AGENDA
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, MAY 8, 2019
5:30 PM
DESTIN CITY HALL BOARDROOM

1. **CALL TO ORDER**
2. **ROLL CALL/PLEDGE OF ALLEGIANCE**
3. **APPROVAL OF MINUTES**
   - **A) April 10, 2019 Minutes**
4. **OLD BUSINESS**
   - **A) Livery Vessel & Mobile Vendors Update**
   - **B) Redevelopment Plan Update**
5. **NEW BUSINESS**
6. **COMMITTEE MEMBER COMMENTS/QUESTIONS**
7. **PUBLIC COMMENTS**
8. **DIRECTOR'S REPORT**
   - **A) Code Compliance in Harbor Area**
   - **B) Update on Carrying Capacity Study**
9. **NEXT MEETING DATE: TBD**
10. **ADJOURNMENT**

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE/PARKS & RECREATION MEETING
APRIL 10, 2019 - 5:30 PM
DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER:

Chairman Buckingham called the meeting to order at 5:30 p.m. on Wednesday, April 10, 2019 in the Destin City Hall Board Room.

2. ROLL CALL:

HCRA-AC Members Present
Mike Buckingham
James Green
Barbara Mizell
Casey Jones
Jan Best
Mike Raim

Staff Present
Kim Montgomery D. Clerk
Dawn McDonald Planner
Louis Zunguze CD Director
Steven Bauman, City Attorney

Parks & Rec Members Present
Teresa Hebert
Myra Williams
Dot Jones
Matthew Sweetser

3. MINUTES FOR APRROVAL:

- **March 13, 2019**

Motion to approve the minutes of the March 13, 2019 as written was made by Committee member Green with Committee member Raim providing the second, passed 6-0.

4. OLD BUSINESS:

A. Capt. Royal Melvin Heritage Park and Plaza Proposed Design and Site Plan

Chairman Buckingham welcomed the members of the Parks & Recreation Committee to the meeting and asked for their input in regards to the current plan/design for the park.

Chairwoman Hebert thanked the Chairman for their invitation to attend and provide input as well as acknowledging all their hard work that they have put into the process. She stated that they have had a chance to review the plans and are happy with the results and ready to get it going in the right direction to get the park completed.

Committee member Williams with Parks & Rec asked if the bathrooms are going to look like how they are depicted in the plans. According to the Chairman, the structure of the building will not change and the only thing that may change is the artwork on the outside of the walls; which is the educational component that is required by the State.

Chairman Buckingham advised all members that the plans they are now reviewing, if they all

DRAFT

agree, will go to Council for their final approval.

Committee member Jones, of the Harbor CRA-AC Committee asked if the screen is removable up on the bandstand so that when bands are playing, people at the ground level will be able to see them. The Chairman stated that he would get with the designer at the Engineering Firm to be sure that inner panel is bolted so it can be removed but leaving the upper rail in place for safety purposes.

Committee member Green agreed with the removable railing suggestion so that people at the ground level can see the bands that will be playing up there during events such as the Seafood Festival.

Committee member Raim spoke of how long this park has taken to get to this point and how much he is in favor of the plans.

Chairman Buckingham also agreed and called for a motion of support.

Committee member Green made the motion to recommend to City Council that the final plans for Captain Royal Melvin Heritage Park be approved by Council and moved forward. With committee member Jones providing the second. The motion passed 6-0.

B. Pontoon Boat/Livery Vessel List

Committee member Best informed the Chairman that she had made a request to Mr. Forgione to provide a list of the companies that have registered their vessels with the city. She spoke of some issues she has asked for clarification for the formula because based on the list, some of the companies do not seem to have the correct number of parking spaces as required in the Code.

According to Mr. Zunguze, the numbers are based on the number of passengers and the staff on board; as well as a series of different calculations. Adding that he would bring those to them as well as a presentation on how the code is written and interpretations and suggestions for changes at their next meeting.

Chairman Buckingham – Pointed out how currently the planning staff only has the files and what's on the applications to go by and going site by site to update each.

Committee member Best asked about the bathroom requirements and why some businesses are making their customers use facilities across Highway 98 the moratorium ordinance appears to be longer than what the committee's originally meant for it to be. She also wants any information that can be provided regarding shared parking requirements. And lastly, she spoke of how they requested at their last meeting for the livery vessel moratorium to only be as long as the saturation study is conducted and completed but it appears that it will be longer than the board intended.

According to Mr. Bauman, from a drafting standpoint, having a logical end date allows for a reasonable extension of time; should the saturation study not be completed or Council needed additional information in order to make an informed decision on how to proceed. Adding, that was the logical way of dealing with those situations to make is less vulnerable to any sort of legal attack.

DRAFT

Committee member Best then asked to look back at the numbers that they were given regarding the number of registered vessels, which is more than the numbers they were provided.

According to Mr. Forgione, the numbers differ because the moratorium ordinance has not been adopted and in place yet and they had some new businesses get registered.

Committee member Green pointed out that although the livery vessels increased, the number of registered jet skis decreased. According to Committee member Best, she understood that change in numbers, she just wanted to make that information is made available to the public.

Chairman Buckingham spoke of the number of pontoon business owners that are in support of the moratorium and attended the initial reading of the ordinance because they are concerned about the industry due to the ones that are not running their businesses fairly which causes the reputable businesses to look bad.

5. COMMITTEE MEMBER COMMENTS:

Harbor CRA-AC Members:

- Committee member Green thanked the Parks and Recreation Committee for attending the meeting and how glad he is that they are finally moving forward.
- Committee member Raim – Spoke of being glad that the moratorium is in place but also pointed out that there is still a lot of work to do to get the vessel operators educated because people are still speeding and cutting through the lanes they are not supposed to be and cutting off fishing lines.
- Committee member Jones - Thanked the members of the Recreation Committee for attending the meeting. And how glad he is to have David Bazylak back on staff.
- Committee member Mizell – Inquired about the companies that are not registered and what's the amount of vessels. She was informed of the two businesses and the numbers.
- The Chairman asked staff, so that this committee can better understand the steps staff has to take; to bring with them at their next meeting what the steps are, from the beginning to the end, to register vessels with the City.

Parks & Recreation Members:

- Committee member Williams asked what it's going to take now to get the Royal Melvin Heritage Park plans approved and to move forward and the timeline for development

According to the Chairman, he understands that the plans go to Council again for final approval and then they can go out to bid with another chance for them all to have a set of plans to be able to refer back to.

DRAFT

Committee member Williams asked what the timeline is to get the park under construction to finish.

Motion by Chairman Buckingham that if the plans get the final approval by Council, to allow the City Manager to move forward and send the park plans out for RFP to receive bids; with Committee member Green providing the second. The motion passed with a roll call vote of 6-0.

The City Manager explained that the funds for the park are still at the County level and reminded the members that initially, this project was number five out of twenty two but it is now at the bottom of the list because the application was withdrawn few months ago.

Committee member Green asked if it would help to have a letter written to the County asking them to expedite the funds for the park. The City Manager stated that it certainly wouldn't hurt.

Motion by Committee member Green to recommend City Council to reach out to the County and ask them to expedite the application the application process for funding on the Captain Royal Melvin Heritage Park and Clement Taylor Park. Chairman Buckingham provided the second to the motion. A roll call vote of 6-0 was taken and the motion passed unanimously.

6. DIRECTOR'S REPORT:

- **Code Compliance in Harbor Area**

According to Mr. Forgione, his department was able to get another livery vessel business into compliance by the name of Big Daddy's, who has 30-pontoon boats. He also explained that Mr. Bazylak will be the "go to" person for everything that has to do with businesses on the harbor. In regards to the businesses themselves, staff will be going through each file and looking for parking, restrooms, physical inspections, etc.

Mr. Bazylak backed Mr. Forgione's statement up by adding that in this process, anything that find that is up to code, will ultimately fall back on the property owner to bring it up to the standards of the code.

Mr. Forgione informed the members that the part time Beach Compliance Office has been hired, he's retired Navy Special Ops and works for the Sheriff's Office and well as being swimming and lifesaving training. He will be working on David's off day so there will be coverage 7-days a week.

- **Capt. Andrew Nelson, Navy Special Ops – Harbor Cleanup Efforts**

Spoke to the members that he and his group are combat controllers and are experts in air traffic controllers/paradivers/advanced dive teams and recovery diving efforts. He explained that this opportunity allows his group to provide their services to the community with their clean up expertise and it also provides his 20-man team them the means to conclude their training by providing the necessary community services needed to graduate the Airforce Combat Diving Team.

He explained that they are planning to provide this service to the city on May 8th and will be

DRAFT

working closely with local law enforcement, the Coast Guard, and have also reached out Emerald Coast Scuba who will be providing support by keeping their tanks filled with air. Additionally all the divers will have full facemasks to be able to communicate fully with each other and the teams under the water and on the surface.

Motion by Committee member Green, seconded by Committee member Jones the member voted 6-0 to recommend to City Council that the cleanup operations be conducted on the north shore on the boardwalk corridor and secondary, south of the navigable channel along the shoal.

- **Update on Moratorium & Harbor Capacity Study**

Mr. Zunguze informed the members that the moratorium ordinance should pass this coming Monday at the Council Meeting and his office has contacted the Army Corp of Engineers and they have agreed to conduct the Harbor Capacity Study to find out what the maximum number the harbor can sustainably handle, impacts of commercial activities and all other environmental aspects associated with land use development in the Harbor District.

Committee member Best asked for this item to stay on their monthly agenda under project updates so they will be involved in the process.

- **State of Florida Legislative Update re: CRAs**

Mr. Zunguze spoke of his concern regarding a couple of Bills that are going before the Legislature that if passed, some could be positive and others could potentially be harmful for the operations of all CRA's in the State.

- Required Ethics Training for all CRA members
- Additional reporting and voting requirements for all the work CRA perform
- Adopting requirements for anyone associated with activities or projects
- Any new CRA's created after October of this year would have to get a 2/3 majority vote from the entire county voters, which could be onerous to achieve

He suggested they look them over and contact their Legislators to express their concerns.

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:50 PM.

Adopted and approved this _____ day of _____ 2019.

_____ _____

Mike Buckingham, Chairman Kim Montgomery, Deputy City Clerk

DRAFT

MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
MAY 9, 2018 - 5:30 PM
DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER:

Chairman Buckingham called the meeting to order at 5:30 p.m. on Wednesday, May 9, 2018 in the Destin City Hall Board Room.

2. ROLL CALL:

Members Present	**Staff Present**
Mike Buckingham	Deputy City Clerk Kim Montgomery
James Green	Deputy City Manager Steve Schmidt
Jan Best	
Mike Raim	
Casey Jones	
Sandy Trammell	

3. APPROVAL OF MINUTES: April 11, 2018

Motion to approve the minutes of the April 11, 2018 meeting as written was made by Committee member Best and seconded by Committee member Green. The motion passed with a 6-0 vote for approval.

4. OLD BUSINESS:

- **Discussion on CRA Plan Update:**

Mr. Schmidt reminded the members that the original CRA Plan has not been revised since its adoption in 2003 and anything that they would like to see implemented and funded for the future needs to be in the plan or it will not get funded.

Committee member Trammell:

- Beginning on Pg. 18, Streetscape Improvements she wants to encourage the sidewalks to not be placed directly adjacent to the highway and instead up next to the right-of-way line along Hwy 98 and have greenery requirements between the road and the sidewalks to provide some protection for pedestrians. After a lengthy discussion, Committee member Best suggested that they put this discussion (pg. 19 & 20) on the agenda for next month so that Mr. Schmidt can contact the State and find out what the minimum and maximum guidelines are.

The decision was made and agreed upon by all to skip the Financing portion of the plan until that department can have a chance to review the document and provide insight.

Committee member Best stated that she has said this before and wants all language in the plan that references the taking of personal property to be removed from the plan.

Chairman Buckingham suggested revisiting pg. 35 when the Finance Department can provide any comments.

Committee member Trammell made the motion to table pages 21-34 until their next meeting. Committee member Raim provided the second for discussion. Committee member Trammell modified her motion to start at page 18, Urban Design, making it pages 18-34 with Committee member Raim providing the second to the amended motion. With no further comment, the motion passed unanimously.

Mr. Schmidt stated that he would forward the necessary pages to the Community Development Department for their review and comments but stipulated that he could not provide a timeline as to when they would come back to them since that department is extremely busy at this time.

Committee member Green wanted to make sure that they would have adequate time to review their comments and provide input before it goes forward for the CRA Board. According to Mr. Schmidt, he will implement all the department's comments and recommendations in a different color so they can easily be identified when the document comes back to them for their review.

Committee member Best suggested that the Community Development Department personnel that is going to be reviewing and providing insight and comments read the Sasaki Plan, since it was the foundation of the CRA Plan and they would not understand this plan without understanding that report. According to Mr. Schmidt, both the City Manager and the Community Development Director are working on a presentation with items from both the Sasaki Plan and the Cannin Plan to provide Council at their Visioning Session on June 15th as well as providing them options they can choose from to help create a vision going forward.

Committee member Trammell requested that in the plan, where it references sections of the Comprehensive Plan, if those references could be included in the document as margins or as tabs so that they can refer them as they are going through the document and not have to stop, get the Comp Plan and go to that referenced section to read it, then back to the CRA Plan again.

5. NEW BUSINESS:

- **Project Updates**

A. Norriego Point Project Update:

- **Groin Cap**

Committee member Green asked about the section of the sheet pile that still does not have any rock placed on the north side coming into the lagoon and if there are plans to place rocks on that area. According to Mr. Schmidt, it should, as there is not supposed to be any exposed sheet pile at the completion of this phase of the project. Committee member Green also asked if it will be capped with concrete and then covered with sand. Mr. Schmidt stated that it is supposed to be to provide protection if there happened to be a bad storm, the concrete would protect it and prevent scour and sand could always

be replaced; if it's blown away.

The members discussed ways to keep boats from mooring along the dune and with it being such a delicate issue, the best way to solve the problem would be to have a channel marker installed to delineate the navigational channel, which would legally keep boats out since it is a Federal Offence to moor in a marked navigational channel. There was also a discussion about the planting of the sea oats and why it's taking so long because of the large amount of plants needed to cover the large dune.

Committee member Trammell suggests some signage to be placed to alert the general public that the area is still under construction in a way to try to keep them out of the area to prevent any damage to the dune and structure while it's still under construction.

B. Boardwalk Extension under Marler Bridge Status:

According to Mr. Schmidt, the revised drawings are still being worked on to correct clearance, lighting, and connection issue from the initial plan, as a well as addressing the elevation issues. Adding that if they can't get some funds from FDOT they may need to use some transportation funding. He also explained that they city did receive some preliminary drawings for the design of the access under the Marler Bridge.

C. Member Comments:

Committee member Raim inquired into the status of the work that was being done on Calhoun Avenue across from his property. According to the Chairman, the discovery of utilities and the need to have them moved is what's holding up the continuation of completion of the Calhoun Drainage Improvements in that general vicinity.

The Chairman asked about the status of the Leonard Destin Park. According to Mr. Schmidt, the park construction is managed and funded by the State of Florida and the city does not have any say so about when they break ground. He then asked about Clement Taylor Park. According to Mr. Schmidt, the city has sent the Restore Act application to the County and are waiting to hear word.

Committee member Green asked about the status of the Royal Melvin Heritage Park and their recommendation to redesign the pathways around the trees. According to Mr. Schmidt that is going to City Council on May 21st with their recommendation on the best estimate of cost and impacts.

Committee member Best stated that she thought their recommendations were going before the CRA Board first. There was a discussion regarding the process of taking their recommendation before the CRA Board and how they should also attend the meeting to provide input if necessary. Committee member Best expressed her confusion regarding the difference between the CRA Board and Council. Committee member Green provided an explanation of their roles and how they can discuss the plans at either body level.

Committee member Best expressed how she was uncomfortable at the last City Council meeting regarding the time limits that are being put in place for issues or concerns to be discussed and asked Mr.

Overdier to provide input.

Mr. Overdier explained that the three minutes was put in place so that when anyone comes to a meeting and speak to Council about anything; that person has three minutes to speak on their issue. Then Council has as much time as they want to discuss the issue and ask them questions.

Motion by Committee member Trammell that the CRA Board meet prior to the City Council Meeting on May 21st to discuss their recommendation for tweaking the Heritage Park Plan and giving the CRA Board members the opportunity to discuss with the Harbor CRA-AC members during that meeting. The motion passed 4-2 with Committee member Green and Jones voting no.

Committee member Raim asked what the status of the Cement Plant property is. According to Mr. Schmidt, the grant application has been submitted but a decision is not expected until August.

Committee member Trammell asked if a new member was appointed to the committee. According to Mr. Schmidt, someone was nominated but Council did not support the nomination so there currently is still a vacancy. She then spoke of an area at McGuire's parking lot that is open to the highway and how dangerous it is to people that might assume it's a pedestrian cross. She explained how in the past the city approached McGuire's about the concern and it was repainted into a parking space however, it is a walkway again. She stated that she feels they need to make a recommendation to ask McGuire's repaint that area as a parking space for safety purposes.

Committee member Green disagreed and stated that if there is not a painted walkway to cross the street, all it allows is access to the sidewalk from the parking lot. He also spoke of seeing people cross the highway all up and down Highway 98 within feet of the new signalized and lighted traffic controlled pedestrian crosswalks and to him, he doesn't see the incentive in it.

On a motion by Committee member Trammell, seconded by Chairman Buckingham; the member voted 5-1 with Committee member Green dissenting; to recommend that McGuire's close the access to the sidewalk and paint a parking space to prevent pedestrian's access to the sidewalk and highway for safety purposes.

Committee member Best asked Mr. Schmidt if he vetted her request to have the agenda changed to show that the public has the chance to speak on the items they are discussing before they take a vote.

According to Committee member Green that portion of the agenda is there for people to bring up subjects that they would like the committee to address in the future.

Committee member Trammell agreed with Committee member Best and feels that it should be on the agenda so that the public is aware that they have a chance to comment on items on the agenda prior to their vote.

According to Chairman, he knows if there are people sitting in the audience he is going to allow them a chance to speak on any issue they are discussing.

Committee member Best commented about the reply to all email and how she feels that they should have a Sunshine Law Presentation with Committee member Trammell as the presenter. According to Committee member Trammell she is not the one to make the presentation but agreed that one is needed.

Committee member Green explained how replying to all could easily open the door to an unintentional violation and its always best not to do so.

Committee member Trammell explained that if any member is perceived in any way possible of a violation then everyone in the room and on the committee would be investigated, including their phones, laptops or anything that they feel needs to be looked at. She spoke of how important it is for the perception to not be anything but above the board. She then spoke of an incident that happened in Panama City where someone walked into the Chambers and heard two of the Council members talking about something and perceived it to be about a subject that was coming before them at their meeting for a vote and they were each fined $500.00 for that perception.

Committee member Raim spoke of an incident where he had to shut down a meeting of this board in 2004 because of a heated discussion that he felt was getting close to being a sunshine violation and potentially fines and how they were all later instructed by the City Attorney on the Sunshine Law.

Committee member Best asked what the status is of the Livery Vessel Ordinance and if there has been anymore businesses coming into compliance. According to Mr. Schmidt, there are a few that are still working on coming into compliance and he is also dealing with someone that is challenging the city requirements for the FEMA Flood Plain requirements. He mentioned there are a few NOVs being issued and one is for a livery vessel company that is renting pontoons in the city that staff discovered from FWC's monthly report. He explained they were cited by the FWC for not meeting the standards for lifejackets for children and as a result of their investigation the FWC also discovered the company did not have the proper signage, and the person giving the pre-ride instructions was not properly certified. Additionally, staff discovered after doing some investigative work that the company was operating a commercial business in a residential area and delivering the pontoon boats to either Joe's Bayou or to the beach adjacent to the Coast Guard Station and failed to license their boat or business.

Committee member Best suggested revisiting their discussions and recommendation for medallion program similar to what the New York City Taxis have. According to Mr. Schmidt, staff is working on implementing a sticker program for the summer.

6. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:55 PM.

Adopted and approved this _____ day of _____ 2018.

_____ _____

Mike Buckingham, Chairman Kim Montgomery, Deputy City Clerk

MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
SEPTEMBER 12, 2018 - 5:30 PM
DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER:

Chairman Buckingham called the meeting to order at 5:30 p.m. on Wednesday, September 12, 2018 in the Destin City Hall Board Room.

2. ROLL CALL:

Members Present	**Staff Present**
Mike Buckingham	Deputy City Clerk Kim Montgomery
James Green	Deputy City Manager Steve Schmidt
Jan Best	
Mike Raim	
Casey Jones	
Sandy Trammell	
Barbara Mizell	

3. MINUTES: There were no minutes to approve for this meeting

4. OLD BUSINESS:

- **Discussion of FY 2018 Work Plans**

  - Work Plan A: Royal Melvin Park – Committee member Raim
    - Construction plan development and approval
    - Finalization of grant & funding sources
    - Completion of approvals and construction

Committee member Green made the motion to change the measurable outcomes for this to 2019 work plan with Committee member Best providing the second. Motion passed 7-0.

  - Work Plan B: Increase and optimize Harbor Area Parking – Chairman Buckingham
    - Identify additional parking locations in the harbor area
    - Recommendations for parking improvements to CRA Board
    - Implement changes, improve parking spaces

Mr. Schmidt provided the members information on all the improvements within the Harbor District for paid parking. There was a discussion about the vacant lot that is up for sale at 108 Siebert Avenue and how the city is in the process of negotiating with the property owner for purchase.

Mr. Schmidt also spoke of the Private/Public Partnership with Structured Parking whom Council awarded the bid to and how staff is working with them to explore the possibility to utilize these properties for future structured parking.

Committee member Trammell asked for any information on the Structured Parking to be presented to them for their review regarding their proposals before it is sent to City Council.

Committee member Green suggested an annual parking pass/sticker for locals similar to the Joe's Bayou Boat Ramp stickers. According to Mr. Schmidt, that is being considered.

Motion by Committee member Best for FY-19 to include improved parking and all that falls under that purview including information from Structured Parking Solutions for their review prior to going before City Council. Chairman Buckingham provided the second to the motion. There was a discussion regarding the revenue collected by paid parking initiative and the Emerald Grande's profits; as well as the resulting traffic jams on Highway 98 this past summer. With no further discussion, the Chairman called for the vote and **the motion passed 7-0.**

- Work Plan C: Implement Harbor CRA Master Plan – Committee member Green
  - Improved safety and image of Harbor District
  - Cooperation of boardwalk owners and tenants for enforcement of rules and requirements and reduction in enforcement action for violations
  - Provide input and recommendations for boardwalk extension
  - Provide input and recommendations for streetscape improvements

The Action Plan items for this work plan were briefly discussed and Committee member Green recommended focusing mainly on the boardwalk extension under the Marler Bridge.

Motion by Committee member Green, seconded by Chairman Buckingham; the members voted 7-0 to continue pursuing the task of getting the boardwalk extension under the Marler Bridge to 2019.

Committee member Best asked staff to provide the minimum and maximum State Guidelines for streetscapes for their review and change the percentage on the work plan from 50% to 100%.

Motion by Committee member Best to keep the streetscape improvements at 100% in the work plan and asked for the State's minimum and maximum guidelines for streetscapes with Chairman Buckingham providing the second to the motion.

Committee member Trammell suggested to identify it by adding, "Reviewing the guidelines."

Mr. Schmidt stated that he is not sure what they mean by the State's minimum and maximum streetscaping guidelines, adding that FDOT has "Green Book" standards for setbacks requirements for sidewalks and curbing in the right-of-way.

Committee member Green asked what the reasoning is for asking for them since the 3R project is already set.

According to Committee member Best, they have asked for this in the past in order to be able to coordinate with the Howard Group and to go forward with the sidewalk widening plan on 98, which was discussed last year, adding they need to see the information.

Committee member Trammell suggested providing them with the multimodal plan and they can individually go online to FDOT's website to look at the Green Book Standards.

Mr. Schmidt informed the members that he would provide them with the following:

- The appropriate sheets form the Green Book or a website link
- The Streetscaping Design Standards that was adopted by this committee

Committee member Green stated that they have spent enough time on discussing this and feels that they need to move on. He asked Mr. Schmidt to email those two items to everyone.

The Chairman asked for any other discussions. **With none, he called for the vote and the motion passed 7-0.**

- Work Plan D: Revise the Harbor CRA Plan – Committee member Best

Mr. Schmidt provided the members with guidelines on how this item has been worked on in the past and suggested they split it up amongst themselves. The Chairman asked why they are now being tasked to do the Annual Report. Committee member Trammell provided insight on the background and stated that it would be best for the committee to work on it so they can make sure whatever they want included will be in the plan. Committee member Green volunteered to work on and prepare the plan. The discussion turned to the Sunshine Law and a brief discussion regarding whether Committee member Green could email the information out to all of them so that they can read it before the meeting. Committee member Trammell suggested that each process owner should to work on their own items and bring them before the committee to add to the Annual Report. According to Mr. Schmidt, that would also apply to any new items they want to add to their work plan items for the following year.

- Work Plan E: Traffic Improvements – Committee member Raim
  - Educate the public for pedestrian safety
  - Integrate walkability, people on bicycles, self-powered vehicles
  - Enhancing the quality of life through the east - west flow of traffic and the egress/ingress onto Highway 98

Committee member Raim stated that he would work more on this item so they could review it at their next meeting.

5. PROJECT UPDATES:

According to Mr. Schmidt, he has nothing new to present.

Committee member Best stated there are six items that she wants listed under this heading on the agenda; whether they have new information or not. One being the Norriego Point Park. She stated that she thought they have oversight on it and that they had made the motion to have it added into the district.

Committee member Green explained that their motion, to bring the park into the Harbor District, was presented to Council at their last Council/Committee Joint Workshop however, it was not approved

by Council.

Mr. Schmidt explained the process of bringing land into a CRA Plan and how difficult it is. He spoke of how the land has to generate income from taxes and Norriego Point, being a park, does not generate any TIFF. He did recommend however, if they really want to try to add it, they should include it into their CRA Plan.

According to Committee member Trammell, in order for property to be able to be included into the District, the property in question has to be deemed blighted and Norriego Point is not blighted.

Mr. Schmidt agreed and explained CRA Districts are created to correct blighted conditions.

Committee member Best asked for the following items to stay on the agenda for updates:

- Norriego Point
- Clement Taylor Park
- Parking Garage – Structured Parking
- Phase II of the Boardwalk
- CRA Harbor Plan
- Vendor registry for Pontoon Boats and Waverunners/Jet Skis
- Leonard Destin Park

6. NEW BUSINESS:

- **Discussion of FY 2018 Annual Report and FY 2019 Work Plans**

This was discussed above.

7. COMMITTEE MEMBER COMMENTS:

The Chairman asked why they were not involved in the Leonard Destin Park, Clement Taylor Park or the Parking Garage Structure.

According to Mr. Schmidt, the Parking Garage Structure is just in the beginning stage and explained that Structured Parking was recently awarded the bid to help provide the city with information and provide public outreach to receive comments, which was done in August. He then explained that the next step, staff was tasked to bring back to City Council their proposal. He added that this parking initiative is not just for the Harbor CRA District, but citywide. He spoke of how they may even take over the entire paid parking initiative; as they are currently doing for South Walton County.

The Chairman asked for any conceptual plans or drawings for the parking structure to be provided for their review; as well as anything else that has to do with the Harbor District.

In regards to the Leonard Destin Park, Mr. Schmidt explained this park is not a city purchased park. It is land purchased by the Trust for Public Lands; they are developing the park with an additional 10-years of maintenance and gifting it to the City. In regards to the Clement Taylor Park, it was a Restore

Act Grant that the city applied for to replace the facilities in that existing park. He explained that it was under the purview of the Parks and Recreation Department, and Lance Johnson handled it.

Committee member Green asked to push back the Annual Report draft to the December meeting. He explained that with being so involved with Destin Rodeo the entire month of October, he feels he will need the month of November to get caught up and will need time to read it and work on it.

Committee member Raim asked Mr. Schmidt if there is any information he needs about the piece of property that he spoke of earlier in the year with the past City Manager, Carisse LeJeune regarding a public/private partnership with the property owners. According to Mr. Schmidt, staff did meet with them but they were unable to provide the city with any feasible ooptions in that meeting.

8. RECOGNITION OF VISITORS

Mrs. Leigh Moore suggested recommending to the CRA Board for the city to get more involved with FDOT on the redesign project that is coming up for the west end of Highway 98 and made several observations:

- Feasibility study is scheduled for 2021
- New projects added to their 5-yr CIP Work Plan, are typically not added until that 5th year unless heavily lobbied
- Projects can to get moved up

She mentioned that she was speaking with a high ranking FDOT representative recently and they told her how stunned they were with the lack of communication that they have gotten from the city regarding discussing design wants and needs of the project; as well as trying to get it moved up on the schedule. She used the current widening project as an example stating that the Howard Group lobbied heavily with FDOT to get the project moved up from its original construction status, which originally was set for 2024-2030. She also explained that they lobbied for several design elements such as bicycle lanes and sidewalk widths, which was implemented into the plans.

According to the Chairman, he wants to continue discussing the project at their next meeting.

9. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 7:00 PM.

Adopted and approved this _____ day of _____ 2018.

_____ _____

Jim Green, Vice Chairman Kim Montgomery, Deputy City Clerk

City of Destin

Harbor
Community Redevelopment Plan

May 23, 2003

Prepared for:

City of Destin
4200 Two Trees Road
Destin, Florida 32541
And
Destin CRA

Prepared by:

The Cardwell Law Firm

Real Estate Research Consultants, Inc. (RERC)

Herbert-Halback, Inc. (HHI)

TABLE OF CONTENTS

1.0	**Introduction**	**3**
1.1	BACKGROUND	3
1.2	FINDING OF NECESSITY OVERVIEW	4
1.3	INTENT OF THE COMMUNITY REDEVELOPMENT PLAN	8
2.0	**Legal Boundary Description of CRA**	**9**
3.0	**Harbor Redevelopment Initiatives**	**11**
3.1	REDEVELOPMENT OBJECTIVES	11
3.1.1	Objective 1 - Transportation and Pedestrian Safety	11
3.1.2	Objective 2 – Parking Improvements	12
3.1.3	Objective 3 – Harbor Access, Open Space and Recreation	12
3.1.4	Objective 4 – Urban Design and Infrastructure	12
3.1.5	Objective 5 – Funding, Financing, Management and Promotion	12
3.2	TRANSPORTATION AND PEDESTRIAN SAFETY REDEVELOPMENT INITIATIVES	13
3.2.1	Transportation and Pedestrian Safety Program Initiatives	13
3.2.2	Transportation and Pedestrian Safety Capital Improvement Projects	14
3.3	PARKING REDEVELOPMENT INITIATIVES	15
3.3.1	Parking Program Initiatives	15
3.3.2	Parking Capital Improvements	16
3.4	HARBOR ACCESS, OPEN SPACE AND RECREATION	16
3.4.1	Harbor Access, Open Space And Recreation Program Initiatives	16
3.4.2	Harbor Access, Open Space and Recreation Capital Improvements	16
3.5	URBAN DESIGN AND INFRASTRUCTURE	18
3.5.1	Urban Design and Infrastructure Programs	18
3.5.2	Urban Design and Infrastructure Capital Improvements	20
3.6	GENERAL STRATEGY FOR FUNDING FINANCING, MANAGEMENT AND PROMOTION PROGRAMS	21
3.6.1	Identification and Securing Equitable Funding and Financing Mechanisms	21
3.6.2	Property Assembly Program	21
3.6.3	Branding and Promotion	22
3.6.4	Comprehensive Plan, Land Use and Zoning Changes	22
3.6.5	Programs that Encourage Public-Private Partnerships	22
3.6.6	Programs that Maintain a Safe and Clean Environment	23
3.6.7	Maintenance of Redevelopment Area Database	24

4.0 Financial Plan 26
4.1 TAX INCREMENT REVENUE FORECASTS 26
4.2 CAPITAL IMPROVEMENT PLAN AND OPERATING BUDGET 30
4.3 FUNDING SOURCES 32
4.4 APPLICATION OF SOURCES 34

5.0 Neighborhood Impact Assessment 35

6.0 Implementation Plan 37
6.1 THE REDEVELOPMENT TRUST FUND 37
6.2 REDEVELOPMENT POWERS 37
6.3 RELOCATION PROCEDURES 38
6.4 DURATION OF THE PLAN 38
6.5 PLAN MODIFICATION 39
6.6 SEVERABILITY 39
6.7 SAFEGUARDS, CONTROLS, RESTRICTIONS OR COVENANTS 39
6.8 CONSISTENCY WITH OTHER PLANS 40
6.9 CONCLUSIONS 45

Appendices 46
A. Definitions
B. Tax Increment Financing Tables
C. Resolutions and Ordinance

List of Figures and Tables

Figure 1: Boundary Map of CRA 10
Figure 2 Redevelopment Initiatives Diagram 25
Table 1 Harbor Community Redevelopment Area Projected Capital Budget 31

1.0 Introduction

1.1 Background

Over the last several months, the City has organized a redevelopment initiative, which addresses the Redevelopment Area. This area has become generally known or referred to as "Harbor Community Redevelopment Area." The name and the concept generally encapsulate a vision for the entire Redevelopment Area as the principal tourist and business corridor within the City. This vision represents the community's commitment to revitalization and anticipates addressing and/or mitigating the constraints or conditions associated with site and/or structure deterioration, economic decline, inadequate street layout, harbor and bay access, transportation and parking facilities, functional deterioration or obsolescence and other conditions of "blight" as described in the *Harbor Finding of Necessity Report*.

The task of documenting and then implementing such a redevelopment initiative is complex and addresses numerous variables. From the outset, the City's policy has been to structure an approach that focuses upon creating a favorable public foundation for redevelopment while fostering an environment that induces and encourages substantial participation and commitment from the private sector. The City's objective is to limit its direct economic participation to leveraging and reinvesting various revenues that accrue to the specific benefit of the redevelopment area itself. These include primarily tax increment revenues derived from the Redevelopment Area but might also include other special programs that might not otherwise be directed to this area but for its special status. Private sector contributions in the form of direct capital investments, contributions, assessments or other vehicles may be partially offset by or combined with tax increment revenues or other public sources of funds.

The City has expressed its desire to create a redevelopment framework that can address potential redevelopment in not only the Redevelopment Area, but throughout Destin. The availability of tax increment revenues in support of community redevelopment initiatives is one of the most attractive elements within the community redevelopment regime. Tax increment is a means of capturing additional, or a share of additional, new tax revenues generated by redevelopment and revitalization in a specific redevelopment area and which might be used to fund projects or to repay debt incurred in promoting the redevelopment. The envisioned

approach will have the CRA aggressively apply its special resources to a series of public programs that seek or induce the flow of private capital.

In the present case, this approach offers the City substantial opportunity to leverage significantly underutilized assets. To the degree that much of the new or prospective development might not occur without substantial public investments to mitigate either site specific or area wide deterioration, it is important to understand that the incremental revenue identified herein might also never be generated.

1.2 Finding of Necessity Overview

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

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

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

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

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

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

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

There is a documeted parking defficiency in excess of 400 spaces. As a result, the City has observed that most visitors simply park where they can find space on private business property, whether they are patrons or not, and walk around the harbor area. The fact that there is no public parking visible from US 98 is an issue. Motorists that park their vehicles on the north side of US 98 must cross this busy corridor and/or parking lots with speeding motorists.

The observed traffic patterns during the busy tourist seasons in Destin, clearly, contribues much to circulation and to the safety conditions within the Harbor Redevelopment Area. Vehicular stacking remains a problem within the Harbor Redevelopment Area. This is especially true on the intersection of US 98 and Stahlman Avenue, near the East Pass Bridge. The stacking that occurs in this area is very problematic because of the aforementioned proximity to the bridge. The East Pass Bridge serves as the major conduit for commuters between the Destin area

and the Fort Walton Beach area. The abrupt start and stop motion, typically present in a stacking situation, can easily lead to numerous vehicular accidents.

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

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

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

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

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

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

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

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

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

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

- Planned intensity relative to the size and adequacy of platted lots
- Absence or deterioration of infrastructure

- Poor connectivity among neghborhoods prompting the use of regional arterials for local travel
- No sidewalks
- No designated public spaces
- Unrestricted and divided ingress and egress among numerous commercial properties
- Commercial intrusion into residential areas stemming from inadequate lot depth, poor design contols, and the asbence of transtional zones that preclude opportunities to insert buffering.
- No view corridors

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

1.3 Intent of the Community Redevelopment Plan

The intent of this Plan is to serve as a framework for guiding development and redevelopment of the Harbor Community Redevelopment Area over the next 40 years. This Plan identifies redevelopment objectives, programs and capital projects to be undertaken to reverse blighting trends within the Harbor Redevelopment Area. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues must be used in conjunction with available tax increment revenue to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the CRA as specific projects are initiated, refined and implemented.

The Plan’s focus is mitigation or correction of various transportation, parking, waterfront access and safety issues documented in the Harbor Finding of Necessity Report. Changing conditions could warrant the modification of this Plan.

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

2.0 Legal Boundary Description of CRA

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

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

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

Insert Figure 1 Boundary Map of CRA

3.0 Harbor Redevelopment Initiatives

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

3.1 REDEVELOPMENT OBJECTIVES

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

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

3.1.1 Objective 1 - Transportation and Pedestrian Safety. The transportation condition of US 98 and the lack of safe pedestrian facilities are among the identifiable blighting conditions within the Harbor Redevelopment Area. Its condition shall be seen as a priority in the implementation of this Plan. To address this priority an enhanced and interconnected network of right-of-way and other infrastructure projects that focuses on improving pedestrian movement, shall be planned. To spotlight and establish the area as an attractive and competitive destination in the larger regional framework, existing transportation, and access points shall be enhanced. Ingress/egress and evacuation routes along US 98 and its major connectors throughout the year and during periods of peak visitations or periods of emergency or distress shall be realized.

3.1.2 Objective 2 – Parking Improvements. Parking shall be made available to support development and access points throughout the Harbor Redevelopment Area and the US 98 corridor in particular.

3.1.3 Objective 3 – Harbor Access, Open Space and Recreation. The waterfront is one of Destin's premier assets; yet the public access, open space and recreation opportunities within the Harbor Redevelopment Area are limited. Redevelopment initiatives shall be implemented that promote access to the Harbor and provide adequate open space and recreation facilities to meet citizen and visitor demand.

3.1.4 Objective 4 – Urban Design and Infrastructure. The first impression of the "quality of life" in the Harbor Redevelopment Area is expressed through the overall visual characteristic of the Harbor Redevelopment Area's built environment. There are numerous properties that limit the ability to redevelop in an orderly and integrated fashion due to their condition, size and orientation. The City, through redevelopment initiatives, shall encourage owners of private properties to improve their sites. Public rights-of-way and property shall be improved in order to create a sense of place for the Harbor Redevelopment Area while enhancing basic infrastructure, specifically sidewalks, stormwater and utilities.

3.1.5 Objective 5 – Funding, Financing, Management and Promotion. The funding and financing portion of this objective calls for a creative, efficient, practical and equitable funding and financing mechanism to properly implement this Plan. It is perceived that these will be tied to the expected flow of tax increment dollars at the very least. The CRA shall implement programs that provide proper management of the redevelopment initiatives and promotion of the Harbor Redevelopment Area.

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

3.2 TRANSPORTATION AND PEDESTRIAN SAFETY REDEVELOPMENT INITIATIVES

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

3.2.1 Transportation and Pedestrian Safety Program Initiatives

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

3.2.1.1 Transportation and Pedestrian Safety Design Guidelines. The CRA shall establish design guidelines and/or standards that contain the following.

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

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

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

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

3.2.2 Transportation and Pedestrian Safety Capital Improvement Projects.

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

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

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

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

3.3 PARKING REDEVELOPMENT INITIATIVES

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

3.3.1 Parking Program Initiatives

The following provides descriptions of programs that shall improve parking in the Harbor Redevelopment Area. Many of these programs are time sensitive while others are on-going in nature. Programs such as the parking study referenced in 3.3.1.1 will result in the identification of specific capital projects that shall be undertaken to realize redevelopment results.

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

3.3.2 Parking Capital Improvements

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

3.4 HARBOR ACCESS, OPEN SPACE AND RECREATION

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

3.4.1 Harbor Access, Open Space And Recreation Program Initiatives

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

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

3.4.2 Harbor Access, Open Space and Recreation Capital Improvements

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

3.4.2.1 Harbor Boardwalk. The City of Destin has undertaken numerous planning initiatives to improve the functionality, aesthetics and long-term prosperity of the City. During these planning exercises one of the highest ranked projects is the development of a boardwalk along the north shore of the Destin Harbor. The City of Destin has created a committee comprised of property owners along the north shore of the Destin Harbor, formally called the North Shore Landowners Committee. Their sole mission was to draft a proposal to the City that will result in the voluntary conveyance of public easement along the water's edge in order to construct a continuous boardwalk. The CRA shall support the initiatives of the North Shore Landowners Committee as they complete the planning process. The committee is currently completing Phase I of the Harbor Boardwalk Proposal. Phase II will be to complete an economic and parking demand analysis of the boardwalk project. The parking assessment can be completed as part of the parking study referred to in 3.3.1.1. Phase III will be the actual engineering and construction of the boardwalk. The completion of the boardwalk area will enhance the provision of access to the waterfront, provide recreation opportunities and serve as an economic stimulator.

3.4.2.2 Other Water Access Improvements. The CRA shall consider other physical improvements that will advance access to the Harbor for not only the general public but the commercial industries dependent on the Destin Harbor for their livelhood. Such improvements will include marinas, boat ramps, fishing piers and supporting infrastructrue such as parking and utiltiies.

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

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

3.5 URBAN DESIGN AND INFRASTRUCTURE

The aesthetic or design framework of an urban area is a composite of its various visual and planning elements. Each of these elements may have a different visual character or use when perceived separately. When viewed together, these discrete elements can determine the overall visual character or "image" of an urban area. The individual elements that help to define the character of an urban area may include major roadways, streetscape, public rights-of-way, buildings, landmarks, signage, greenspace, recreational areas, conservation areas and the edges of separate distinct areas.

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

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

3.5.1 Urban Design and Infrastructure Programs

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

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

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

3.5.1.3 Beautification Programs. Beautification programs such as Adopt-A-Median or Adopt-A-Right-of-Way can assist in the implementation and maintenance of landscaped areas within the Redevelopment Area. City sponsored beautification will be provided through the implementation of streetscape and gateway improvements. The beautification program will also include the preservation and enhancement of existing open spaces and natural features within the Redevelopment area.

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

3.5.2 Urban Design and Infrastructure Capital Improvements

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

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

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

3.6 GENERAL STRATEGY FOR FUNDING FINANCING, MANAGEMENT AND PROMOTION PROGRAMS

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

3.6.1 Identification and Securing Equitable Funding and Financing Mechanisms

Identify and secure all feasible sources of funding to support the redevelopment initiatives described in this Plan. Such mechanisms can include, but are not limited to, tax increment revenues, ad valorem revenue, non-ad valorem assessment revenue, taxable or non-taxable bonds, other public instruments, grants and public/private partnerships.

3.6.2 Property Assembly Program

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

- Identify and inventory all relevant substandard properties.
- Document and analyze over all parking demands and constraints throughout the Redevelopment Area.

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

3.6.3 Branding and Promotion

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

3.6.4 Comprehensive Plan, Land Use and Zoning Changes

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

3.6.5 Programs that Encourage Public-Private Partnerships

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

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

3.6.6 Programs that Maintain a Safe and Clean Environment

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

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

- Law enforcement officers will circulate throughout the Redevelopment Area on a regular basis to meet visitors, residents and business owners, listen to their security concerns and ask for their ideas to solve crime problems. Whenever possible, officers shall attend community meetings and special events.
- Periodically analyze the crime "blotter" to assess the numbers and types of law enforcement responses within the Redevelopment Area. This analysis can be used to identify problems and trends.
- Create a special patrol or "beat" for the Redevelopment Area to provide a stronger law enforcement presence, additional door checks, bicycle patrols and like alternatives.

- Develop innovative techniques to address special needs of visitors.
- Develop and implement Crime Prevention Through Environmental Design (CPTED) standards to correct any security problems related to site improvements such as lighting and vegetation. These standards can be printed and distributed throughout the Redevelopment Area. The CPTED standards can be developed as part of the design guidelines for the Redevelopment Area.

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

- The City can evaluate existing and proposed codes for the Redevelopment Area and develop a more focused code enforcement program in order to respond to the specific needs of this area.
- To accomplish these strategies the City will need to develop and refine a code enforcement program and use code enforcement staff as required. The City in developing and enhancing the code enforcement program within the Redevelopment Area may use redevelopment funds.

3.6.7 Maintenance of Redevelopment Area Database

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

Insert Figure 2 Redevlelopment Initiatives Diagram

4.0 FINANCIAL ANALYSIS AND PLANNING

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

This section of the plan provides some perspective on the tax increment that could accrue to the City of Destin's benefit under assumed conditions. This money will become available to support or further the program framework generally described in this Plan. This section also describes the funding and financing arrangements that are the most prudent means to support redevelopment activities. As noted in Section 3.6, the financial analysis necessarily requires greater detail, specific to the program or components contained in the annual work program. As the annual work program is prepared, financial analysis and funding strategies will be prepared to reconcile to each activity.

4.1. Tax Increment Revenue Forecasts

Estimates of prospective tax increment revenue that might be generated in the Harbor Redevelopment Area, assuming this redevelopment plan is implemented as anticipated, were completed by the City's economic advisor, RERC. The stream of prospective revenue is dependent on several factors, including the pace of development which occurs in the Harbor Redevelopment Area, the content of that development, its assessed and taxable value, the millage levied against the taxable base and the rate of appreciation in the existing tax base and the level of public intervention. Together, these many variables suggest a wide range of outcomes, all possible depending on the specific conditions imputed into the analysis. RERC illustrated these many possibilities by producing alternative estimates and projections that incorporate high, medium and low assumptions. The alternative sets reflect a range of parameters in which sound financial planning shall occur.

The analysis is based on Okaloosa County Property Appraiser tax roll data for 2002. The data indicates a taxable value for all properties within the Harbor Redevelopment Area of approximately $198,800,000. It is assumed, for the purposes of this Plan, that the base year will reflect this sum as the base year valuation. Given the probability of some variability in the data set, the actual base is likely to differ from this sum. Any differences, however, that might occur through inclusion or exclusion will be relatively immaterial in the context of total valuation.

Specific increases in the tax base area shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity within the area as well as the anticipated development of Harborwalk Village – a 14.70-acre mixed-use development consisting of condominiums/time shares and commercial facilities – and two other condominium type projects (Marbella and Sides Marina Point). Developers for Harborwalk Village have secured a non-binding, preliminary assessment of their project from the Okaloosa County Property Appraiser's office. Coupled with input from the developer regarding potential timing of the aforementioned project, this preliminary assessment was used to assist in ascertaining valuations for near-term future development of other projects. Beyond these specific projects, the analysis is largely trend based and could be conservative.

RERC reviewed the improvements that have been developed within the Harbor Redevelopment Area since 1998 to estimate some trends that might reasonably be incorporated in this mix of future development. Generally, the high scenario assumes that most, if not all, development (Harborwalk Village, Marbella and Sides Marina Point) that is now being discussed with City officials will be built in the next five years, in part because of expectation about the area's newly envisioned set of public improvements. Further, in the high scenario, it is assumed that the Harbor Redevelopment Area could achieve improvements that are similar to the highest values associated with development since 1998. The medium scenario reflects a lower number of development projects in the redevelopment area in the long term (past 2010), compared to the high scenario. The low scenario represents the lowest development activity, as reported in the last five years of development within the Harbor Redevelopment Area. Both the medium and low scenarios include Harborwalk Village, but exclude Marbella and Sides Marina Point because even with approved development orders, the timing for these two projects are at least moderately speculative at this point. The absence of these other major projects, again are reflected in the medium and low scenarios.

Even with input from the developers of Harborwalk and City staff, any development occurring beyond 2010 shall be considered largely conjectural in all of the scenarios because the basis for such growth is speculative at this point. Given the nature of economic cycles and future uncertainties, the near term analysis shall be considered materially more reliable than the term extending past the year 2010. The Legislation allows this revenue stream to accrue to the benefit of the Harbor Redevelopment Area for 40 years. At this point, it is uncertain what the future will hold beyond that shown in the short term. This analysis, while useful for planning, shall be repeated periodically to account for major changes, additions and deletions as they occur. Over the next several years, an analysis that extends the tax increment evaluation to a full 40-year period will be more valid. In any case, the probability of achieving the pace of development identified herein is highly dependent on the City achieving its redevelopment goals. While the high scenario might be achieved, the low scenario is consistent with an absence of planned intervention.

The creation and use of mass appraisal data maintained by the Okaloosa County Property Appraiser is for ad valorem taxation purposes. Such database reflects a modern and professionally maintained public asset. The cooperation and assistance of the Okaloosa County Property Appraiser's office is appreciated. However, the use of such data for other purposes, such as economic forecasting, does present certain problems. Among the primary difficulties of the analysis is the manner in which Okaloosa County maintains its historical tax record information.

The *year built* is frequently omitted from records, especially as it pertains to condominiums and timeshares, so the City's economic advisor had to draw inferences about the period(s) during which various properties were added to the rolls. In contrast, the tax rolls appear to be very reliable regarding the year a commercial property and single-family house was placed in service.

For perspective on the growth in the Harbor Redevelopment Area's potential valuations, as mentioned earlier and as required by Part III Section 163, Florida Statutes, RERC reviewed tax roll data from the last 5 years, ending in 2002. That review revealed that taxable additions to the Redevelopment Area ranged from $609,000 to $7,800,000 on an annual basis. These figures were used as a guide to project reasonable growth figures for development beyond 2010.

In most cases, development will occur where various buildings have already been cleared from a site. While in a specific situation the ratables associated with these

parcels could have the effect of a diminution, the impact will most likely be immaterial relative to the total assumed values of approximately $198,800,000. Further, any additions reflected on the tax rolls are based on structural values only, not underlying land which, though potentially understated, is included in the base evaluation. The City's (1.800) and the County's (4.250) current operating millage rates (i.e. those for FY 2003) are incorporated in the analysis and these are held constant over the planning horizon. For the last several years, the operating millages of Okaloosa County and City of Destin have been relatively unchanged.

As for the structure of the revenues that might be accrued, only the taxable value(s) net of the base year taxable value is considered in calculating current or future tax increment revenue. The general procedures used to calculate available revenue are shown in the following equations.

1. Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values.
2. Current taxable value LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages.
3. Net valuations TIMES applicable millages EQUAL tax increment revenue. Pursuant to Section 163.387, Florida Statutes, the maximum revenue available to a community redevelopment trust fund will be 95% of the calculated tax increment.
4. These various calculations are reflected in Tables 1, 2 and 3 in Appendix B.

An examination of each of the three scenarios indicates the value of the Redevelopment Area tax base at the end of 30 years. It ranges from approximately $652,000,000 to $924,000,000 depending on the scenario and yields a total of tax increment of $453,000,000 to $725,000,000. In the year 2011, the area will generate about $531,000 to $768,000 in revenue.

Again, all three scenarios assume development of Harborwalk Village in the relatively near-term future. The main difference among the scenarios is the rate at which taxable properties in the Redevelopment Area are added to the tax rolls. The value of these additions is primarily based on the pattern of growth that occurred within the Redevelopment Area from 1998 to 2002. The high scenario reflects the most aggressive year in terms of additions in that time period, while the low scenario mirrors the lowest period of growth within the redevelopment area.

4.2 Capital Improvement Plan and Operating Budget

This section presents the initial work plan based on redevelopment objectives and capital projects described within this Plan. The identified projects represent capital improvements necessary to realize the objectives contained in this Plan and are meant to be the type of projects to be undertaken within the Harbor Redevelopment Area. As budgets, funding and financial formulas are refined and finalized the sequence for the implementation of the projects in the capital improvement initial work plan may change. The projects listed all those given a priority that reflects practical and logistical efforts required to achieve the desired results. Specific activities will be detailed in the annual work program prepared by the City of Destin and CRA.

The recommended budgets for the capital improvement projects include design and construction costs as well as costs for additional studies, data manipulation or research needed to implement each project. The costs generally do not include the costs of land acquisition or right-of-way.

On-going or annual programs have also been identified under redevelopment initiatives in section 3.2 through 3.6 but are not referenced here since they are not capital projects. Additional projects that serve to implement the objectives contained in this Plan are anticipated. The work plan shall be formalized and reviewed annually as part of the City's and CRA's capital improvement process.

The Capital Work Plan projects and dollar amounts are primarily based on past studies performed for and by the City of Destin. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only and are considered to be relatively conservative.

The budget for each project includes the costs of design, associated inventories, construction documents and implementation for each project. While representing and consistent with all analysis and discussions, these projects and their budgets are preliminary.

Harbor Community Redevelopment Area Projected Capital Budget

	Name of Improvement	Recommended Budget	
A	**Roadway Improvements**		
	• US 98	$830,000	
	• Stahlman Avenue	$400,000	
	• Mountain Drive	$830,000	
	• Benning Drive	$230,000	
	• Beach Ridge Drive	$1,970,000	
	• New Secondary Streets	$1,780,000	
	• Miscellaneous Secondary Streets	$270,000	$6,310,000
B	**Multimodal Transportation Improvements**		
	• Concurrent with roadway improvements	$2,380,000	
	• Bike paths	$1,070,000	$3,450,000
C	**Pedestrian Sidewalks and Crosswalks**		
	• Concurrent with roadway improvements	$5,750,000	
	• Bluff Ridge Walk	$660,000	
	• Harbor Walk	$7,990,000	$14,400,000
D	**Streetscape Improvements**		
	• Concurrent with roadway improvements	$5,750,000	$5,750,000
E	**Stormwater and Utilities Improvements**		
	• Concurrent with roadway improvements	$4,360,000	$4,360,000
F	**Evacuation Improvements**		
	• Concurrent with roadway improvements	$60,000	$60,000
G	**Parking Improvements**		
	• Concurrent with roadway improvements	$990,000	
	• Public Parking Garages	$23,100,000	$24,090,000
H	**Harbor Boardwalk**		
	• Bayside Boardwalk and Extension	$2,650,000	$2,650,000
I	**Water Access Improvements**		
	• Other access	$270,000	$270,000
J	**Special Event Area**		
	• Public Plaza	$5,700,000	$5,700,000
K	**Open Space and Recreation Improvements**		
	• Taylor Park	$740,000	
	• Community Piers	$1,110,000	
	• Visitor Center	$390,000	$2,240,000
L	**Gateway/Signage/Wayfinding System**		
	• Area wide	$290,000	$290,000
	TOTAL COST OF INITIAL CAPITAL PROJECTS		**$69,570,000**

Table 1: Harbor Community Redevelopment Area Projected Capital Budget

4.3 FUNDING SOURCES

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

- The City is an appropriate source of funds for initial redevelopment planning support through its staff and consultants. These costs could be recovered from the CRA.

- Non-ad valorem assessments could be developed and imposed to fund the construction and maintenance of specific public improvements and essential services. Non-ad valorem assessments can facilitate the underlying credit for issuance of bonds or other financial instruments for anticipated capital improvement programs. A substantial portion of the tax increment revenues an be earmarked to offset or buy down such special assessments.

- The Florida Department of Transportation (FDOT) has a number of programs that could contribute funding for redevelopment efforts involving state highways. These include the Highway Beautification Grants Program, The Highway Safety Grants Program, T-21, Local Government Cooperative Assistance Program and the Adopt-a-Highway Program.

- Criteria considered by FDOT for participation and scheduling is availability of matching community funding which the CRA provides. The City shall approach FDOT regarding the impacts of the CRA and the possibility of FDOT as an additional funding source.

- The Florida Department of Community Affairs sponsors a grant program providing financial assistance to local governments within Florida's coastal counties. Florida Coastal Management Program grants are funded by the National Oceanic and Atmospheric Administration and the US Department of Commerce for such projects as management of coastal development and redevelopment, protection and management of coastal resources and hazard mitigation.

- The Florida Department of Community Affairs can also provide technical and financial assistance through such programs as the Community Development Corporation Support and Assistance Program and Emergency Management Preparedness and Assistance Competitive Grant Program.

- The Northwest Florida Water Management District may provide technical assistance in the design of stormwater improvements.

- The Florida Department of Environmental Protection has a number of sources that may be used in the acquisition and development of recreation and open space facilities.

- The Florida Department of Agriculture and Consumer Services' Florida Small Business Administration Tree Planting Program and the Urban and Community Forestry Matching Grant program offer financial support for tree planting and urban forestry programs.

- The Economic Development Administration of the U.S. Department of Commerce provides funding for public work works projects that create permanent jobs or construction jobs through the Grants and Loans for Public Works and Development Facilities Program through the Public Works Impact Projects Program.

- The Waterfront Florida Community through the DCA makes a total of $75,000 in funds available to three communities that are designated to help with revitalization efforts in their traditional working waterfront areas.

Many of the sources listed also provide technical support such as expert advice, training or intern staffing for redevelopment initiatives. In addition to these public sources, the CRA shall investigate other state and federal redevelopment programs and funding opportunities involving the private sector to aid in implementing this Plan.

4.4 APPLICATION OF SOURCES

Tax increment revenue by itself will be insufficient to fund or support the range od initiaties identiified as project priorities in this Plan. The medium scenario suggessts that some $9,000,000 to $10,000,000 in debt may be supported, growing to a potential of $13,000,000 to $14,000,000 with increased collections. The high scenario enhances debt capacity to $16,000,000 to $20,000,000. While likely conservative because of the highly speculative nature of the analysis, the prospective revenues available point to the need to secure and to aplly other sources of money(ies) if all program goals are to be achieved. The most likely scenario is a combination of increment and special assessments targeted to properties and structures most benefited by planned improvements. The use of funds unrelated to tax increment or assessments would be applied to projects or activities for which specific dollars may be available.

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

We also recommend the use of benefit assessments that will be the source of funding for very specific improvements that benefit discrete activities, areas or properties. Among the improvements that can be funded through assessments are streetscape and parking. The assessment strategy will be married to tax increment to maximize impacts and results.

In general, it shall be noted that tax increment is not a viable source of funding for bond debt. Assessments, on the other hand, because they are assured and are secured by real property povide the needed revenue stream to place taxable and tax exempt debt.

5.0 Neighborhood Impact Assessment

The Harbor Redevelopment Area is approximately 601 acres and currently contains a mix of general land uses such as tourist retail and residential, light industrial, single family and multi-family residential. The actual harbor area itself is located south of US 98 and is mainly made up of charter boat rental shops (and related infrastructure such as parking and storage facilities), restaurants, bars and tourist retail shops. The land uses on the north side of US 98 include office, retail and light industrial. The residential component within the Harbor Redevelopment Area is located primarily north of the commercial corridor of US 98. This residential area does not have strong ties to tourist and commercial activities along US 98 but it is dependent upon US 98 for access. A few single-family homes are dispersed along US 98 surrounded by non-residential uses. The location of these low-density uses on harbor front parcels is an underutilization of the land.

An estimated 390 parcels of the total 956 parcels in the Harbor Redevelopment Area are ostensibly used for residential purposes. Of these about 242 are reported as single units with about 29% of these constructed prior to 1970. Only 150 single-family units currently claim the homestead exemption. Many of the residential properties, regardless of their appearance, are either used as second homes and/or rented out to seasonal users.

The residential area north of US 98 is a mix of residential levels; it is cohesive and shall be maintained. This area has infrastructure deficiencies including stormwater problems and the lack of sidewalks. The redevelopment initiatives discussed in Section 4 speak to improving Clement Taylor Park in addition to correcting stormwater problems and improving pedestrian safety throughout this residential area.

Urban design and land use is also addressed in Section 3 of this Plan. For the Harbor Redevelopment Area to revitalize, there needs to be comprehensive efforts to establish a consistent and dynamic land use pattern along the US 98 corridor, specifically the harbor side. The Harbor Redevelopment Area will benefit materially if the single-family uses along US 98 were replaced by higher intensity land use. The existing single-family units along US 98 are not low or moderate housing.

The purpose of redevelopment activities is to improve and enhance parking, transportation, pedestrian safety, harbor access, open space and recreation, urban design and infrastructure in the Harbor Redevelopment Area. These activities will include new construction and improvements that are intended to be beneficial to area residents, property owners, businesses and visitors within the redevelopment area as well as within the region. The Harbor Redevelopment Area is not seen as an area where residential uses are the primary land use. To support the provision of affordable housing the City in accordance with the Comprehensive Plan Policy 1-3.2.5 (4) – Develop Work Force Housing within the North Harbor Mixed Use Area – The City shall develop a market sensitive affordable housing incentive program for the local low wage work force that generally cannot achieve access to the housing market. The affordable housing program shall include innovative approaches that address both demand and supply issues. The affordable housing program shall incorporate non-conventional housing options such as dormitory housing or other alternatives designed to meet the basic housing and supportive amenities and service needs of the local low wage work force.

We do not foresee any effect on the school population or the need for additional community services or facilities, not already mentioned elsewhere in this Plan, to support the residential element within the Harbor Redevelopment Area.

The displacement of permanent residents is not foreseen; however, if the relocation of permanent residents is required as a result of the development or redevelopment activities, the City of Destin and CRA will consider providing assistance to minimize hardship to those being displaced. Relocation is further discussed in Section 6 of this Plan.

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

6.0 Implementation Plan

6.1 The Redevelopment Trust Fund

Once the Harbor Redevelopment Plan has been adopted by resolution, the City of Destin shall establish a Redevelopment Trust Fund through an appropriate ordinance. The trust fund will receive all tax increment money, grants, gifts or profits generated by redevelopment activities in the Harbor CRA.

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

(1) The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and

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

6.2 Redevelopment Powers

The City of Destin Resolution Number _____ created and established the Destin Community Redevelopment Agency, pursuant to Section 163.356, Florida Statutes. The Community Redevelopment Agency is authorized to exercise all of the powers conferred by Section 163, Part III, Florida Statutes, which are necessary and convenient to carry out and effectuate the purposes of the Harbor Community Redevelopment Plan. The Community Redevelopment Agency will appoint an advisory board to assist the Agency in evaluating redevelopment initiatives and carrying out redevelopment activities in the Harbor CRA.

6.3 Relocation Procedures

The intent of the Harbor Community Redevelopment Plan centers on the revitalization of the tourist commercial area, enhancing the safety within the corridor and providing public access to the harbor. The redevelopment envisions substantial capital improvements relating to the right-of-way, harbor access, parking and recreational facilities. There is limited permanent residential use within the Redevelopment Area. The displacement of permanent residents is not foreseen; however, if the relocation of permanent residents is required as a result of the development or redevelopment activities, the City and CRA will provide assistance to minimize hardship to those being displaced.

Displacement is also addressed in the City's Comprehensive Plan Policy 3-1.7.1 – Provide Alternate Housing Sites for Displaced Structures and Residents. The City shall continue to enforce its Displacement and Relocation Ordinance. The City shall assist any person who is required to move from any real property as a direct result of the City's acquisition of such real property for public purposes, by locating other sites and housing facilities available to them as replacement dwellings. When planning the location of land acquisition for public purposes the City shall assess the degree of displacement that may occur. Destin shall not be responsible for relocating City residents who are displaced as the result of county, state, or federal programs or actions.

The CRA shall follow the relocation policies and procedures established by the Federal Department of Housing and Urban Development when Federal dollars are involved.

6.4 Duration of the Plan

The redevelopment initiatives and work program described in the Harbor Community Redevelopment Plan funded through tax increment revenues must occur within 40 years after the fiscal year in which this plan is approved or adopted, which is the time certain for completing all redevelopment financed by increment revenues.

6.5 Plan Modification

The Harbor Community Redevelopment Plan may be modified in a manner consistent with Florida Statutes 163.361. If the City of Destin Community Redevelopment Agency deems that the Harbor Community Redevelopment Plan be amended, it shall make a recommendation to the City of Destin. The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations. The City of Destin shall hold a public hearing after giving proper public notice.

6.6 Severability

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

6.7 Safeguards, Controls, Restrictions or Covenants

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

Issues concerning restrictions on any property acquired for redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure that all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment thereto. Such restrictions or controls would be expected to be in the form of covenants running with any land sold or leased for private use.

6.8 Consistency with Other Plans

The Harbor Community Redevelopment Plan is consistent with the City of Destin's Comprehensive Plan, 2003. Goals and Objectives that are specifically addressed by the Plan include, but are not limited to:

6.8.1 Future Land Use Element

Goal 1-1: Ensure that the character and location of land uses incorporate best management practices and principles of resource conservation, smooth and orderly land use transition, and aesthetics, and minimize threats to health, safety, and welfare which may be engendered by incompatible land uses, environmental degradation, hazards, and nuisances.

Obj. 1-1.1: Urban Design Principles. Within one year from the adoption …….

Policy 1-1.1.1: Standards Design Criteria. Design criteria to be adopted in the LDC are intended to ensure that new development will be in harmony with the appearance and character of adjacent and surrounding development and …….

Policy 1-1.1.3: Major Natural and Manmade Corridors. ……best management principle and practices for preserving and/or improving the character of major natural and manmade corridors, including:

1. Destin Harbor
5. US Highway 98

Policy 1-1.1.4: Scenic Vistas and Waterfront Views. A special design study or studies may be prepared by the City to identify view corridors as well as …….

Policy 1-1.2.1: Protect Residential Areas

Policy 1-1.3.3: Major Mixed Use and Commercial Activity Centers

1. Harbor Area Festive Market Place and Boardwalk

Policy 1-1.7.3: Underground Utilities.

Policy 1-3.2.5: Tier 3 Development Incentives.

2. South Harbor Off-Site Garage Parking
3. Improve Harbor Access and Preserve Significant View of the Gulf and Harbor
4. Develop Work Force Housing within the North Harbor Mixed Use Area

5. Relocation and Conversion of Above Ground Utilities to Below Ground Locations
6. Construct Open Space Malls and Arcades Equipped with Pedestrian-Oriented Furniture and Streetscape that Serve as Gathering Spaces for the General Public
7. Create and/or Reinforce a Pedestrian Friendly Transit System

Policy 1-3.4.1: Revitalizing Harbor Area. The City shall pursue the establishment of a CRA program and seek additional funding sources to implement redevelopment of the North and South Harbor Areas. The City shall continue Destin Harbor redevelopment planning using the proposed Destin Harbor Area Master Plan as a preliminary foundation for further consensus building. ……

*Policy 1-*3.4.2: Preserving Harbor Access

Policy 1-3.4.4: Grants for Improvements

Policy 1-3.4.5: Public and Private Sector Partnerships

Policy 1-3.4.6: Reinforce and Enhance Appearance of City Gateway along the US 98 Corridor

Policy 1-3.4.7: Code Enforcement Activities

Policy 1-3.4.8: Prioritization of Capital Improvements

Policy 1-3.5.7: Promote Compact Development

Policy 1-3.9.3: Hurricane Evacuation and Roadway Improvements

Policy 1-3.12.8: Urban Design and Community Appearance

6.8.2 Transportation Element

Goal 2-1: Multimodal Transportation System. Develop an efficient, high quality, multimodal transportation system that balances community circulation needs with regional travel demand.

Policy 2-1.1.1: Additional Access Roads. ……These access roads shall include an east/west roadway parallel to and north of US 98 to relieve existing congestion on US 98 by providing an alternative for traffic.

Policy 2-1.2.2: Manage Access Points. The City shall limit new access points ……...by continuing to enforce distance requirements for driveways and median cuts……..

Policy 2-1.2.3: Shared Access

Policy 2-1.3.1: Bicycle and Pedestrian Facilities. The City shall develop bicycle and pedestrian facilities ……to link residential

areas and recreational commercial areas in a safe, comfortable, and convenient manner……..

Policy 2-1.3.6: Promote Destin Harbor Water Taxi Service

Policy 2-1.4.3: Coordinate Pedestrian Crossing System with FDOT. The City shall work with FDOT to ensure that new computerized traffic signal control system along US 98 provides adequate phase time ……..

Policy 2-1.4.4: Additional Pedestrian Access Points. The City shall identify and design pedestrian crossing on US 98 between Stahlman and Benning Drive. ……

6.8.3 Housing Element

Goal 3-1: Quality Residential environment. Allocate land area to accommodate a supply of housing responsive to the diverse housing needs of the existing and projected future population and assist the private sector in providing affordable quality housing in neighborhoods protected from incompatible uses and served by adequate public facilities.

Obj. 3-1.1.1: Provide adequate and affordable housing for current and future populations.

Policy 3-1.1.2: Assist Affordable Housing Provisions

Policy 3-1.2.1: Enforce Building Codes and Zoning Regulations

Policy 3-1.3.3: Provision of Diverse Housing Types

Obj. 3-1.5: Conserve Neighborhood Quality and Existing Housing Stock. The useful life of existing housing stock shall be conserved through ……..

Policy 3-1.5.2: Maintain Active Code Enforcement

Policy 3-1.5.3: Minimize Potential Blighting Influences

Policy 3-1.7.1: Provide Alternate Housing Sites for Displaced Structures and Residents

6.8.4 Public Facilities Element

Goal 4-1: Safe Water Supply. The City of Destin…….

Goal 4-2: ……..to ensure that a safe wastewater collection, treatment and disposal system with sufficient quantity and quality to serve the City.

Policy 4-2.1.4: Elimination of Septic Tanks

Goal 4-3: Solid Waste Services. ……

Goal 4-4: Stormwater Management Services. Minimize stormwater runoff into Destin Harbor.

Goal 4-5: Flood Management. Provide adequate stormwater drainage to protect against flood conditions and prevent degradation of quality receiving waters

Policy 4-5.1.4: Roadway Drainage Facilities

Policy 4-5.1.6: Citywide Drainage Study

Goal 4-6: Protect Natural Groundwater Recharge Areas. Provide for the recharge of……..

6.8.5 Conservation Element

Goal 5-1: Natural and Environmental Resources. To conserve, manage, use, and protect the natural and environmental resources……..

Obj. 5-1.4: Protection of Natural Resources.

Policy 5-1.4.7: Managing Stormwater Runoff

Policy 5-1.5.2: Connection to Central Sewer Systems and Limited Use of Septic Tanks

6.8.6 Coastal Management Element

Goal 6-1: Coastal Management. Restrict development activities that would damage or destroy coastal resources, protect human life, and limit public expenditures in areas subject to destruction by natural disasters.

Obj. 6-1.1: Protect coastal resources, wetlands, estuaries, living marine resources, and coastal wildlife habitats.

Policy 6-1.2.1: Stormwater System Improvements

Policy 6-1.4.2: Preservation of Public Shoreline Access

Obj. 6-1.9: Hurricane Evacuation. The City shall coordinate with ……..

Policy 6-1.9.4: Designated Evacuation Routes

6.8.7 Recreation & Open Space Element

Goal 7-1: Provide Adequate Recreation and Open Space. Insure provision of an adequate comprehensive system of public and private recreation and open space sites which meet the needs of existing and projected populations.

Obj. 7-1.4: Adequate Recreation Facilities and Park Design

Policy 7-1.1.5: New Neighborhood Parks

Policy 7-1.1.6: Maintain Beach and Shoreline Access Points

Policy 7-1.3.1: Coordinate Recreation Plans with Transportation Plans and Improvements

Policy 7-1.3.6: Beach and Park Directional Signage

6.8.8 Intergovernmental Coordination Element

Goal 8-1.1: Provide for Improved Intergovernmental Coordination

6.8.9 Capital Improvements Element

Goal 9-1: Management of Capital Improvements. The City of Destin shall undertake actions necessary to ensure that needed facilities and services are adequately provided…….

Policy 9-1.1.2: Capital Improvement Program. To set forth a financing program that identifies potential funding sources, including but not limited to:

a. ad valorem taxes/general obligation bonds

Every effort has been made to prepare the Harbor Community Redevelopment Plan consistently with the City of Destin's Comprehensive Plan 2003, as demonstrated above. Other plans past studies done by or for the City of Destin have also been extensively reviewed for consistency to this plan.

6.9 Conclusions

The Harbor Community Redevelopment Plan provides a framework for an easily accessible, economically sustainable and attractive waterfront oriented district that provides safe transportation, pedestrian and recreation facilities in a manner that promotes a favorable identity for the City of Destin. Many projects have been identified. To realize effective redevelopment community leaders, businesspersons and residents alike must unilaterally support the redevelopment objectives and continue to do so over time and changing administrations.

Realization of the plan is a 40-year, time certain effort and it is anticipated that the CRA will update, or amend the plan on a regular basis to keep the redevelopment plan requirements focused and timely. The City of Destin and CRA will undertake an annual work program to focus and prioritize any activities or improvements within the Harbor Redevelopment Area.

Appendix

A. Definitions

B. Tax Increment Financing Tables

C. Resolutions and Ordinance