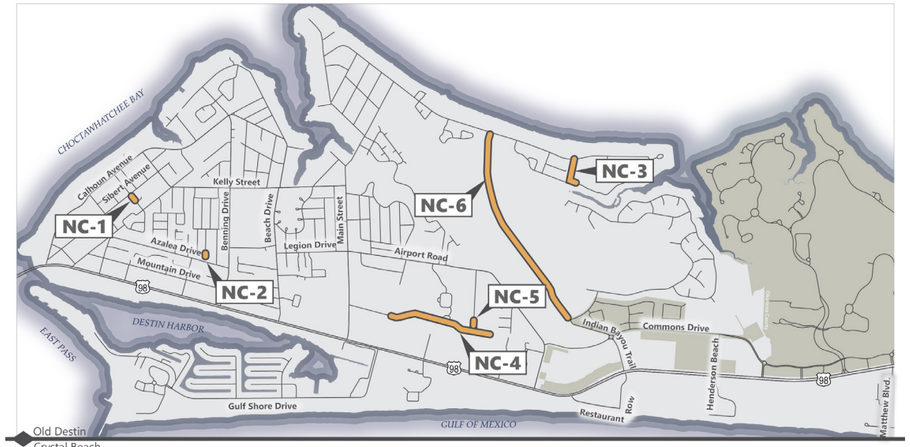
DESTIN MOBILITY PLAN
OPEN HOUSE SUMMARY

Cross Town Connector



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	**Azalea Drive Extension**	CC-4	$9,632,529	Azalea Drive to Legion Drive	New street connection to close gap in Cross Town Connector	●●●●●●●● (8)
2	**Commons Drive**	CC-7	$1,130,271	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	●●●●● (5)
3	**Stahlman Avenue**	CC-2	$2,327,859	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	●●●● (4)
4	**Stahlman Avenue**	CC-1	$276,915	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	●●● (3)
4	**Legion Drive**	CC-5	$1,116,415	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	●●● (3)
4	**Airport Road**	CC-6	$4,143,607	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	●●● (3)
5	**Azalea Drive**	CC-3	$8,725,686	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	●● (2)

New Streets



MOBILITY PLAN | New Street Projects

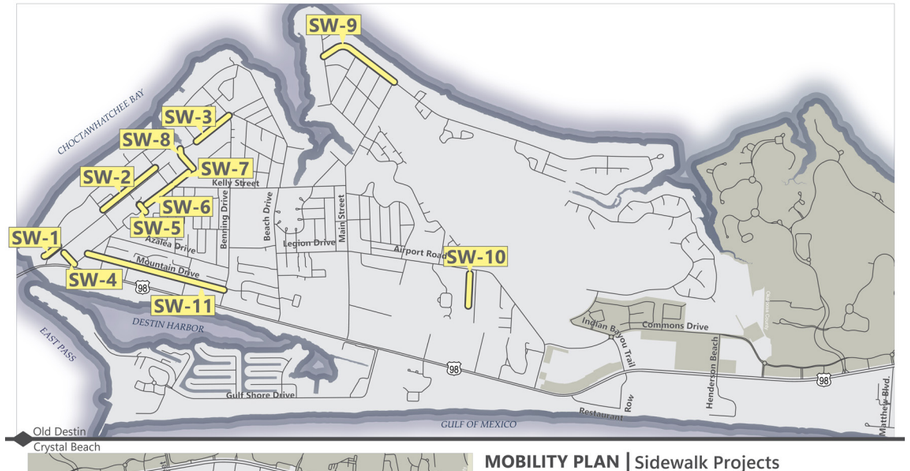
- **NC-1** Pine Street
- **NC-2** Sailfish Drive
- **NC-3** Indian Bayou North Extension
- **NC-4** 98 Palms Blvd
- **NC-5** Mattie M. Kelly Blvd
- **NC-6** Sunchase Blvd
- **NC-7** John Avenue

0 0.5 1 Mile N

Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	**98 Palms Boulevard**	NC-4	$9,149,623	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	●●●●●●●●●●●●●●●● (16)
2	**Mattie M. Kelly Boulevard**	NC-5	$844,581	From existing ends of northern and southern roadways	New minor collector	●●●●●●●●●●●● (12)
3	**Sunchase Boulevard**	NC-6	$17,313,901	Indian Bayou Trail to Indian Trail	New minor collector	●●●●● (5)
4	**Indian Bayou North Extension**	NC-3	$1,857,605	Current end of Indian Bayou North to Indian Trail	New local street (residential)	●●● (3)
4	**John Avenue**	NC-7	$866,882	Dolphin Street to Sunfish Street	New local street (residential)	●●● (3)
5	**Pine Street**	NC-1	$743,042	Sibert Avenue to Blue Marlin Court	New local street (residential)	(0)
5	**Sailfish Drive**	NC-2	$619,202	Azalea Drive to Sailfish Circle	New local street (residential)	(0)

DESTIN MOBILITY PLAN
OPEN HOUSE SUMMARY

Sidewalks



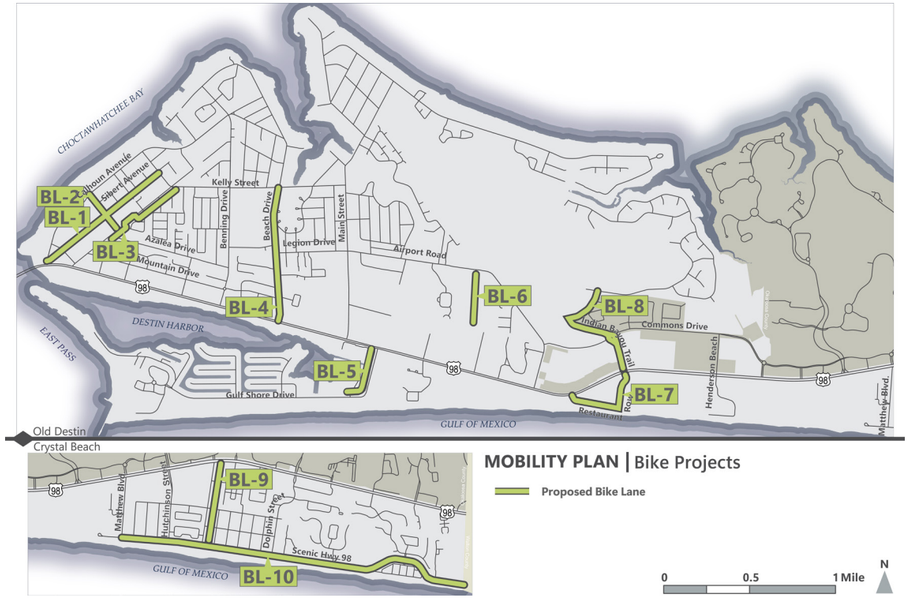
MOBILITY PLAN | Sidewalk Projects

- Proposed Sidewalk

0 0.5 1 Mile N

Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	**Indian Trail Sidewalk**	SW-9	$278,099	Bayou Drive to Main Street	South side sidewalk	●●●●●●●●● (9)
2	**Mattie M. Kelly Boulevard (northern) Sidewalk**	SW-10	$222,801	Existing sidewalk to Airport Road	West side sidewalk	●●●●●● (6)
2	**Mountain Drive Sidewalk**	SW-11	$674,700	Stahlman Avenue to roundabout	North side sidewalk	●●●●●● (6)
3	**Sibert Avenue Sidewalk**	SW-2	$419,030	Forest Street to Kelly Street	East side sidewalk	●●●● (4)
3	**Zerbe Street Sidewalk**	SW-4	$103,606	Sibert Avenue to Stahlman Avenue	South side sidewalks	●●●● (4)
4	**Sibert Avenue Sidewalk**	SW-1	$105,269	Calhoun Avenue to Zerbe Street	East side sidewalk	●●● (3)
5	**Hickory Street Sidewalk**	SW-8	$79,613	Stahlman Avenue to Sibert Avenue	South side sidewalk	●● (2)
6	**Stahlman Avenue Sidewalk**	SW-6	$123,461	Pine Street to Primrose Lane	Sidewalk	● (1)
7	**Sibert Avenue Sidewalk**	SW-3	$255,506	Cross Street to Benning Avenue	East side sidewalk	(0)
7	**Pine Street Sidewalk**	SW-5	$31,082	Blue Marlin Court to Stahlman Avenue	North side sidewalk	(0)
7	**Stahlman Avenue Sidewalk**	SW-7	$169,656	Kelly Street to Hickory Street	West side sidewalk	(0)

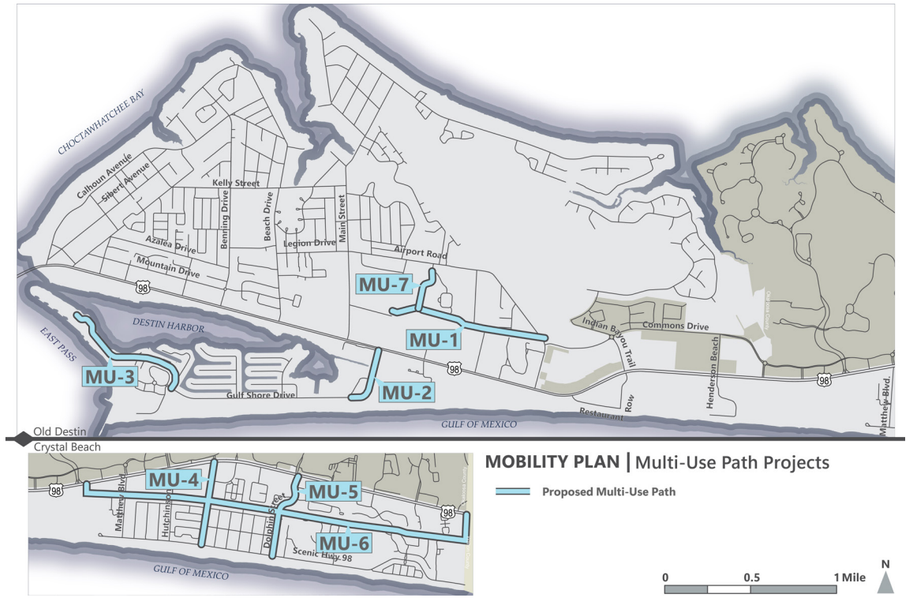
Bike Lanes



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Bayou Trail Bicycle Lanes	BL-8	$541,324	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	(7)
2	Beach Drive Bicycle Lanes	BL-4	$573,455	Harbor Boulevard to Kelly Street	Bicycle lanes	(6)
2	Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	$2,286,414	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	(6)
3	Sibert Avenue Bicycle Lanes	BL-1	$600,696	Calhoun Avenue to Kelly Street	Bicycle Lanes	(5)
4	Gulf Shore Drive Bicycle Lanes	BL-5	$257,042	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	(4)
4	Crystal Beach Drive Bicycle Lanes	BL-9	$352,036	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	(4)
4	Scenic 98 (east) Bicycle Lanes	BL-10	$9,673,289	Matthew Boulevard to Walton County Line	Bicycle Lanes	(4)
5	Stahlman Avenue Bicycle Lanes	BL-3	$360,417	Azalea Drive to Kelly Street	Bicycle lanes	(3)
5	Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	$185,377	Existing end roadway to Airport Road	Bicycle lanes	(3)
6	Forest Street Bicycle Lanes	BL-2	$85,215	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	(2)

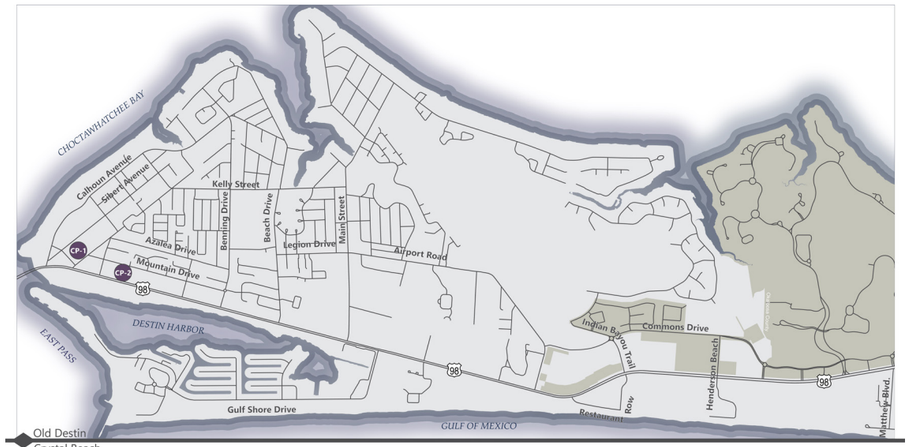
DESTIN MOBILITY PLAN
OPEN HOUSE SUMMARY

Multi-Use Paths



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Powerline easement (west) Multi-use Path	MU-1	$10,000,000	Main Street to Airport Road	Multi-use path	(14)
1	Powerline easement (east) Multi-use Path	MU-6	$1,941,257	Emerald Coast Parkway to Walton County Line	Multi-use path	(14)
2	Gulf Shore Drive Multi-use Path	MU-3	$557,162	Norriego Point to Durango Road	West/south side multi-use path	(8)
3	Gulf Shore Drive Multi-use Path	MU-2	$298,017	Sandpiper Cove to Harbor Boulevard	West side multi-use path	(7)
4	West of Twin Lakes	MU-7	TBD	98 Palms Boulevard to Airport Road	Multi-use path	(6)
5	Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	$453,504	Scenic 98 to Emerald Coast Parkway	East side multi-use path	(5)
6	Crystal Beach Drive Multi-use Path	MU-4	$408,154	Scenic 98 to Emerald Coast Parkway	East side multi-use path	(4)

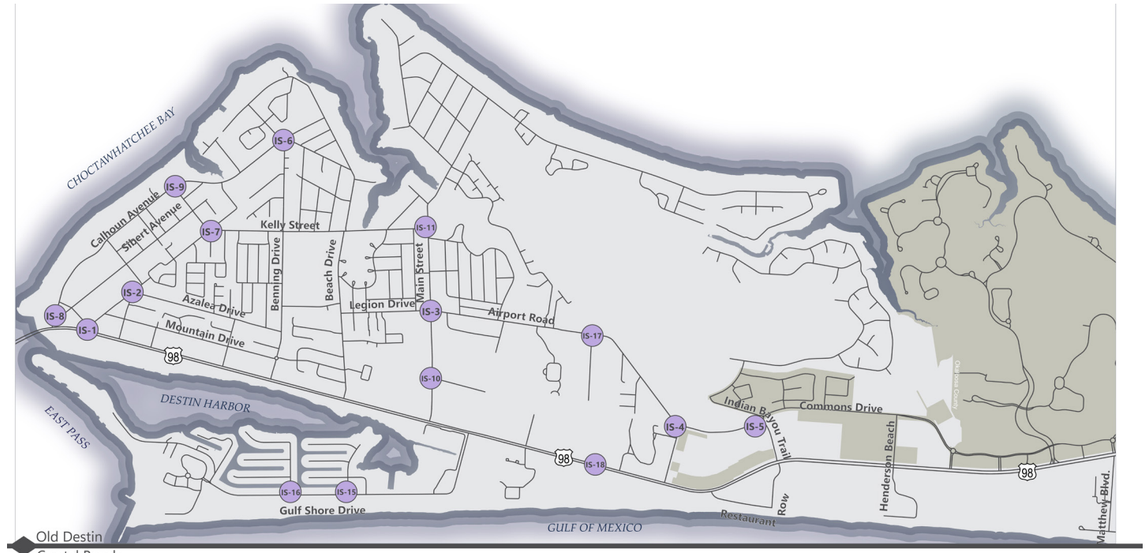
Community Parking



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	**Zerbe Street Public Parking Lot**	CP-1	$31,772,869	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	(17)
2	**Marler Street Public Parking Lot**	CP-2	$18,442,179	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	(13)
3	**Crystal Beach Parking Lot (FPL easement)**	CP-3	$1,501,500	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	(12)

DESTIN MOBILITY PLAN
OPEN HOUSE SUMMARY

Intersection Enhancements



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	**Stahlman Avenue at Zerbe St & Harbor Blvd**	IS-1	$135,828	Intersection with Zerbe Street and Harbor Blvd	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	●●●●●●●●●● (10)
2	**Calhoun Avenue at Sibert Ave**	IS-8	$19,399	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	●●●●●●●● (8)
3	**Main Street at Kelly Street**	IS-11	$240,253	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	●●●●●●● (7)
4	**Legion Drive/ Airport Road at Main Street**	IS-3	$631,990	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	●●●●●● (6)
5	**Airport Road at Commons Drive**	IS-4	$66,983	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	●●●●● (5)
6	**Benning Drive at Sibert Ave, 1st St, and 4th St**	IS-6	$1,201,471	Intersection with Sibert Avenue, 1st St, and 4th St	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	●●●● (4)
7	**Stahlman Avenue at Azalea Drive**	IS-2	$123,159	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop	●●● (3)
7	**Commons Drive at Indian Bayou Trail**	IS-5	$38,798	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	●●● (3)
8	**Stahlman Avenue at Kelly Street**	IS-7	$1,062,945	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	●● (2)
9	**Calhoun Avenue at Kelly St**	IS-9	$20,668	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	● (1)
9	**Main Street at 98 Palms Blvd**	IS-10	$566,135	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	● (1)
9	**Scenic 98 East at Matthew Blvd**	IS-12	$791,371	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	● (1)
9	**Gulf Shore Drive at Moreno Point Rd**	IS-15	$9,217	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	● (1)
9	**Gulf Shore Drive at Norriego Rd**	IS-16	$9,217	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	● (1)
10	**Scenic 98 East at Shirah St**	IS-13	$791,371	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	(0)
10	**Scenic 98 East at Pompano St**	IS-14	$791,371	Intersection with Pompano Street	Mid-block crossing links to beach access	(0)

DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Questions/Comments

Cross Town Connector

No comments

New Streets

Concerns regarding the impact of Sunchase Boulevard and Indian Bayou subdivision

Preference for sidewalks on Indian Bayou North before NC-3

Concerns about traffic noise, light pollution, installation of speed tables, and homeowner landscaping if NC-3 moves forward

Sidewalks

Suggestion for a sidewalk from Bayou Dr/Indian Trail to turn north at North Indian Trail (along SW-9)

Bike Lanes

Concerns regarding safety of BL-7 and BL-8 left turns at US Highway 98

Multi-Use Paths

Suggestion for a multi-use path getting kids from Indian Trail to Destin High School

Suggestion for a multi-use path from Indian Trail to Harbor

Community Parking

Concerns about pedestrian access and overall accessibility regarding parking projects

Intersection Enhancements

No comments

New Mobility Project Suggestions

Name	Location	Improvement
Indian Trail	Bayou Drive to North Indian Trail	New north side sidewalk
Main Street	Legion Drive to Kell Aire Dr	New east side sidewalk
Restaurant Row	From public parking lot to US Hwy 98	New east side sidewalk
Indian Trail	Starts alongside NC-3 and ends at Destin High School	New multi-use path
Indian Trail	Indian Trail to Destin Harbor	New multi-use path



EXHIBIT "A"

Destin, Florida Mobility Fee Study Memo

Introduction

Mobility fees are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. This study examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the city's transportation network and promoting sustainable solutions for all modes of travel. The mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

The content within this memo will provide a comprehensive overview of the city's Mobility Plan, highlighting how increased mobility fees can facilitate its implementation. It will outline a proposed fee schedule, project fee revenue over the lifespan of the Mobility Plan and examine the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail.

The findings of this memo aim to support policy decisions by the City Council, ultimately enhancing Destin's connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

Mobility Plan Overview

The Destin Mobility Plan, adopted in September 2024, serves as a comprehensive blueprint for addressing the city's current and future transportation needs. This plan aims to increase capacity, enhance safety, and improve walking and biking options throughout Destin. It encompasses over 60 projects, including the completion and upgrades to the Cross Town Connector, new roadway construction, multi-use trails, sidewalks, bike lanes, intersection enhancements, and community parking facilities. The total estimated cost for implementing all projects within the plan is approximately $152 million.

To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role. The combined cost of these seven key projects exceeds $30 million. Below is a list of the specific projects intended to be funded by the mobility fee:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	$9,149,623
MU-1	Powerline easement (west) multi-use path	$10,000,000
NC-5	Mattie M. Kelly Boulevard	$844,581
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	$135,828
CC-4	Azalea Drive Extension	$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	$19,399
SW-9	Indian Trail Sidewalk	$278,099
Total Cost:		$30,060,059

Mobility Fee

Fee Schedule

Table 1 presents the calculated maximum mobility fee by land use code, derived from projected Equivalent Dwelling Units (EDUs) and the total cost of necessary infrastructure improvements. The Methodology section of this report provides further details.

Table 1 Maximum Fee table

Proposed Land Uses	ITE Code	ITE 11th	ITE Rate	% New Trips	New 1-way trips	EDU	Maximum Fee
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00	$14,365
Long-term Residential							
Less than 500 sq. ft.				100%	3.30	0.70	$10,047
500—749 sq. ft.				100%	4.00	0.85	$12,173
750—999 sq. ft.				100%	4.52	0.96	$13,776
1,000—1,499 sq. ft.				100%	5.08	1.08	$15,475
1,500—1,999 sq. ft.				100%	5.61	1.19	$17,078
2,000—2,999 sq. ft.				100%	6.16	1.31	$18,778
3,000—3,999 sq. ft.				100%	6.69	1.42	$20,381
4,000 sq. ft. or more				100%	7.08	1.50	$21,578
Short-term Residential							
Less than 500 sq. ft.				100%	4.68	0.99	$14,257
500—749 sq. ft.				100%	7.05	1.49	$21,466
750—999 sq. ft.				100%	8.83	1.87	$26,901
1,000—1,499 sq. ft.				100%	10.72	2.27	$32,662
1,500—1,999 sq. ft.				100%	12.50	2.65	$38,097
2,000—2,999 sq. ft.				100%	14.40	3.05	$43,858
3,000—3,999 sq. ft.				100%	16.18	3.43	$49,293
4,000 sq. ft. or more				100%	17.51	3.71	$53,352
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71	$10,267
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48	$6,901
Mobile Home Park (240)	240	Dwelling	7.12	100%	3.56	0.76	$10,846
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85	$12,171
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00	$28,753
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86	$41,141

Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01	$57,575
Strip Retail Plaza <40k (822)	822	1000 sq. ft.	54.45	40%	10.89	2.31	$33,178
Automobile Sales (New) (840)	840	1000 sq. ft.	27.84	100%	13.92	2.95	$42,409
Supermarket (850)	850	1000 sq. ft.	93.84	24%	11.2608	2.39	$34,307
Drive-in Bank (912)	912	1000 sq. ft.	100.35	32%	16.06	3.41	$48,916
Automobile Parts and Service Center (943)	943	1000 sq. ft.	16.6	100%	8.30	1.76	$25,287
Convenience Store (851)	851	1000 sq. ft.	762.28	16%	59.08	12.53	$179,984
Golf Course (430)	430	Acres	3.74	100%	1.87	0.40	$5,697
Marina (420)	420	Berths	2.41	100%	1.21	0.26	$3,671
Fast-Food Restaurant with Drive-Through Window (934)	934	1000 sq. ft.	467.48	23%	52.59	11.15	$160,226
High-Turnover (Sit-Down) Restaurant (932)	932	1000 sq. ft.	107.2	38%	20.37	4.32	$62,053
Fine Dining Restaurant (931)	931	1000 sq. ft.	83.84	38%	15.93	3.38	$48,531
Convenience Store/Gas Station (945)	945	Fueling Positions	265.12	16%	20.55	4.36	$62,598
General Office Building (710)	710	1000 sq. ft.	10.84	100%	5.42	1.15	$16,513
Medical-Dental Office Building - Stand-Alone (720)	720	1000 sq. ft.	36.00	100%	18.00	3.82	$54,839
Hospital (610)	610	1000 sq. ft.	10.77	100%	5.39	1.14	$16,406
Nursing Home (620)	620	1000 sq. ft.	6.75	100%	3.38	0.72	$10,282
Church (560)	560	1000 sq. ft.	7.6	100%	3.80	0.81	$11,577
Private School (K-12) (532)	532	Students	2.48	100%	1.24	0.26	$3,778
Day Care Center (565)	565	Students	4.09	100%	2.05	0.43	$6,230
General Light Industrial (110)	110	1000 sq. ft.	4.87	100%	2.44	0.52	$7,419
Warehousing (150)	150	1000 sq. ft.	1.48	100%	0.74	0.16	$2,254

Context

The following sections provide a comprehensive overview of the legal framework established by Florida Statutes that permits the implementation of a mobility fee. Additionally included is a summary of the extraordinary circumstances that demonstrate the need for an increase beyond the standard allowable percentage, as permitted by Section 163.31801 of the Florida Statutes. Finally, the necessary regulatory amendments that City staff should pursue following the adoption of the mobility fee are described.

SUMMARY OF CONTEXT

Florida law allows local governments to create a "Mobility Plan" and associated fees for the purpose of funding transportation improvements in their jurisdictions. The law states that these fees cannot be used to block or delay development approvals if developers have agreed to pay the transportation costs associated with their projects. It also says that any revenue gained as a result of these fees must be dedicated to the projects outlined in the Mobility Plan. Such fees must also follow other Florida laws for impact fees. To ensure full compliance with Florida law, there are five actions that must be taken as part of or prior to the new fee's adoption: the new study and associated fees must be adopted within one year of beginning the study; 90 days' notice is required before adopting an increased fee; two publicly noticed workshops must be held; approval of the fee increase must receive a two-thirds majority vote from Council; and the Plan and fee study must be consistent with Florida Statutes.

The current mobility fee study, which was conducted under unusual economic conditions, aims to change fees that have not been updated since 2008. Increased construction costs, inflation, and supply chain disruptions are among the factors that have made it necessary to raise the fees in order to keep up with the higher costs of materials and labor.

There are two changes that must be made to City policies and regulations to reflect this new fee. First, the Comprehensive Plan needs to be updated to explicitly reference the Mobility Plan and fee, replacing terms like "transportation impact fee" with "mobility fee". Second, the Land Development Code must be revised to include the new Mobility Fee schedule and relevant policies from the Comprehensive Plan and Mobility Plan, which ensures that all City documents stay consistent with current transportation funding goals and with each other.

Legal Framework

Florida Statutes s. 163.3180 authorizes local governments to establish a mobility plan and associated fees for their transportation systems. However, localities cannot use this alternative system to delay or deny applications for site plan approvals, plat approvals, final subdivision approvals, building permits, or their functional equivalents, provided that developers commit to funding the transportation impacts their projects create, as defined by the local government's fee structure.

The revenue generated from the mobility fee must be allocated to the implementation of the Mobility Plan, which serves as the foundational basis for the fee itself. Additionally, the

mobility fee must adhere to Section 163.31801 of the Florida Statutes, which outlines regulations for impact fees.

To ensure compliance with Section 163.31801, the following steps are required prior to or as part of the fee's adoption:

- The new study and associated fees must be adopted within 12 months of initiating the fee study.
- A minimum of 90 days' notice is required before the effective date of any fee increase.
- At least two publicly noticed workshops must be conducted.
- The ordinance approving the fee increase must receive a two-thirds majority vote from the City Council.
- The Mobility Plan and Mobility Fee Study align with all relevant stipulations outlined in Sections 163.3180 and 163.31801 of the Florida Statutes.

Extraordinary Circumstances

The mobility fee study is being conducted under exceptional circumstances that highlight the need for a substantial increase in the City's current transportation impact fee, which has remained unchanged since June 2008. This fee update will be closely aligned with the Phase 1 projects outlined in the recently adopted Mobility Plan and described above.

The timing of this fee update is particularly critical given the extraordinary economic conditions stemming from various factors. The ongoing repercussions of policies implemented to mitigate the impacts of COVID-19, along with sustained disruptions in global supply chains vital to the availability of construction materials and equipment, have led to significant price increases in construction costs. These price hikes are driven by inflation, characterized by a substantial increase in the U.S. dollar money supply, persistent supply chain challenges, and robust demand for new construction.

Additionally, a strong housing market, fluctuations in the labor market, and heightened government spending on infrastructure have further contributed to elevated demand and prices in the construction sector. The U.S. Bureau of Labor Statistics' Producer Price Index by Commodity for Construction Materials serves as a key indicator of these trends. Since March 2020, when the COVID-19 pandemic began, material prices have surged by 32% as of November 2023. While this study does not predict that such price increases will continue at the same pace, the extraordinary events of the past three years necessitate an update to project costs and, consequently, the impact fee.

Moreover, it's important to highlight that construction costs have significantly risen since the current impact fee was established in 2008. The Producer Price Index for Construction Materials increased from 200.4 in June 2008 to 337.3 in June 2023, reflecting the urgent need for a fee adjustment to account for these rising costs.

REGULATORY AMENDMENTS

The following outlines the two regulatory amendments required to City documents after the adoption of the mobility fee, ensuring consistency with the City's policies, Comprehensive Plan, and Land Development Code:

- Comprehensive Plan: The Mobility Plan and associated fee should be explicitly referenced within the Comprehensive Plan. Additionally, all instances of "transportation impact fee" must be updated to "mobility fee," and any language that ties the mobility fee to concurrency should be removed.
- Land Development Code (LDC): The section of the LDC addressing transportation impact fees should be revised to include the Mobility Fee schedule. This update must also incorporate references to the relevant policies within the Comprehensive Plan and the Mobility Plan.

Methodology

This section outlines the methodology used to determine the new mobility fee, which follows a proportionate share allocation model. This approach estimates the costs of infrastructure improvements required to support new development and allocates these costs based on projected increases in transportation demand. The demand is forecasted by calculating the number of new daily trips generated by future development, using data from the Destin Mobility Plan, adopted in September 2024.

The Destin Mobility Plan identifies key infrastructure projects needed to accommodate growth, including new transportation facilities and improvements to existing facilities.

The total cost of the infrastructure improvements outlined in the Destin Mobility Plan is divided by the projected growth in Equivalent Dwelling Units (EDUs), ensuring that each new development contributes its proportional share of the transportation improvements necessary to support future growth.

SUMMARY OF STEPS USED TO CALCULATE MOBILITY FEE

These steps are described in more detail in the following sections.

1. Calculate Standard Service Unit. When new homes or businesses are built, they add traffic to the roads. To fairly measure how much traffic each use type adds, Equivalent Dwelling Units (EDUs) are used. One EDU represents the traffic generated by a typical single-family home. This allows us to compare different types of buildings and figure out how much traffic they'll create. Each building type is evaluated based on how much traffic it generates compared to a single-family home, and only new trips are counted.

2. Analyze the relationship between dwelling units and trip generation. To ensure the fee is fair, we looked at how the size of a home affects the impact it has on traffic. Three main sources of information were used for this analysis: property data, such as home size and number of bedrooms; household occupancy data, the number of people living in homes of different sizes; and household trip rates, or how

often people travel based on their household size. This information was used to figure out how the square footage of a home relates to the amount of traffic the home generates. We found that larger homes with more bedrooms tend to generate more trips.

    a. For short-term rental properties, a similar method was used. However, since short-term rentals are typically more frequently occupied, the calculation was adjusted to assume they were always fully booked.

3. Calculate Equivalent Dwelling Units (EDUs). An EDU measures the traffic impact of a typical single-family home, using Institute of Transportation Engineers (ITE) land use code 210 as the standard. The number of trips people make, based on data from the National Household Travel Survey (NHTS), is adjusted to match the ITE's traffic rates for homes. This adjustment makes sure the data is consistent and takes into account the differences in traffic created by different types of households. For other kinds of uses, we calculate how much traffic they generate compared to that single-family home. Pass-by trips and diverted link trips were not counted, and only one side of the trip (either arrival or departure) was counted to avoid double-counting the trip.
4. Estimate the cost of Phase 1 improvements. The total estimated cost of Phase 1 improvements is $30,060,059.
5. Estimate EDUs through 2040. Population and employment growth forecasts were used to estimate the total number of EDUs expected by 2040. To calculate the projected EDUs, the expected growth in people and jobs was converted to square footage, as needed, and then matched with the appropriate ITE code for each job type. This calculation gives us an estimate of 2092.62 EDUs by 2040.
6. Calculate the Mobility Fee. Divide the total cost of planned improvements (from Step 4) by the estimated EDUs (from Step 5):

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (EDUs)} = \$14,364.79$$

Calculating Standardized Service Unit

The transportation demand created by different land use types are standardized into a unit of measurement known as the service unit, defined as the Equivalent Dwelling Unit (EDU). One EDU represents the transportation demand generated by a typical single-family detached home. This standardized metric allows for consistently comparing various land uses based on their impact on the transportation system.

Trip generation data—measuring vehicle movements generated by different types of development—forms the foundation for calculating service units. Mobility fees account for demand across all transportation modes, including motorized and non-motorized travel.

Each land use type is evaluated according to its relative travel demand compared to a standard single-family home. Trip generation rates are adjusted to reflect only net new trips that contribute additional demand to the transportation system.

Relationship Between Dwelling Units and Trip Generation

This section reviews how the relationship between dwelling unit size, the number of bedrooms, and trip-making behavior was developed for the Destin context. The goal is to ensure that the mobility fee accurately reflects the impact of various residential development scales. The data for this analysis were drawn from three key sources:

1. Parcel characteristics, including land use type, number of bedrooms, and building square footage, were obtained from the Okaloosa County Property Appraiser's records. This provided detailed insights into the physical attributes of the housing stock in the area.
2. Household occupancy data from the 2021 American Community Survey (ACS) Public Use Microdata Sample (PUMS)[1] for Okaloosa County allowed for localized estimates of residents per household by dwelling unit type and size. The results are presented in Table 2.

Table 2 Persons/household by # of bedrooms, SFDU (2021 ACS PUMS, Okaloosa County)

# of bedrooms	Persons per Household
1	1.74
2	1.98
3	2.42
4	3.06
5	3.67

3. Household person trip rates were sourced from the 2022 National Household Travel Survey (NHTS)[2], with a focus on the South Atlantic region and Metropolitan Statistical Areas (MSAs) under one million residents, which provides region-specific data on travel behavior. This data is crucial in informing the relationship between housing characteristics and transportation demand in Destin.

Table 3 Trips per Person by Household Size (NHTS 2021, South Atlantic)

Household Size	Daily Trips per Person
1	2.61
2	2.35
3	2.48
4	2.22
5	1.60

[1] https://www.census.gov/programs-surveys/acs.html
[2] https://nhts.ornl.gov

6	1.12
7	1.55

These sources were combined to establish the relationship between square footage and trip generation for single-family homes. A logarithmic regression model was used to capture the non-linear relationship between dwelling unit size and the number of trips generated. The resulting estimates of trips per household size for single-family dwelling units (SFDU) are presented in Figure 1.

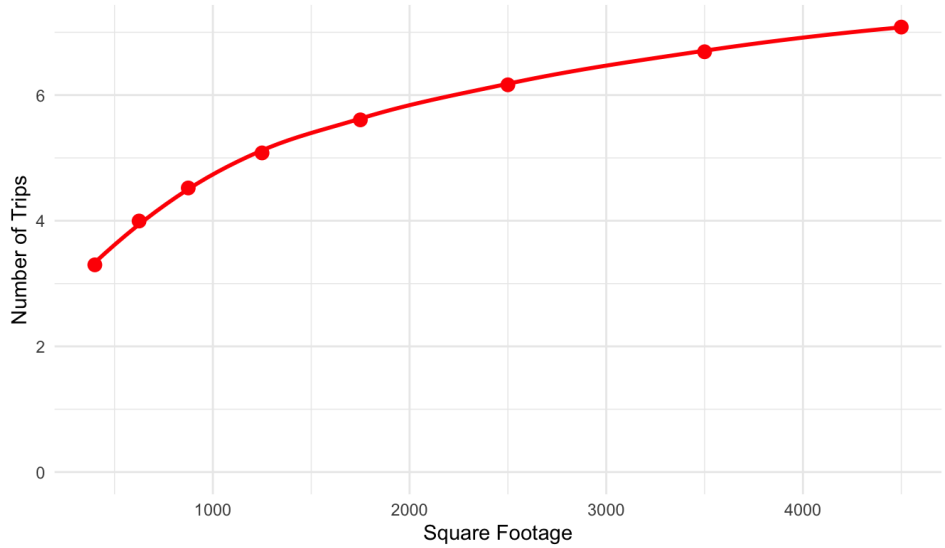


Figure 1 Relationship between trips and square footage for a single-family residential home

Short-Term Rental Trip Generation

Trip generation rates for short-term rentals were calculated similarly to those for single-family homes, with adjustments reflecting the higher utilization rates of short-term rental properties. Trip-making rates were adjusted to assume 100% occupancy based on the number of bedrooms. The resulting expected trips based on the number of square feet are depicted in Figure 2.

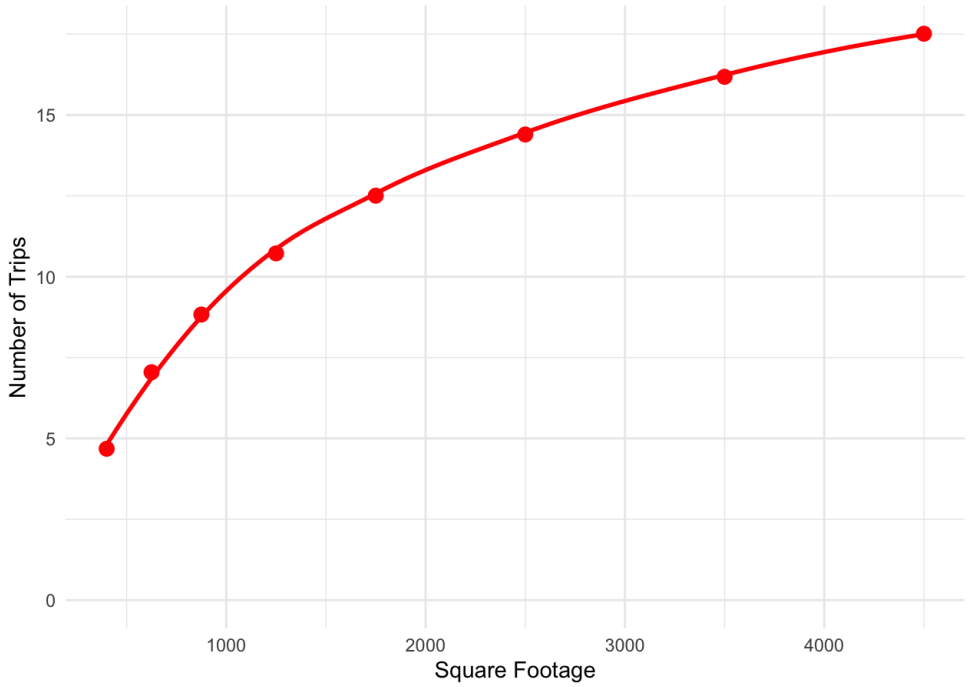


Figure 2 Relationship between trips and square footage for a short-term rental

Calculating Equivalent Dwelling Units (EDUs)

This step involves standardizing transportation demand across different land uses into EDUs, allowing for consistent fee calculations. The EDU is based on the transportation impact of a typical single-family detached home, using Institute of Transportation Engineers (ITE) land use code 210 as the benchmark. Household trip rates calculated using the National Household Travel Survey (NHTS) are refactored by adjusting them to match the proportionate ITE residential trip generation rates. This adjustment ensures all rates are sourced from ITE and are internally consistent, while also representing the varying impacts of different household types.

Pass-by trips refer to vehicles already on the road that stop at a development before continuing their route. Diverted-link trips divert from their original route to visit a development before rejoining the network. Since these trips do not generate new traffic, they are excluded from the EDU calculations. Additionally, ITE trip generation rates are halved to represent only the production side (as trip generation includes both arrivals and departures). The resulting EDUs are presented in Table 4.

Table 4 EDU by land use type

Proposed Land Uses	ITE Code	Unit Type	ITE Rate	% New Trips	New 1-way trips	EDU
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00
Long-term Residential						
Less than 500 sq. ft.				100%	3.30	0.70

500—749 sq. ft.				100%	4.00	0.85
750—999 sq. ft.				100%	4.52	0.96
1,000—1,499 sq. ft.				100%	5.08	1.08
1,500—1,999 sq. ft.				100%	5.61	1.19
2,000—2,999 sq. ft.				100%	6.16	1.31
3,000—3,999 sq. ft.				100%	6.69	1.42
4,000 sq. ft. or more				100%	7.08	1.50
Short-term Residential						
Less than 500 sq. ft.				100%	4.68	0.99
500—749 sq. ft.				100%	7.05	1.49
750—999 sq. ft.				100%	8.83	1.87
1,000—1,499 sq. ft.				100%	10.72	2.27
1,500—1,999 sq. ft.				100%	12.50	2.65
2,000—2,999 sq. ft.				100%	14.40	3.05
3,000—3,999 sq. ft.				100%	16.18	3.43
4,000 sq. ft. or more				100%	17.51	3.71
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48
Mobile Home Park (240)		Dwelling	7.12	100%	3.56	0.76
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86
Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01

Calculation of the Mobility Fee

After calculating EDUs, the next step is to allocate the costs of necessary transportation improvements based on expected growth in EDUs. By estimating the number of new EDUs, we determine each development's proportional share of infrastructure costs for the projects outlined in the Destin Mobility Plan.

Planned Improvements

The cost of planned transportation infrastructure improvements comes from the Destin Mobility Plan, which details essential projects needed to support growth. These include road expansions, multimodal enhancements like bike lanes and sidewalks, and other upgrades. Cost estimates for these projects were developed. Based on the Mobility Plan,

as illustrated in 5, Phase 1 projects that are to be funded by the Mobility Fee are anticipated to cost $30,060,059.

Table 5 Phase I Mobility Fee Projects

ID	Name	Cost	Phase
NC-4	98 Palms Boulevard	$9,149,623	1
MU-1	Powerline easement (west) Multi-use Path	$10,000,000	1
NC-5	Mattie M. Kelly Boulevard	$844,581	1
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	$135,828	1
CC-4	Azalea Drive Extension	$9,632,529	1
IS-8	Calhoun Avenue at Sibert Ave	$19,399	1
SW-9	Indian Trail Sidewalk	$278,099	1
	TOTAL	$30,060,059	

Estimating Equivalent Dwelling Units (EDUs) Through 2040

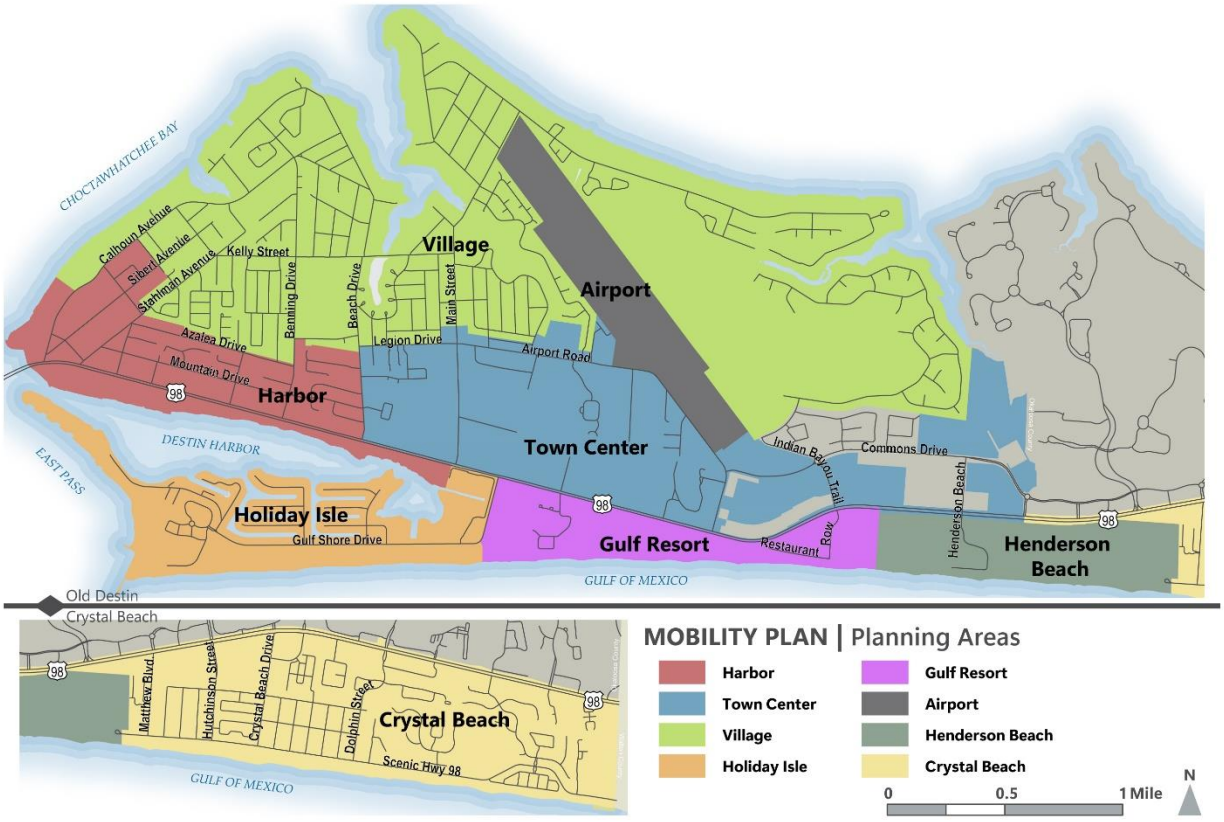
Population and employment growth forecasts for Destin were used to project the total number of EDUs expected by 2040. These assumptions are documented in Table 6. The growth projections for people and jobs are translated into EDUs by converting growth units to square footage[3], when necessary, and matching the mixture of associated Institute of Transportation Engineers (ITE) land use code presently on the ground in Destin for each job type. The result is an estimate of EDUs anticipated by 2040.

Table 6 Population and employment growth forecast (new units anticipated by 2040)

Planning Area	SF Pop	MF Pop	Housing Units	Hotel/ Motel	Seasonal	Ser Emp	Com Emp	Ind Emp	Tot Emp
Airport	0	0	0	0	0	2	0	0	2
Crystal Beach	104	236	163	80	340	59	45	7	111
Gulf Resort	11	63	36	84	59	301	138	34	473
Harbor	59	284	165	96	280	51	45	10	106
Henderson Beach	3	1	2	0	6	3	1	0	4
Holiday Isle	38	262	144	30	225	64	23	8	95
Town Center Commons	90	472	270	198	449	211	165	31	407
Village	173	331	242	59	531	22	16	3	41
Grand Total	478	1649	1022	547	1890	713	433	93	1239

Figure 1. Planning Area Map.

[3] The following estimates of square footage per employee were utilized in this conversion process: 250 sq. ft. per service employee, 450sq. ft. per commercial employees, and 1,000 sq. ft. per employee for industrial jobs.



Calculating the Mobility Fee

With the total number of Equivalent Dwelling Units (EDUs) projected by 2040 and the cost of planned infrastructure improvements established, the Mobility Fee is calculated by distributing the improvement costs across the anticipated EDUs. Based on the forecast presented in Table 6, 2092.62 EDUs are anticipated by 2040.

The final step in calculating the fee per EDU is dividing the total cost of the planned improvements by the total projected EDUs.

$30,060,059 (improvements) / 2092.62 (forecasted EDUs) = $14,364.79

With the calculation complete, the maximum Mobility Fee per EDU is $14,364.79. This maximum fee, applied to EDUs per land use type, are presented in Table 1 in the Fee Schedule section of this memo.

MOBILITY FEE OPTIONS

DESTIN, FLORIDA

FEE OPTION #1: MAXIMUM FEES FOR ALL USES

The first option for the proposed mobility fee schedule is to adopt the maximum fees from the mobility fee study for all use categories. The resulting fee schedule is listed below:

Proposed Land Uses	ITE 11th	Maximum Fee
Long-term Residential	Dwelling	
Less than 500 sq. ft.		$10,047
500—749 sq. ft.		$12,173
750—999 sq. ft.		$13,776
1,000—1,499 sq. ft.		$15,475
1,500—1,999 sq. ft.		$17,078
2,000—2,999 sq. ft.		$18,778
3,000—3,999 sq. ft.		$20,381
4,000 sq. ft. or more		$21,578
Short-term Residential		
Less than 500 sq. ft.		$14,257
500—749 sq. ft.		$21,466
750—999 sq. ft.		$26,901
1,000—1,499 sq. ft.		$32,662
1,500—1,999 sq. ft.		$38,097
2,000—2,999 sq. ft.		$43,858
3,000—3,999 sq. ft.		$49,293
4,000 sq. ft. or more		$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901
Mobile Home Park (240)	Dwelling	$10,846
Hotel/Motel (310)	Room	$12,171
Shopping Center >150k (820)	1000 sq. ft.	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178
Automobile Sales (New) (840)	1000 sq. ft.	$42,409
Supermarket (850)	1000 sq. ft.	$34,307
Drive-in Bank (912)	1000 sq. ft.	$48,916
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287
Convenience Store (851)	1000 sq. ft.	$179,984

Golf Course (430)	Acres	$5,697
Marina (420)	Berths	$3,671
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531
Convenience Store/Gas Station (945)	Fueling Positions	$62,598
General Office Building (710)	1000 sq. ft.	$16,513
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	$54,839
Hospital (610)	1000 sq. ft.	$16,406
Nursing Home (620)	1000 sq. ft.	$10,282
Church (560)	1000 sq. ft.	$11,577
Private School (K-12) (532)	Students	$3,778
Day Care Center (565)	Students	$6,230
General Light Industrial (110)	1000 sq. ft.	$7,419
Warehousing (150)	1000 sq. ft.	$2,254

FEE OPTION #2: DISCOUNTS FOR LONG-TERM RESIDENTIAL AND COMMUNITY SUPPORT SERVICES

The second fee option provides a 50% discount for all long-term residential uses, and 25% discount for community support services.

PROPOSED FEE SCHEDULE – DISCOUNTED USES

The tables below list discounted use categories, the recommended fee discount, and the resulting adjusted fee.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount $	Adjusted Fee
Long-term Residential*	Dwelling				
Less than 500 sq. ft.		$10,047	50%	$5,024	$5,023
500—749 sq. ft.		$12,173	50%	$6,087	$6,086
750—999 sq. ft.		$13,776	50%	$6,888	$6,888
1,000—1,499 sq. ft.		$15,475	50%	$7,738	$7,737
1,500—1,999 sq. ft.		$17,078	50%	$8,539	$8,539
2,000—2,999 sq. ft.		$18,778	50%	$9,389	$9,389
3,000—3,999 sq. ft.		$20,381	50%	$10,191	$10,190
4,000 sq. ft. or more		$21,578	50%	$10,789	$10,789
Drive-in Bank (912)	1000 sq. ft.	$48,916	25%	$12,229	$36,687
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287	25%	$6,322	$18,965
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226	25%	$40,057	$120,169
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053	25%	$15,513	$46,540
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531	25%	$12,133	$36,398

General Office Building (710)	1000 sq. ft.	$16,513	25%	$4,128	$12,385
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	$54,839	25%	$13,710	$41,129
Hospital (610)	1000 sq. ft.	$16,406	25%	$4,102	$12,304
Nursing Home (620)	1000 sq. ft.	$10,282	25%	$2,571	$7,711
Church (560)	1000 sq. ft.	$11,577	25%	$2,894	$8,683
Private School (K-12) (532)	Students	$3,778	25%	$945	$2,833
Day Care Center (565)	Students	$6,230	25%	$1,558	$4,672

PROPOSED FEE SCHEDULE – USES WITH MAXIMUM FEES

The tables below list maximum fee use categories and their fees based on the fee study.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount $	Adjusted Fee
Short-term Residential	Dwelling				
Less than 500 sq. ft.		$14,257	0%	$0	$14,257
500—749 sq. ft.		$21,466	0%	$0	$21,466
750—999 sq. ft.		$26,901	0%	$0	$26,901
1,000—1,499 sq. ft.		$32,662	0%	$0	$32,662
1,500—1,999 sq. ft.		$38,097	0%	$0	$38,097
2,000—2,999 sq. ft.		$43,858	0%	$0	$43,858
3,000—3,999 sq. ft.		$49,293	0%	$0	$49,293
4,000 sq. ft. or more		$53,352	0%	$0	$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267	0%	$0	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901	0%	$0	$6,901
Mobile Home Park (240)	Dwelling	$10,846	0%	$0	$10,846
Hotel/Motel (310)	Room	$12,171	0%	$0	$12,171
Automobile Sales (New) (840)	1000 sq. ft.	$42,409	0%	$0	$42,409
Convenience Store (851)	1000 sq. ft.	$179,984	0%	$0	$179,984
Golf Course (430)	Acres	$5,697	0%	$0	$5,697
Marina (420)	Berths	$3,671	0%	$0	$3,671
Convenience Store/Gas Station (945)	Fueling Positions	$62,598	0%	$0	$62,598
Shopping Center >150k (820)	1000 sq. ft.	$28,753	0%	$0	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141	0%	$0	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575	0%	$0	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178	0%	$0	$33,178
Supermarket (850)	1000 sq. ft.	$34,307	0%	$0	$34,307
General Light Industrial (110)	1000 sq. ft.	$7,419	0%	$0	$7,419
Warehousing (150)	1000 sq. ft.	$2,254	0%	$0	$2,254

FEE OPTION #3: NO INCREASE FOR LONG-TERM RESIDENTIAL AND DISCOUNTS FOR COMMUNITY SUPPORT SERVICES

The third option provides for no change in the long-term residential fee from what is currently in place, and the same discounts for community support services as listed in option #2.

PROPOSED FEE SCHEDULE – DISCOUNTED USES

The tables below list discounted use categories, the recommended fee discount, and the resulting adjusted fee.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount $	Adjusted Fee
Long-term Residential	Dwelling				
Less than 500 sq. ft.		$10,047	94%	$9,464	$583
500—749 sq. ft.		$12,173	94%	$11,449	$724
750—999 sq. ft.		$13,776	94%	$12,921	$855
1,000—1,499 sq. ft.		$15,475	93%	$14,459	$1,016
1,500—1,999 sq. ft.		$17,078	93%	$15,880	$1,198
2,000—2,999 sq. ft.		$18,778	92%	$17,353	$1,425
3,000—3,999 sq. ft.		$20,381	92%	$18,704	$1,677
4,000 sq. ft. or more		$21,578	91%	$19,682	$1,896
Drive-in Bank (912)	1000 sq. ft.	$48,916	25%	$12,229	$36,687
Automobile Parts and Service Center (943)	1000 sq. ft.	$25,287	25%	$6,322	$18,965
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	$160,226	25%	$40,057	$120,169
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	$62,053	25%	$15,513	$46,540
Fine Dining Restaurant (931)	1000 sq. ft.	$48,531	25%	$12,133	$36,398
General Office Building (710)	1000 sq. ft.	$16,513	25%	$4,128	$12,385
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	$54,839	25%	$13,710	$41,129
Hospital (610)	1000 sq. ft.	$16,406	25%	$4,102	$12,304
Nursing Home (620)	1000 sq. ft.	$10,282	25%	$2,571	$7,711
Church (560)	1000 sq. ft.	$11,577	25%	$2,894	$8,683
Private School (K-12) (532)	Students	$3,778	25%	$945	$2,833
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Less than 500 sq. ft.		$14,257	0%	$0	$14,257
500—749 sq. ft.		$21,466	0%	$0	$21,466
750—999 sq. ft.		$26,901	0%	$0	$26,901
1,000—1,499 sq. ft.		$32,662	0%	$0	$32,662

1,500—1,999 sq. ft.		$38,097	0%	$0	$38,097
2,000—2,999 sq. ft.		$43,858	0%	$0	$43,858
3,000—3,999 sq. ft.		$49,293	0%	$0	$49,293
4,000 sq. ft. or more		$53,352	0%	$0	$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	$10,267	0%	$0	$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	$6,901	0%	$0	$6,901
Mobile Home Park (240)	Dwelling	$10,846	0%	$0	$10,846
Hotel/Motel (310)	Room	$12,171	0%	$0	$12,171
Automobile Sales (New) (840)	1000 sq. ft.	$42,409	0%	$0	$42,409
Convenience Store (851)	1000 sq. ft.	$179,984	0%	$0	$179,984
Golf Course (430)	Acres	$5,697	0%	$0	$5,697
Marina (420)	Berths	$3,671	0%	$0	$3,671
Convenience Store/Gas Station (945)	Fueling Positions	$62,598	0%	$0	$62,598
Shopping Center >150k (820)	1000 sq. ft.	$28,753	0%	$0	$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	$41,141	0%	$0	$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	$57,575	0%	$0	$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	$33,178	0%	$0	$33,178
Supermarket (850)	1000 sq. ft.	$34,307	0%	$0	$34,307
General Light Industrial (110)	1000 sq. ft.	$7,419	0%	$0	$7,419
Warehousing (150)	1000 sq. ft.	$2,254	0%	$0	$2,254