

**REGULAR MEETING
DESTIN CITY COUNCIL
JULY 1, 2019
ANNEX COUNCIL CHAMBERS
6:00 PM**

*****Core Value of the Month - Stewardship*****

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

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

1. APPROVAL OF MINUTES

A. Approval of minutes of May 15, 2019 Council Strategic Visioning Session

2. PROCLAMATIONS / RECOGNITIONS / **SPECIAL PRESENTATIONS / ANNOUNCEMENTS (No public comments)

A. Proclamation - Parks and Recreation Month

B. Presentation regarding right turn lane(s) into Emerald Grande - Mr. Greg Featherston, Harborwalk

C. John Fielding, PE, PTOE, Project Manager for Atkins: Mr. Fielding will present Beach to Benning History and potential next steps and be available for questions.

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA (All agenda items other than those under Number 5)

(Note: Individual speakers will be limited to 3 minutes. At the discretion of the Mayor, this 3 minute allowance may be adjusted depending on the level of business coming before the City Council)

4. CITY MANAGER REPORTS

A. Crosstown Connector: Council requested information
(Follow-up to Item 2.C)

B. Stahlman Ave/US98 Intersection Improvements

C. Change of Use Regulation and Process

D. Outdoor Dining Parking Regulation

E. Announcements

Independence Day Fireworks: July 4th, 9:00pm, East Pass.

City buildings will be closed July 4th.

Mr. Webb Warren will be acting City Manager from July 2 through July 7.

5. PUBLIC HEARINGS

- A. Second reading of Ordinance 19-02-LC, Zoning Map Amendment
- B. Second reading of Ordinance 19-03-PC Future Land Use Map Amendment
- C. Second reading of Ordinance 19-09-LC - Amends the official zoning map as referenced in the Land Development Code, Section 7.12.01(A)2 zoning maps to match the assigned land use designation of the Future Land Use Map of the Comprehensive Plan

6. *CONSENT AGENDA (No public comments)

- A. Reimbursement to Councilmember Skip Overdier for expenses incurred while attending the Florida League of Cities Legislative Policy Committee Meeting in Orlando, Florida from June 13-14, 2019
- B. Request for Council Approval to Purchase Fresh Air Circulation System for Library
- C. Request for Council Approval to Repair the City Street Sweeper.

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY (No public comments)

- A. Councilmember Braden
 - 1. Royal Melvin Park
- B. Councilmember Ramswell
- C. Councilmember Menchel
- D. Councilmember Overdier
- E. Councilmember Marler
- F. Councilmember Destin
- G. Councilmember Morgan
- H. Mayor Gary Jarvis
- I. Land Use Attorney
 - 1. Update on concluded litigation (BI Inc. v. City of Destin).
- J. City Attorney
 - 1. Update to east pass administrative litigation

8. PUBLIC COMMENTS

9. ADJOURN

All items listed under Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and may be considered separately.

****To be placed on the Agenda under scheduled presentations, citizens must contact the City Manager or City Clerk's office one (1) week prior to the scheduled City Council Meeting by completing a Speakers Request Form and providing any accompanying documentation as requested in the form's instructions.**

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

If a person decides to appeal any decision made by the Council with respect to any matter considered at this meeting, he/she may need a record of the proceedings, and for such purpose, he/she may need to ensure that verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. FS 286.0105.

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Personas con discapacidades que necesitan asistencia o personas que necesiten ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

Note: Persons who wish to provide public comments on agenda items are requested to fill out a blue speaker card and submit it to the City Clerk at the start of the meeting.

Persons who wish to provide public comments on any other matters not on the agenda are requested to fill out a yellow speaker card and submit it to the City Clerk at the start of the meeting.

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MINUTES
STRATEGIC VISIONING WORKSHOP
DESTIN CITY COUNCIL
MAY 15, 2019
8:00 AM

The Mayor and Council for the City of Destin met in special session in the Calhoun Room of the Destin Library with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Parker Destin
Councilmember Chatham Morgan
Councilmember Cyron Marler

Councilmember Rodney Braden
Councilmember Skip Overdier
Councilmember Prebble Ramswell
Councilmember Steven Menchel

Destin City Staff

City Manager Lance Johnson
Code Compliance Manager Joey Forgione
Deputy Public Services Director Tim Pietenpol
Public Information Manager Catherine Card
Senior Administrative Coordinator Lorraine Berrish
Community Development Director Louis Zunguze
Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey
Parks/Recreation Director Lisa Firth
IT Technician Jamie Prestia
Finance Director Bragg Farmer
HR Manager Karen Jankowski
Library Director Wen Livingston
City Attorney Kyle Bauman (12:50)

Visitors

Marcie Bell, Destin resident
Shane Moody, Destin Chamber of Commerce
Jason Belcher, Destin resident
Jim Wood, Destin resident
Ted Springer, Destin resident

1. Welcome Introduction – Overview of the Day

The City Manager welcomed everyone to the workshop. After introductions of all meeting participants, the City Manager provided a brief overview of the workshop, discussed its overall objective and reinforced what needs to be accomplished during this time. He asked the members of the Council to clarify their priorities for the City of Destin.

2. Key Customers

- A) Residents (full-time, year-round)
- B) Businesses (Destin based)
- C) Visitors/Tourists (less than 6 months/annually)

The City Manager asked the Council to adopt a strategic priority for the three customer groups so staff knows if there is competition between a visitor problem and a resident's problem, the Council would attend to the resident's problem first.

There were no objections to the order of priority as listed above.

The City Manager noted there are other groups that require some attention, but are not usually a priority; such as:

- A) Daily users (users of services/facilities from local area)
- B) Absentee Property Owners
- C) Non-Destin based businesses

3. Vision, Mission and Core Values

The City Manager presented the City's current Vision Statement, Mission Statement and Core Value:

Vision Statement

Destin is a unique family – friendly coastal city rooted in a rich fishing tradition, offering economic diversity with an inviting natural environment, beautiful white beaches and emerald green waters."

Mission Statement

"We are an organization that strives to provide a healthy, safe quality of life, balancing the needs of our residents with the expectations of our visitors, and providing open, clear, accurate communication."

Core Values

- Transparency
- Teamwork
- Integrity
- Professionalism
- Stewardship
- Respect

It was the consensus of the Council not to make any changes to the City's current Vision Statement, Mission Statement and Core Values as presented above.

4. Accomplishments

The City Manager and each director and manager discussed their individual department's accomplishments during the past year:

Office of the City Manager

- Civic Clerk agenda system integration (council, boards and committees)
- TDC funding for Crosstown Connector (construction)
- Wage & Classification Study -Increases to minimum market for job class

- Simplified the Paid Parking process which has drastically reduced the man hours required to manage the system while increasing future revenue projections. (Est. 400+ hours spent in 2018 managing this process)
- RFP in Summer 2019 for Paid Parking Upgrades
 - Managing the Public Beach Initiative process that has resulted in 8.5 million dollars in initial commitments to beach property purchase
- Pursuing Triumph funding, which will require compiling significant economic data, to potentially secure additional funding
- Working with the Trust for Public Land, as well as other organizations for management of the process as well as other funding opportunities
 - Implemented Grant Navigator-a grants management software that provides centralized access to the city's grant related data and provides a searchable Federal, State, Foundation & Corporate Grant Database for funding opportunities.
 - Increased social media presence – Established the Monday Morning Mayor's Message - videos with city staff, council and strategic partners, city highlights and accomplishments, press releases, over 7,000 likes and 7,300 followers on Facebook, quick response time to public comments and messages.
- IT Highlights
 - Installed a new virtual server backbone in preparation for the upcoming upgrade of our Financial System and Community Development software package.
 - Installed a new system to increase the data capacity of our backups. All backups continue to be stored offsite in the cloud.
 - Office 365 migration for all users to increase organizational productivity and sustainability in disaster scenarios (in progress)
 - Short-Term rental application process improvements.
 - Improved mobility and communication resources for Code Enforcement
- New IT work order system implemented which is easy for employees to submit and track work requests within the City for their IT support needs.
 - IT has created a knowledge-based system that continues to grow with articles to help employees with everyday IT needs.
- Automation of City security procedures, surveillance and entry lock down in facilities and upgraded aging fiber infrastructure between city facilities.
- Working with Community Development Department to procure new municipal Software to improve the efficiency & effectiveness of our organization. (Initial Council approval received on May 6,19)
- Code Enforcement became a standalone department and renamed Code Compliance
 - New Staff: Harbor Waterways Compliance Officer & Beach Compliance Officer
 - Expanded hours of operation to include weekends. (Exploration of expanding evening hours)
 - New protocols to better handle after hours Code Compliance.
 - Increased visibility: striping & light bars on vehicles and mobile offices.
 - Tech Advances: Despite the challenges of high turnover in Code Compliance last year, IT cooperated with the division to improve mobile access to their systems as well as incorporate approximately 875 STR rental registrations into the system.
 - Between 10/01/17-09/30/18 1276 Registrations, \$271,375 (STR, LTR, Livery Vessels, Beach Vendors).

- Between 9/30/18- 04/30/19, 878 total cases of which 485 were proactive cases, 55%)

<u>CODE COMPLIANCE CASES</u>		<u>AFFECTED AREAS</u>
Accumulation trash/debris	30	Old Destin
Beach & harbor	7	Harbor
Investigations	25	Old Destin
License & permits	74	Old Destin
Miscellaneous	65	Old Destin
Noise	10	Old Destin/Harbor
Parking	156	Crystal Beach/Old Destin
Property maintenance	54	Old Destin
Sanitation	11	Holiday Isle/Crystal Beach
Signs	56	Old Destin
*STR garbage (Failure to register)	25	Crystal Beach
*STR violation	55	Crystal Beach
*STR parking	49	Crystal Beach
Streets & Sidewalks	9	Old Destin/Crystal Beach
Trash can violations	39	Crystal Beach
Uncategorized calls	213	

Community Development Department

- Realignment of the Comprehensive Plan/Land Development Code (in progress)
- In 2018, despite staffing level challenges citizens needs were met. Building and Planning worked together to achieve goals.
 - 2,998 permits were issued.
 - Permit fees collected \$1,165,206; these fees include state, planning, engineering, and marine related permits only.
 - Total valuation of improvements submitted by permit applicants = \$75,418,523
 - 1,700 Business Tax Receipts issued.
 - 5,348 Inspections performed.
 - 1,973 Commercial/Multifamily inspections performed.
 - 3,375 Residential inspections performed

Finance Department

- Government Finance Officer Association Certification of Achievement for Excellence in Finance Reporting- Awarded the for the twenty-fourth consecutive year.
- Distinguished Budget Award-the City was awarded for the fifteenth year.

Office of the City Clerk

- Administrative support to the City Council, CRA Board, and the City's 9 standing boards & committees.
- Approximately 10,000 digitized files added into LaserFiche.
- 93.8% of Committee volunteer seats were filled in FY18.

- 96.8% of Committee meetings in FY18 were held as scheduled.
- Timely updates of Municode-codification process.

Library

- 53,000+ visitors in 2018
- Over 200 library cards issued, the library expanded beyond their walls to engage our local school children at orientation.
- 1,100+ patrons attended 78 classes, concerts, and special events during the summer reading program.
- Code Club (started in the fall of 2016) every class has been filled to capacity since its inception.
- Art hanging system was added to the library with a rotating exhibit from local artists
- New and expanded collections of e-materials including digital magazines, Lynda.com, and Brain Fuse (learning and tutoring platforms).

Parks and Recreation Department

- On-leash Dog Pilot Program was successful and expanded, we now have 5 neighborhood leashed dog friendly parks.
- Parks Crew cover Beach Parks and Boardwalk from Dawn to Dusk to better serve our residents and visitors.
- Replaced decking and rails at beach parks.
- FY18 Rentals & Participation

Morgan Sports Center

Rentals \$32,496.63

16 Tournaments \$43,375.62

Buck Destin Park

Rentals \$5,190.50

Joe's Bayou Boat Launch

Ramp Fees \$85,283.00

Commercial Passes \$2,060.00

Non-Resident Passes \$5,125.00

Resident 2nd Passes \$1,305.00

Community Center

Rentals \$22,787.72

Clement Taylor Park

Rentals \$2,464.70

Morgan Sports Center

Adult Program Registrations 712

Children Program Registrations 639

Community Center

Adult Program Registrations 712

Children Program Registrations 895

Volunteer Hours 2,654

- Replacement and Painting of The Morgan's Children's Park, New addition of "Barney" and more playground equipment to come.
- Resurfacing and Fencing of Buck Destin Tennis/Pickleball Courts
- New storm water drainage project, irrigation and field work at Dalton Threadgill Park
- Replaced water pump at Destin Sports Fields (Elementary)

Public Services

- National Fish and Wildlife Foundation (NFWF) Stormwater projects completed - Indian Bayou, Sandalwood Dr, Calhoun Ave, Juanita Ave/Snapper Dr./Kelly St/Maltezos St. Secured Amendment from NFWF to use remaining grant monies to fund two new stormwater projects (Calhoun Ave and Cross St.)
- Three major paving projects were completed-Industrial Park Road, Trista Terrace and Indian Bayou Trail.
- Public parking lots restriped – Morgan's Sports Center, Joe's Bayou, Norriego Point, Mattie Kelly Nature Walk
- 1000+ feet of Sidewalk have been repaired throughout the City (Gulf Shore Dr, Scenic Hwy 98, Restaurant Row, Indian Bayou Trl, Lauren Ct)
- Embraced new technologies to streamline our processes:
 - digital on-line fillable permit application forms
 - using cell phone apps to collect field data and import it into our Geographical Information System (GIS)
 - using updated aerial photography to conduct infrastructure assessments. (in progress)

Next, The City Manager addressed the current funded or partially funded project/commitments, as follows:

Projects	Funding Source	Cost
Clement Taylor Park Restoration	RESTORE Act	\$729K
Capt. Royal Melvin Heritage Park & Plaza	RESTORE Act	\$1.25M
Calhoun Ave & Cross St. Stormwater Proj.	NFWF (GEBF)	\$564K
Library- RFID System	Friends Guild	\$55K
Public Beach Initiative	City Fund Balance TDC	\$2M \$6.5M
Norriego Point Phase III - Recreation	FDEP-Funded/Managed	\$12M+
Capt. Leonard Destin Park	TPL-Funded/Managed	\$10M+
Crosstown Connector (ROW Acq., Const.)	TRIP TDC	\$2.7M \$4.8M
Joe's Bayou Recreation Area	FDEP-Funded/Managed	\$10M+

5. Council and Mayor Key Initiatives and Projects

Each member of the Council and the Mayor addressed their key initiatives and proposed projects for the next fiscal year. There were some discussions following each item.

Councilmember Parker Destin

➤ Personnel – Community Development

Councilmember Destin stated that the Community Development Department has accomplished a lot despite personnel shortages; but there is a lot more to do and the department still needs a lot of help personnel-wise.

The Community Development Director Louis Zunguze outlined the needs of the department.

Councilmember Braden asked if personnel could be outsourced for a specific period until they get the people on board and fully engaged.

According to Mr. Zunguze, they could outsource the write ups of the comprehensive plan and land development code after he had developed the framework of what these documents need to have; but they cannot outsource the day to day function of the department.

➤ Personnel – Code Compliance Department

Councilmember Destin noted that the Code Compliance Department needs additional staffing in order to cover the extra shifts for a 7-day work week, as desired by the Council.

Councilmember Ramswell asked if there are hours when code enforcement would not be needed.

According to Code Compliance Manager Joey Forgione, they would not need a code compliance officer after midnight; adding that the Sheriff's Office can take over and provide the report to them the following day.

The Mayor stated he would not feel comfortable having unarmed code compliance officer trying to control raucous parties at night; adding that the Sheriff's deputies are better trained and fully equipped to handle this type of situation.

Councilmember Braden asked if the Sheriff's Office can handle noise and parking violations from short term rental houses after midnight.

Mr. Forgione stated it would depend on the number of deputies on duty and the number of service calls they receive.

Councilmember Braden asked if the code compliance officer can call upon the sheriff's deputies to assist them if they need to respond to a noise or loud parties while on duty.

Mr. Forgione replied that the sheriff's deputies will be available to provide some assistance.

➤ Construction: Road at Pointe One

Councilmember Destin noted that the third phase of the Norriego Point Restoration – the recreation project – includes public access improvements such as public restrooms, picnic facilities, and additional parking. Once the project is finished, they would need immediate connectivity from their existing right-of-way to the park improvements. He recommends the City taking the initiative to build the road to the park rather than relying on others to do it; and making it a high budget priority.

According to the City Manager, the State was able to include the design of the road in the Norriego Point project; but, not the actual road construction. The State will provide a temporary road for construction, and the Council would have the option of having the State pull it out after the completion of construction or leave it until the City obtains the permit for the permanent road construction.

➤ Construction: Pedestrian Walkway under Destin Bridge

Councilmember Destin stated that the best way to try to alleviate the dysfunction at the Stahlman interchange is remove the pedestrians from the crosswalk. One of the reasons Stahlman backs up so severely at the traffic light is because when the green arrow comes on, motorists are not able to make a right turn to US Hwy 98 immediately because of pedestrians trying to cross the highway.

Councilmember Cyron Marler

- Parking
- Parking Garages

Councilmember Marler wants to know if they plan to develop the property they recently acquired on Sibert Avenue and turn it into a hardened parking lot; and then possibly to a parking garage at a later date. He also stated they need to get rid of the apps system and go to a gate system.

➤ Traffic Issues

Councilmember Marler stated they need to get the FDOT to agree to synchronize the lights on Stahlman to better accommodate pedestrians trying to cross the highway as well as the vehicles turning east and west from Stahlman. He also stated that the traffic lights at pedestrian crosswalks need to be adjusted so they do not stay red long after pedestrians have crossed the street.

Councilmember Ramswell noted that big cities such as New Orleans and Houston have been able to slow traffic down in highly congested areas through light synchronization. They need to find someone who could synchronize every traffic light from the Marler Bridge to Mid-Bay Bridge so that vehicles that can maintain a certain rate of speed can make all the lights and not have to sit in traffic waiting for the light to change. She also suggests pursuing the idea of reducing the speed along Harbor Blvd from 35 mph to 25 mph.

According to Mr. Jim Wood, a Destin resident, he had posed this question to FDOT and the County many times during his tenure as Council member and TPO Chairman, and that their response was the lights are already synchronized.

According to Ms. Marcie Bell, a Destin resident, she calls a County representative once or twice a year when the Gulf Shore Drive and US Hwy 98 and Main Street and US Hwy 98 lights are out of sync, and someone usually responds within 30 minutes.

Mr. Zunguze noted that the comprehensive plan requires they produce the transportation concurrency report every year to give everyone an understanding of the current traffic situation in the community; and that a presentation in this regard will be made at the next Council meeting.

➤ Private Property Rights

Councilmember Marler stated they need to have a plan of action in the event they start receiving more and more Bert J. Harris lawsuits on short-term rentals.

Councilmember Steven Menchel

➤ Boards and Committees

- ❖ Improve communication
- ❖ Better utilization of boards and committees

Councilmember Menchel noted that he was the Chairman of the Public Works/Safety Committee and the Vice-Chairman of the Local Planning Agency for many years before being elected to the City Council. He is aware of the fact there are many good citizens that are members of different committees. They need to improve communications with these committees, and do a better job communicating the committees' actions and motions immediately to the City Council for action.

According to Mr. Zunguze, they need to empower the Local Planning Agency a little bit more. For instance, for conditional uses, it would be more appropriate to get a recommendation from the agency. Not only it would provide the Council better information but allow the citizens to raise their concerns in two different forums. He added that he and the Land Use Attorney have some recommendations they would like to bring forward to the Council at a future date.

➤ Destin High School

- ❖ What is the City's role?

Councilmember Menchel stated that the Destin High School is currently a work in progress; but the City needs to start thinking about their possible involvement with the school and some level of participation once it is established.

According to Councilmember Ramswell, it runs from the City being highly involved to the City not being involved whatsoever. It would depend on the type of arrangement they come to. She continued that once the school is established, it would not have brand new ball fields or tennis courts, or anything of that nature at the start. They would be relying on private donations and sponsors for any sort of contributions. They would probably request the use of City facilities until their own facilities are constructed.

Councilmember Braden inquired as to the Destin Chamber of Commerce's involvement with the school.

Mr. Shane Moody, President and CEO of the Destin Chamber of Commerce, stated that the Chamber Board sent a series of questions to the Charter School Board in that regard, but they have not received a response.

- Adopt-A-Street Program
 - ❖ Reverting the program back to quarterly pre-event meet-ups

Councilmember Menchel noted he has been a participant of the City's Adopt-A-Street Program for many years. In the past, all the participants met at City Hall quarterly to receive vest and trash bags before heading to their designated location. Now, it is up to each participant to clean up their designated street at their leisure; which is not working. He suggests they consider reverting to the old system.

- Roadway Lighting

Councilmember Menchel suggests City staff starts looking at grant opportunities to improve roadway lighting to improve safety.

Councilmember Chatham Morgan

- Underground Utilities

Councilmember Morgan stated that funding for undergrounding the utilities would depend on the franchise negotiations between the City and Gulf Power Company. The half-cent sales tax revenues would also be a good source of funding for this initiative.

- Public Beach Access

Councilmember Morgan stated that the City's beaches are in terrible condition, with all the signs, ropes and chains, and aggressive beach vendors. It is a big problem for the City's tourism. There are very few projects the half-cent sales tax revenues would be better spent than for securing more public beaches. They need to determine the legal use of these revenues.

- Better efficiencies in Building Department for everyday citizens
 - ❖ Reduce permitting times
 - ❖ Proactive approach to solving problems

Councilmember Morgan stated that the Council is very satisfied with the job the City Manager, the Land Use Attorney, the Code Compliance Department and Community Development Department are doing to improve efficiencies in the organization. The Council stands ready to support their needs to solve these problems.

Mr. Zunguze explained that permitting is a system, and that there are other entities – Building Division, Planning Division and Engineering Division – that are involved in the process. The current process may not be functioning the way it should, but they are doing everything necessary to turn things around.

- Increased parking standards for all developments – restaurants, retails, apartments

Mr. Zunguze agreed they need to revisit their current parking standards and create a parking plan. He stated that the other components that could be improved on is in the multi-modal transportation district. It does not make sense for a development to receive an automatic 80 percent credit in parking requirements by virtue of being in the district. He believes they need to earn it by providing other things to mitigate the parking requirements for vehicles.

Councilmember Destin opines that the entire multi-modal transportation district needs a major overhaul.

- Short-Term Rentals
 - ❖ Discouraging certain style apartment buildings via our LDC and encouraging quality, less dense mixed use residential instead

Councilmember Morgan noted they have had some discussions about restricting apartment complex development in the Town Center Mixed Use zoning area as they believe it would not be good for the City.

- Joe's Bayou Recreation Area Improvements
- Crosstown Connector

According to Councilmember Morgan, there seemed to be a desire by some members of the Council to stop the crosstown connector project; but he does not believe that change in course has been properly articulated. They need to decide soon on what they want to do with this project.

Councilmember Destin stated he has not been too keen to the idea of an alternate US Hwy 98, which he believes was the original intent for the crosstown connector. They would be forcing a tremendous amount of traffic in residential neighborhoods. He also believes the plan was created without any regards for the Stahlman interchange which is quite problematic. They have no right-of-way acquired and there are no plans on how they are going to deal with the public trying to utilize that intersection at its current condition.

The Mayor noted there are no alternative plans outside of the last four tenth of a mile to Benning Drive, which is where the crosstown connector stops. There are no current plans for Azalea, Sibert, Calhoun, or US Hwy 98. He also stated that the City had already committed a tremendous amount of resources for this project and it is only proper to finish what they have already started while they have the money, time and the plans to get it done.

Councilmember Ramswell stated that she would like to think this project all the way through and to have a plan on how to resolve the problem at Stahlman and the bottlenecks this project is going to create, rather than leaving it to a future council. She also stated that people are already cutting back and taking several different routes through the residential neighborhoods. The crosstown connector is not going to resolve anything; instead it would make things worse by routing everybody to Azalea, which is a low density residential.

According to the Mayor, the crosstown connector was for residents to be able to move east and west as efficiently as possible without going on US Hwy 98. They only have four tenths of a mile left to finish this project and it is already paid for.

Councilmember Marler noted that the crosstown connector was never intended to be an alternate route for US Hwy 98. The main purpose was to get residents to their houses as quickly as

possible without having to contend with the US Hwy 98 traffic; but with the advent of the GPS, tourists are now finding their way through the residential neighborhoods.

Councilmember Prebble Ramswell

- Destin High School
 - ❖ Some way of assisting, donation – providing fields, etc.

Item discussed earlier in the meeting.

- Pier in Destin

Councilmember Ramswell noted they used to have a pier in Destin; but they have not had one in a while. She believes a pier is something that could really help bring some of the unique fishing village quality back to the City and something the public had expressed an interest in the past.

- Decorative Wayfinding
- Unifying theme-decorative streetlights/arches

Councilmember Ramswell shared different ideas and ways to build character and get some sort of a unifying theme for Destin using decorative streetlights and arches unique to this community, as well as decorative wayfinding signs to beautify corridors and help visitors find their way around town.

Mr. Zunguze noted that his department, in collaboration with the Public Services Department and the City Manager's Office, is currently creating a master plan outlining the process, design guidelines and maintenance for wayfinding signs. They would be bringing this plan before the City Council to discuss the concept very soon.

- Major Fishing Tournament

Councilmember Ramswell stated that a fishing pier along with a major fishing tournament are things most people talk about when they refer to Destin as the World's Luckiest Fishing Village. She also suggests bringing major fishing tournaments back to Destin; adding these are ways of getting a sense of community and bringing people back together over things that brought them to Destin in the first place.

Councilmember Ramswell also suggests coordinating with the County regarding signs and zoning requirements to promote consistency in terms of policy between the unincorporated areas and the annexed areas of the City.

The Mayor noted that most piers that have been built in the last 15 to 20 years were all State-owned piers; adding that the most effective way to get a pier in Destin is through the State park system or possibly through the Tourist Development Council.

- Open Beaches – no ropes/chains

Councilmember Ramswell expressed the need to find ways to prohibit signs, ropes and chains on Destin beaches.

The Land Use Attorney noted that staff has prepared an ordinance establishing safety corridors on the beach, which is going before the Local Planning Agency and then to the City Council for first reading. She is also working with the Community Development Director and Code Compliance Manager for another, more encompassing ordinance to deal with this issue.

Ms. Marcie Bell stated that she is opposed to the safety corridor ordinance the Land Use Attorney spoke about because of the situation on Holiday Isle, and quite possibly the situation in other places. There was a berm created by the pushing of the sand when the beach was re-nourished several years ago. Some of the beach boxes that are out on the beach are getting washed away into the water during high tide when there is no beach at all. She had spent a lot of her time on a Sunday with other people cleaning up the beach side of the jetties and removing the large amount of trash created by boxes that have washed away. She stated there is a complete overlap in several places in the proposed ordinance that if it passes, there would not be any usage of that beach by anybody, particularly behind condominiums.

Councilmember Marler noted there was a Supreme Court ruling that if they are using taxpayers' dollars to re-nourish the beach, there is a line in the sand that is drawn that depicts the private property line and the sovereign land. He asked why this is not being enforced.

According to the City Manager, in most cases in the City of Destin, the erosion control line when they re-nourished the beach is now in the water.

Councilmember Ramswell noted that some people had deeds that took them to the water and some people did not, which contributes to the confusion.

Mayor Gary Jarvis

- Crosstown Connector
- Royal Melvin Heritage Park
- Half-cent Sales Tax project list
- Pedestrian walkway under Marler Bridge
- Beach Property Acquisition

The Mayor stated that beach property acquisition is their immediate and long-term goal, and that the City has \$8.5 million committed to this initiative. He considers the pedestrian walkway under the Marler Bridge as their second priority as he believes it would change the dynamics of the boardwalk.

- Alignment of Comprehensive Plan and LDC
- Underground Utilities – US 98 from Marler Bridge to Airport Road

The Mayor stated that achievement of this initiative relies heavily on the City's current franchise negotiations with the Gulf Power Company, or the actual purchase of the electric utilities.

- Plan to develop the Town Center into 2020's
 - ❖ Improvement to water users' footprint
 - ❖ Electrical substation
 - ❖ Tax credits or fee structures to encourage development of lifestyle centers, high school or other developments that are used in the TCCRA (along Main Street)
- Strengthen staff's understanding of:

- ❖ Responsibilities
- ❖ Job descriptions
- ❖ Standard operating procedures
- ❖ Chain of command
- ❖ Customer service oriented
- ❖ How to prioritize corrective actions
- Mitigate legal exposure during legislative efforts
 - ❖ Smart articulation of ordinances
 - ❖ Fact finding and research before acting
 - ❖ Commitment to be fair, honest
 - ❖ Strive to operate within Florida Statutes and Florida city standards of best practices as a guide for starting point for legislation

6. Public Comments

Ms. Leigh Moore announced she has just received an email from Ms. Myra Williams, Vice President of Marketing for the Destin Charter School, responding to Mr. Moody's earlier comments regarding the Chamber's support of the Destin High School. She then read the contents of the email for the record:

"I have received several messages regarding Shane's comments about the Chamber's support of the Destin High School. Let me clarify what has happened thus far.

In the latter part of January, the school governing board presented to the Executive Chamber Board the status of DHS, the evolution of what has been done to date, the submittal of the charter application and the vision for the school... just as we did for the Destin City Council. At this meeting we asked for a letter of support and welcomed any and all board members to get involved in shaping the future of Destin High School.

As a follow-up on February 15, I sent correspondence with a few updates on:

- *First National Bank's \$200,000 loan (if needed)*
- *Successful fundraiser hosted by the Bawa's*
- *And the recent 35K donation from the Robert Guidry Foundation*

On April 2, we requested a meeting with the Chamber Board to present updates. At this point, an April presentation was not attainable; however, I then asked if we could get on the agenda for May, June or July meeting?

Just recently, on May 7, Shane responded asking to set an upcoming meeting with the governing board and I have been working on this.

For the record, all the 'questions' Shane spoke of would be answered in the charter application, which is public record.

The results of our efforts have been in the news on a frequent basis...such as an approval of the charter application, the donations of public support thus far totaling nearly \$98K.

The governing board would like to bring forward new information and meet with the entire Chamber Board to answer any and all questions and receive the input and support we expect from the Destin Chamber of Commerce."

Councilmember Menchel commented that according to the data provided by the Sheriff's Office, 80 to 82 percent of calls for service comes from tourists. Moving forward, they need to better articulate this fact to get more funding from the TDC because Destin residents should not be paying 82 percent of the services the Sheriff's Office provides to the tourists.

7. Prioritizing of Projects

The City Manager noted that all the objectives the Mayor and Council identified above have all been listed on the board. He gave each elected official 10 "dots" (one dot equals one vote) and asked them to select their priority objectives for implementation by placing one or more dots per objective they wish to support. The projects will be prioritized by the number of votes they receive.

Prior to voting, the City Manager discussed the following potential funding sources and amounts available to the City:

- General Funds: a 1% property value increase equates to an additional \$77,260 in property taxes for Destin projects/initiatives
 - Unallocated Fund Balance: Estimated amount of \$4,909,000
 - Technology Fee Balance: \$_____
 - Impact Fees (Restricted uses): Estimates
 - ❖ Parks - \$34,000
 - ❖ Traffic - \$908,000
 - ❖ Library - \$79,000
 - ❖ Net Positive Environmental Benefit (NPEB) - \$178,000
 - ❖ Multi-modal - \$407,000
 - Partner Support: TDC – \$6.5 million committed
 - Grant Funds: Restore Act - \$2 million committed in 2020
 - Half-Cent Sales Tax (Restricted uses): \$1 million/year can be used for:
 - ❖ Stormwater Projects/Water Quality Projects
 - ❖ Roads and Traffic Congestion Projects and Public Safety Enhancements
- Staff will bring this back to Council at the budget workshop with project recommendations for council direction

Voting on prioritization of objectives resumes. The results of the voting are as follows. The number of votes received is identified in parentheses following each objective.

- 1) Alignment of Comprehensive Plan and Land Development Code **(9)**
Construction: Road at Pointe one **(9)**
- 2) Destin High School **(8)**
Crosstown Connector **(8)**
- 3) Pier in Destin **(6)**
- 4) Parking Garages **(5)**
- 5) Construction: Pedestrian Walkway Under Marler Bridge **(4)**
Public Beach Access **(4)**
Short-Term Rentals **(4)**
 - Discourage certain style apartment buildings via our LDC and encouraging quality, less dense mixed use residential instead

- 6) Underground Utilities (3)
Unifying Theme: Decorative Streetlights/Arches (3)
- 7) Traffic Issues (2)
Capt. Royal Melvin Heritage Park & Plaza (2)
Parking (2)
Joe's Bayou Recreation Area Improvements (2)
Open Beaches – No Ropes/Chains (2)
- 8) Private Property Rights (1)
Boards and Committees (1)
Personnel – Community Development (1)
Expand Paid Parking (1)
Better Efficiencies in Building Dept. for Everyday Citizens (1)
 - Reduce permitting times
 - Proactive approach to solving problems

Others not receiving votes

- Mayor Fishing Tournament
- Roadway Lighting
- Personnel – Code Compliance
- Adopt-A-Street
- Increased Parking Standards for all Developments – Restaurants, retails, apartments
- Plan to Develop the Town Center into 2020's
- Mitigate Legal Exposure during Legislative Efforts
 - Smart articulation of ordinances
 - Fact-finding and research before acting
 - Commitment to be fair, honest
 - Strive to operate within Florida Statutes and Florida City Standards of Best Practices as a guide for a starting point for legislation
- Strengthen staff's understanding of:
 - Responsibilities, job descriptions, standard operating procedures, chain of command, customer service orientation, how to prioritize corrective actions

According to the City Manager, this information will be provided to the Council at the budget workshops for discussion and re-prioritization, if necessary; and again, at the budget meetings where the Council can officially vote and adopt the budget.

Having no further business at this time, the meeting was adjourned at 2:55 PM.

Gary Jarvis, Mayor

ATTEST:

Rey Bailey, City Clerk



City of Destin

Proclamation

Parks and Recreation Month

WHEREAS, parks and recreation programs are an integral part of communities throughout this country, including the City of Destin; and

WHEREAS, our parks and recreation are vitally important to establishing and maintaining the quality of life in our communities, ensuring the health of all citizens, and contributing to the economic and environmental well-being of a community and region; and

WHEREAS, parks and recreation programs build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, and improve the mental and emotional health of all citizens; and

WHEREAS, parks and recreation programs increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

WHEREAS, parks and recreation areas are fundamental to the environmental well-being of our community; and

WHEREAS, parks and natural recreation areas improve water quality, protect groundwater, prevent flooding, improve the quality of the air we breathe, provide vegetative buffers to development, and produce habitat for wildlife; and

WHEREAS, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and

WHEREAS, the U.S. House of Representatives has designated July 2019 as ***Parks and Recreation Month***; and

WHEREAS, the City of Destin recognizes the benefits derived from parks and recreation resources;

NOW, THEREFORE, BE IT PROCLAIMED THAT I, Mayor Gary Jarvis, on behalf of the Destin City Council, do hereby designate the month of July 2019 as ***Parks and Recreation Month*** in the City of Destin. We call upon park and recreation supporters to join us in recognizing the importance of our nation's parks and recreation.

SO DONE THIS 1ST DAY OF JULY 2019

By:

Gary Jarvis, Mayor

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Presentation

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Presentation regarding right turn lane(s) into Emerald Grande - Mr. Greg Featherston, Harborwalk

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:
None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019**TYPE OF AGENDA ITEM:** City Manager Report

TO: City Council

THRU: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Lance Johnson, City Manager

DATE: 06/28/2019

SUBJECT: Crosstown Connector: Council requested information
(Follow-up to Item 2.C)

I. BACKGROUND: During the June 17th, 2019 meeting Council directed staff to pursue the viability of keeping the crosstown connector from Main Street to Stahlman Avenue a two-lane facility without jeopardizing any associated funding for the project.

II. DISCUSSION: At Council's direction staff has conferred with FDOT representatives and Atkins Engineering representatives to see if it is possible to limit the the Crosstown Connector (CTC) to two-lanes without jeopardizing the project funding. It is staff's understanding that both organizations concurred that the Destin City Council has the authority to limit the CTC roadway to two lanes and is under no obligation to expand the CTC roadway to four-lanes in the future. Staff from Atkins provided a revised version of the Environmental Impact Report (EIR) reflecting these changes in section 1.b paragraph 3 for Council's review and consideration.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB): Approving the changes to the EIR that limit the project scope to a two-lane facility should not negatively impact the funds currently committed to this project by the FDOT for Right-of-Way acquisition or the Okaloosa County TDC for construction of the Beach to Benning CTC project section.

C. Level of Service (LOS): Beach to Benning CTC project section is the last remaining section of the CTC project. Completing this project, if desired by Council, will allow the City to move on other priority transportation improvement projects within the City.

III. CONCLUSION: Staff followed up on Council's direction and believes that, if so desired by the majority of Council, the Council can limit the CTC to a two-lane facility without jeopardizing the funding commitments in place for ROW acquisition and construction.

IV. RECOMMENDED MOTION: Option 1: I move to approve Resolution 19-10 and move forward with completing the Beach to Benning section of the Crosstown Connector project.

Option 2: I move to terminate the Crosstown Connector project in its entirety.

Option 3: Take no action or some other action as determined by Council.

Attachments:

1. EIR proposed language changes
6.27.19
2. DCTC Draft EIR Resolution 19-10
3. DCTC Final EIR Draft 06 27 19
Highlighted

We discussed internally as a team and have no problem updating Section 1b of the EIR to indicate a four-lane option was analyzed but is not required or expected as traffic levels are acceptable for a two-lane roadway for the foreseeable future. See below for a quick draft change to the sentence:

The proposed roadway typical section requires 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way has been identified and is being acquired as soon as possible; however, the project analysis indicates that a two-lane roadway will have sufficient capacity to meet the purpose and need of the project until such time as the remainder of the corridor is developed to an expanded roadway system. Widening to the ultimate condition is not anticipated until future analysis indicates a need as determined by the City.

Because Azalea Drive at Benning Drive and Legion Drive at Beach Drive are currently two-lane roads that do not yet have improvements scheduled, the construction of the Destin Cross Town Connector will occur in two phases (interim and ultimate). The interim phase will consist of a two-lane facility within the 110-foot right-of-way. It is expected that the interim two-lane facility would be widened to the ultimate four-lane roadway by 2042, the design year for the project. Details on the interim and ultimate typical sections are provided in Attachment 1.

RESOLUTION 19-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AUTHORIZING THE CITY
MANAGER TO SIGN THE ENVIRONMENTAL IMPACT REPORT FOR THE DESTIN CROSSTOWN
CONNECTOR PROJECT.**

WHEREAS, The City of Destin has received a TRIP grant funding property acquisition and construction of the Destin Crosstown Connector; and,

WHEREAS, the design of the Destin Crosstown Connector and associated Environmental Impact Report indicate that a two-lane roadway is sufficient to accommodate the project purpose and need for the foreseeable future; and,

WHEREAS, The City Council of the City of Destin is resolved that a four-lane roadway in this area would be detrimental to the area;

Now, therefore, be it resolved by the City Council of the City of Destin, Florida, that:

The City Manager is hereby authorized to sign the Environmental Impact Report on behalf of the City for the Destin Crosstown Connector Project contingent upon the understanding that the only acceptable alternative is a two-lane roadway as is shown in the construction plans and no expansion to a four-lane facility is desired.

ADOPTED THIS 1st DAY OF JULY 2019

By:

Gary Jarvis, Mayor

ATTEST:

REVIEWED FOR LEGAL SUFFICIENCY:

Rey Bailey, City Clerk

Kimberly Kopp, Land Use Attorney

ENVIRONMENTAL IMPACT REPORT

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

Project Name:	Destin Cross Town Connector
Project Limits:	Azalea Drive at Benning Drive to Legion Drive at Beach Drive
County	Okaloosa
ETDM Number:	N/A
Financial Project No.	N/A

- b. Proposed Improvements:** The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard). The project begins on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east of Beach Drive) just past its intersection with Beach Drive within the City of Destin, Florida. The new roadway has been classified as a major collector and would have a posted speed limit of 25 miles per hour (mph) (design speed of 30 mph) and would utilize an urban typical section having two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. Florida Department of Transportation (FDOT) Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment. A description of the improvements, including the proposed typical section are provided in Attachment 1. Concept plans are provided in **Appendix A**.

The proposed roadway typical section requires 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way will be required, mostly near the project termini. The alternative alignments have been developed to minimize right-of-way acquisition and displacements as much as possible; however, depending on the alternative, the project would impact between 17 and 23 parcels, and require between 10 and 13 relocations, and, for three alternative/options, one business relocation. Details on the proposed alternatives and their environmental impacts are discussed further in the report.

Because Azalea Drive at Benning Drive and Legion Drive at Beach Drive are currently two-lane roads that do not yet have improvements scheduled, the construction of the Destin Cross Town Connector will occur in two phases (interim and ultimate). The interim phase will consist of a two-lane facility within the 110-foot right-of-way. The project analysis indicates that a two-lane roadway will have sufficient capacity to meet the purpose and need of the project until such time as the remainder of the corridor is developed to an expanded roadway system. Widening to the ultimate condition is not anticipated until future analysis indicates a need as determined by the City. Details on the interim and ultimate typical sections are provided in Attachment 1.

c. Purpose and Need: State Road (SR) 30/US 98 (Harbor Boulevard), a principal arterial serving both local and through traffic in Destin, Florida, is a four-lane divided roadway that has been backlogged for many years. Due to the highly-developed nature along SR 30/US 98, capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin in 2005, created a Multimodal Transportation District (MMTD) which includes SR 30/US 98, along with a system of collector roadways that serve the major mobility needs of Destin. The intent is to maintain the existing road network through strategic connections, reconstruction and widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of the strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing segment between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive to the intersection of Beach Drive with Legion Drive (the project proposed in this report). The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way).

Several planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report (EAR) Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority (NFTCA) *2016 Master Plan*, and the Okaloosa Walton Transportation Planning Organization's (OWTPO) *Cost Feasible Plan* (CFP) element of the 2040 *Long Range Transportation Plan* (LRTP).

The proposed new roadway connection is consistent with the planned improvements in the City of Destin Comprehensive Plan, Transportation Element Policy 2-1.1.1, which states that the City shall pursue design and construction of additional road corridors and specifically includes an east-west roadway parallel to and north of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve existing congestion on SR 30/US 98. It is also consistent with the goals of the Harbor and Town Center Community Redevelopment Plans (CRAs).

The OWTPO's 2040 *Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (adopted February 16, 2017) also shows the Destin Cross Town Connector from Benning Drive to Beach Drive as providing a two-lane roadway. It shows the cost of the remaining phases (right-of-way and construction) as an estimated \$895,109 for right-of-way acquisition and an estimated construction cost of \$1,029,335.

The proposed project is listed in the FY 2019 to FY 2023 Transportation Improvement Program (TIP), adopted and amended May 24, 2017, as Project Number 4405531 Destin Cross Town Connector from Benning Drive to Beach Drive (.294 mile) Non-SIS for \$7,565,000 in TRIP funds. Proposed project is shown as having TPO Non-SIS Project Priority #2. Right-of-way acquisition and construction is programmed beginning 2020/2021.

The project is also consistent with recommendations of the NFTCA *2016 Master Plan* (adopted April 2013, amended June 2016). The NFTCA Master Plan provides a "framework for the most

efficient investment of resources" to ensure a safe and reliable transportation system "while making northwest Florida economically competitive with other regions in the state and nation". The NFTCA 2016 Master Plan documents the qualitative and cost benefit analyses of 33 transportation projects (one of which was removed during the 2016 update) across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (refer to page ES-4 of the 2016 Master Plan).

2. ENVIRONMENTAL ANALYSIS

Topical Categories	Substantial Impacts?				Basis for Decision
	Yes	No	Enhance	No Inv	
A. SOCIAL IMPACTS					
1. Social	[]	[X]	[]	[]	See Attachment A.1
2. Economic	[]	[]	[X]	[]	See Attachment A.2
3. Land Use Changes	[]	[]	[X]	[]	See Attachment A.3
4. Mobility	[]	[]	[X]	[]	See Attachment A.4
5. Aesthetic Effects	[]	[X]	[]	[]	See Attachment A.5
6. Relocation Potential	[X]	[]	[]	[]	See Attachment A.6
B. CULTURAL IMPACTS					
1. Historic Sites/Districts	[]	[]	[]	[X]	See SHPO Letter App. B
2. Archaeological Sites	[]	[]	[]	[X]	See SHPO Letter App. B
3. Recreation Areas	[]	[X]	[]	[]	See Attachment B.3
C. NATURAL ENVIRONMENT					
1. Wetlands and Other Surface Waters	[]	[]	[]	[X]	See Attachment C.1
2. Aquatic Preserves and Outstanding FL Waters	[]	[]	[]	[X]	See Attachment C.2 App. C
3. Water Quality and Water Quantity	[]	[X]	[]	[]	See Attachment C.3
4. Wild and Scenic Rivers	[]	[]	[]	[X]	See Attachment C.4
5. Floodplains	[]	[]	[]	[X]	See Attachment C.7
6. Coastal Barrier Resources	[]	{]	[]	[X]	See Attachment C.8
7. Protected Species and Habitat	[]	[X]	[]	[]	See USFWS Letter App. D
8. Essential Fish Habitat	[]	[]	[]	[X]	See NMFS Letter App. A
D. PHYSICAL IMPACTS					
1. Highway Traffic Noise	[]	[X]	[]	[]	See Attachment D.1
2. Air Quality	[]	[X]	[]	[]	See Attachment D.2
3. Contamination	[]	[]	[]	[X]	See Attachment D.3
4. Utilities and Railroads	[]	[X]	[]	[]	See Attachment D.4
5. Construction	[]	[X]	[]	[]	See Attachment D.5
6. Bicycles and Pedestrians	[]	[]	[X]	[]	See Attachment D.6
7. Navigation	[]	[]	[]	[X]	See Attachment D.7
*Topical Categories: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement					

**Supporting information is documented in the referenced attachment(s).

4. ANTICIPATED PERMITS

- ☐ Individual Dredge and Fill Permit - USACE
- ☒ Nationwide Permit - USACE
- ☐ Bridge Permit - USCG
- ☒ Environmental Resource Permit - WMD
- ☒ National Pollutant Discharge Elimination System Permit - FDEP

5. ENGINEERING ANALYSIS

See Attachment 1

6. COMMITMENTS

Relocations

To minimize the unavoidable effects of right-of-way acquisition and displacement, a right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17). This project has been developed in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, and in accordance with Executive Order 12898.

Water Quality

The proposed stormwater facility design will include, at a minimum the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District (NFWFMD) in Rule 40A-1, 40A-4, 62-4, 62-341, 62-346, the Florida Department of Environmental Protection (FDEP) Rules 62-312 and 62-25 F.A.C. and the Environmental Protection Agency (EPA).

Wildlife and Habitat

Since gopher tortoise habitat may be found within alternative alignments and associated 300-foot buffers, the Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines pertaining to surveying, excavating, and relocating will be followed.

Sea turtles occur within the Gulf of Mexico and nest on adjacent beaches. As the study area is located approximately one (1) mile from the Gulf of Mexico beaches, there would be no direct involvement with sea turtles. However, during the State Clearinghouse review period, the Florida Fish and Wildlife Conservation Commission (FFWCC) commented that due to the presence of sea turtle nesting beaches nearby, staff recommends the use of sea turtle friendly lighting along the roadway.

The Florida Natural Areas Inventory (FNAI) indicates that the loggerhead sea turtle is likely to occur within the study area, while the green and leatherback sea turtles have the potential to occur within or near the study area. The nearest sea turtle habitat is the Gulf of Mexico approximately one mile south of the study area. The proposed project lighting will be sea turtle friendly in compliance with the FFWCC's request.

Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will be contacted and afforded an opportunity to transplant them

per Florida Statute 581.185.

Transit

As requested by Okaloosa County Transit the provision for bus turnouts will be evaluated in the design phase.

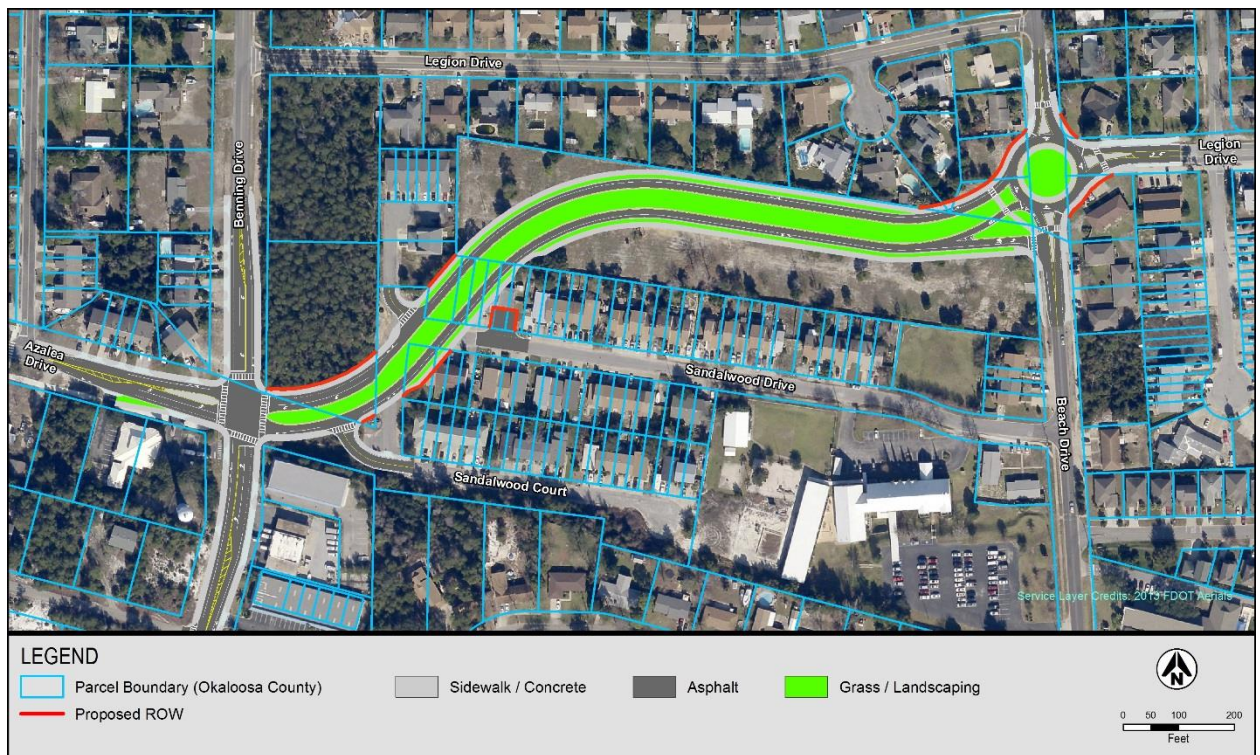
Bicycle/Pedestrian

The proposed improvements include 10-foot wide sidewalks, Americans with Disabilities Act (ADA) compatible ramps with detectable warning surfaces, crosswalks, and signage to ensure pedestrian safety.

7. SELECTED ALTERNATIVE

Following the public hearing (see Section A.1) and further engineering analysis to reduce impacts, the City of Destin selected a combination of Alternative 1 Option C and Alternative 2 Option C. Therefore, the selected alternative would utilize a standard four-leg stopped control intersection (Alternative 1 Option C) at Azalea Drive and Benning Drive, during the interim condition, which will be converted to a signalized intersection when warranted. The intersection at Beach Drive and Legion Drive (east) will be a single-lane roundabout (Alternative 2, Option C) in the interim condition and when traffic warrants it will be converted to a four-way signalized intersection. Crosswalks will be provided at each intersection and the dedicated right-turn lane. Sandalwood Court and Anna Street will tie to the Destin Cross Town Connector, and will only have right-in and right-out access. Crosswalks will be provided across Sandalwood Court and across Anna Street, but no crosswalks will be provided across the Cross Town Connector at these locations. Sandalwood Drive will not connect to the Cross Town Connector, but residents can access Sandalwood Drive as they do now, by utilizing Beach Drive for their entry and exit point.

Selected Alternative



One of the major contributing factors for the selection of the proposed Sandalwood Court and Sandalwood Drive access configuration was public sentiment. Residents of Sandalwood Drive did not want a connection to Sandalwood Court and Sandalwood Court residents did not want a thoroughfare from Benning Drive to the Destin Connector. Based on the right-of-way impacts that the cul-de-sac concept would have at the end of Sandalwood Drive, a "T" turnaround has been substituted for the originally proposed cul-de-sac. By utilizing the four-leg intersection at Azalea Drive and Benning Drive, less right-of-way would be required and the impacts to commercial and residential properties would be reduced. The selection of this hybrid option

has the benefit of reducing right-of-way acquisition and construction costs by approximately \$900,000.

8. PUBLIC INVOLVEMENT

☐ A public hearing is not required

☐ A public hearing will be held. This draft document is publicly available and comments can be submitted to Atkins, Inc. until _____.

Contact Information: Mr. Gregory Allen, P.E.
Project Manager
Atkins North America, Inc.
3114 Airport Blvd. Suite 1450
Pensacola, Florida 32504

☒ A public hearing was held on 10/18/2016 and the transcript is available.

☐ An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

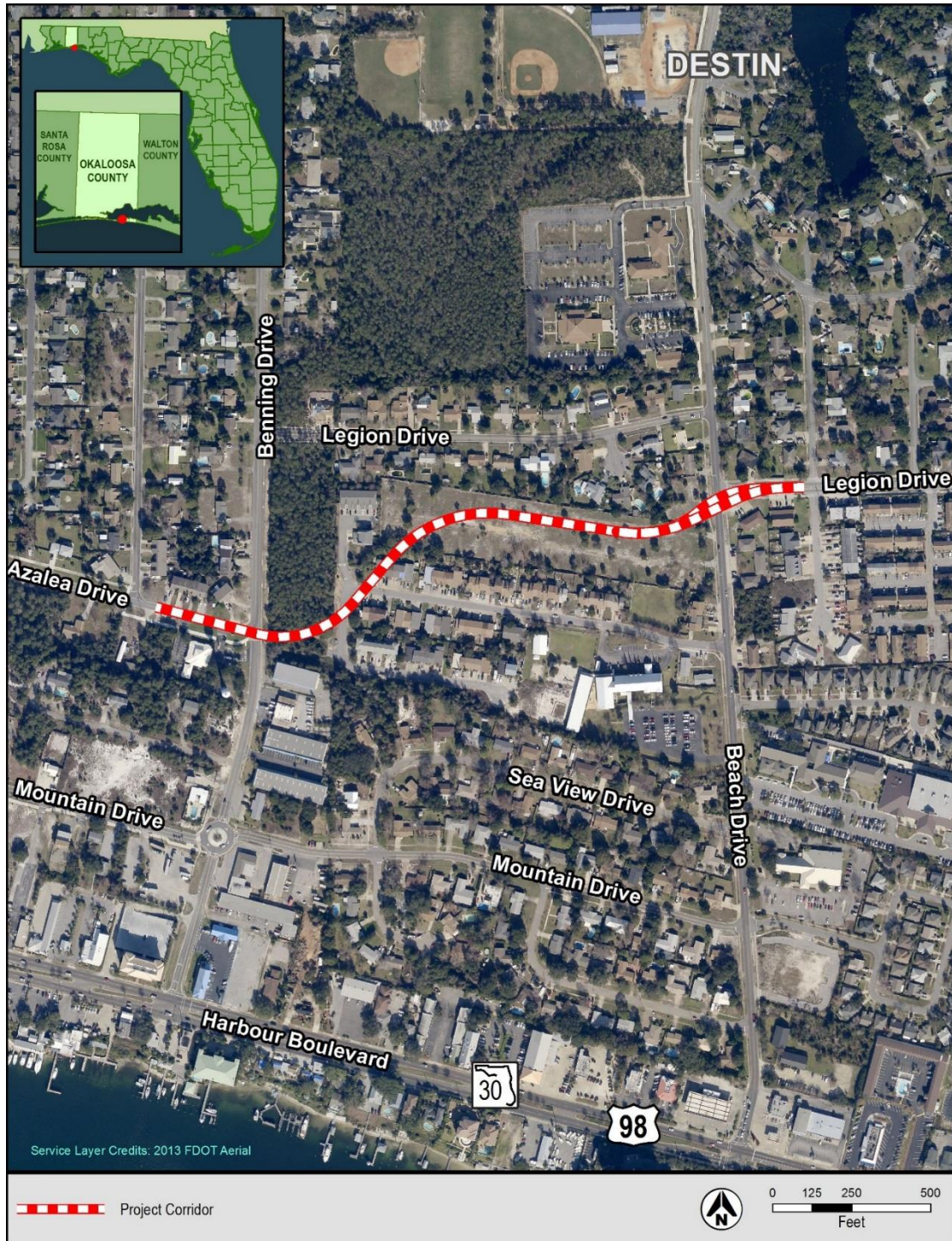
Signing Authority

_____/_____/_____
Date

ATTACHMENT 1 – ENGINEERING

The proposed project is within the City of Destin, in Okaloosa County, Florida (**Figure 1**).

FIGURE 1
PROJECT LOCATION/STUDY AREA MAP



A. Existing Conditions

SR 30/US 98 (Harbor Boulevard) in the City of Destin, Florida is a congested facility having an Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 vehicles per day in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to right-of-way costs.

There is no existing continuous route north of and parallel to SR 30/US 98 (Harbor Boulevard) that connects Stahlman Avenue with SR 30/US 98 at Airport Drive or even further east to SR 293 (Danny Wuerffel Way). However, the City of Destin has determined that existing congestion problems on SR 30/US 98 could be alleviated by linking existing roads to provide an alternate through route for local traffic (**Figure 2**). The City has completed the connection between Commons Drive West and Commons Drive East. All that remains to provide an alternate route from the intersection of Stahlman Road with SR 30/US 98 to the intersection of East Commons Drive with SR 293 (Danny Wuerffel Way) is the connection of Azalea Drive at Benning Drive to Legion Drive at Beach Drive.

FIGURE 2
PROPOSED ALTERNATE ROUTE TO SR 30/US 98



Existing Roads

The existing roads have varying typical sections and road rights-of-way. Descriptions of each roadway is provided below (see the project *Preliminary Engineering Report* for additional details).

Azalea Drive

The existing typical section for Azalea Drive west of Benning Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 100-foot right-of-way. A 10-foot sidewalk is present on the south side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Legion Drive

The existing typical section for Legion Drive east of Beach Drive is a three-lane rural roadway with 11-foot travel lanes, a 10-foot dual left turn lane, no paved shoulders, and shoulder gutter curb at the outside edges of pavement, within a 66-foot right-of-way. An 8-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in shallow roadside ditches on both sides of the road and conveyed by ditch bottom inlets to underdrains for treatment.

Benning Drive

The existing typical section for Benning Drive is a two-lane rural roadway with 11-foot travel lanes and 4-foot bike lanes within a 100-foot right-of-way. A 4-foot sidewalk is present on the east side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Beach Drive

The existing typical section for Beach Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 66-foot right-of-way. A 5-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

Existing Intersections

The intersection of Azalea Drive and Benning Drive is a “T”-intersection with a stop sign on the minor approach. The intersection of Beach Drive and Legion Drive is a “T”-intersection with a stop sign at all three approaches.

Existing Posted Speed

The posted speed limit is typically 30 mph, except for Azalea Drive which is posted at 35 mph.

Existing Traffic Data

Traffic counts were taken in the project vicinity to understand the current operating conditions of the roadways within the study area. **Table 1** is a summary of the existing operating conditions.

Table 1: Existing Traffic Data Near the Project Study Area

Roadway Segment	Observed AADT	Existing Daily LOS	Existing Two-Way PM Peak	Existing PM Peak LOS*
Stahlman Avenue (Mountain Drive to Azalea Drive)	2,500	B	260	B
Airport Road (US 98 to Main Street)	19,000	D	2,090	D
Main Street (US 98 to Airport Road)	9,200	C	860	C
Benning Drive (US 98 to Azalea Drive)	2,900	B	270	C
Commons Drive (SR 293 to Airport Road)	17,500	F	1,820	F
US 98 (SR 293 to Main Street)	52,500	F	4,860	F
US 98 (Main Street to Stahlman Avenue)	44,500	F	4,120	F

Note: Traffic data as obtained from FDOT 2015 Traffic Online count resource.

*LOS determined based on FDOT Quality Level of Service Handbook, Tables 2-1 & 2-4

Crash Data and Safety Analysis

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR 30/US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five-year period from 2009 to 2013 (**Table 2**). This segment of SR 30/US 98 is below the average crash rate.

Table 2: FDOT 2009-2013 Crash Data for Project Study Area

Year	Number of Crashes	SR 30/US 98 AADT	Statewide Average Crash Rate	Actual Crash Rate	Safety Ratio
2009	7	45,000	2,941	0.945	0.321
2010	9	45,000	2,941	1.215	0.413
2011	18	51,500	2,941	2.123	0.722
2012	18	44,500	2,941	2.457	0.836
2013	30	49,500	2,941	3.682	1.252

Other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 3**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

Table 3: High Crash Locations Along SR 30/US 89 in the Larger Study Area

Mile Post	Description of Location
17.440 to 17.486	Calhoun Avenue
21.347 to 21.747	Walmart shopping Center entrance, Henderson Beach Road, Plantation Commons
22.447 to 22.547	Matthews Boulevard
22.647 to 22.767	Crystal Beach Plaza and SR 263

B. Alternatives Considered

Alternatives considered for alleviating existing and future congestion on SR 30/US 98 (Harbor Boulevard) included the No Build Alternative, Transportation System Management and Operations (TSM&O) measures, Multimodal Alternatives, and Build Alternatives. The following discussion describes the alternatives considered.

1. No Build Alternative

The No Build Alternative does not make the proposed connection between Azalea Drive and Legion Drive nor does it provide capacity, intersection, pedestrian, bicycle, or safety improvements beyond those currently programmed.

The No-Build Alternative has several positive attributes including no expenditure of public funds for design, right of way acquisition, or construction. There would be no need for residential or business relocations, and traffic would not be disrupted during construction. No costs would be incurred for utility relocation and there would be no direct or indirect impacts to the community.

However, the No Build Alternative does not meet the project's purpose and need and is not consistent with the goals, policies, and criteria of the City of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. It was considered throughout the PD&E study and compared to the impacts/benefits associated with the Build Alternatives.

2. Transportation Systems Management and Operations (TSM&O)

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, and traffic signal timing optimization. TSM&O improvements alone would provide minimal support in meeting the project's purpose and need. Much like the No-Build Alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For these reasons, the TSM&O alternative was not a viable solution to the project needs. However, Okaloosa County Transit has indicated that Destin Cross Town Connector could be incorporated as a potential new or modified route (see **Appendix B**) and, therefore, would like bus pull-offs included in the project. Locations for bus pull-offs will be determined during the design phase.

3. Multi-Modal Alternatives

Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options which are most effective in large urbanized areas. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Even though the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district, the MMTD

recognizes that these facilities alone are insufficient to relieve congestion on SR 30/US 98 without strategic road improvements, of which this project is one. Therefore, no further analysis of a multi-modal alternative was considered.

4. Build Alternatives

The proposed improvements comprising the Build Alternatives are based on the predicted traffic conditions in the design year (2042). The Build Alternatives would provide approximately 0.4 miles of new four-lane divided roadway connecting Azalea Drive at Benning Drive with Legion Drive at Beach Drive. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases with the first phase providing a two-lane roadway (**Figure 3A**) and the second phase providing the ultimate four-lane facility (**Figure 3B**), when Azalea Drive and Legion Drive are widened to four lanes. The interim typical section would have one 11-foot lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. The ultimate typical section would have two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. FDOT Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment, the location to be determined during the final design phase.

The proposed roadway will be classified as a major collector roadway in accordance with Table 8-1 of the City of Destin Land Development Code (LDC). Per the City of Destin LDC, the design speed for a major collector is to be 35 mph; however, due to geometric constraints, an exception will be pursued to use a 30-mph design speed. The posted speed limit will be 25 mph.

FIGURE 3A PROPOSED INTERIM TYPICAL SECTION

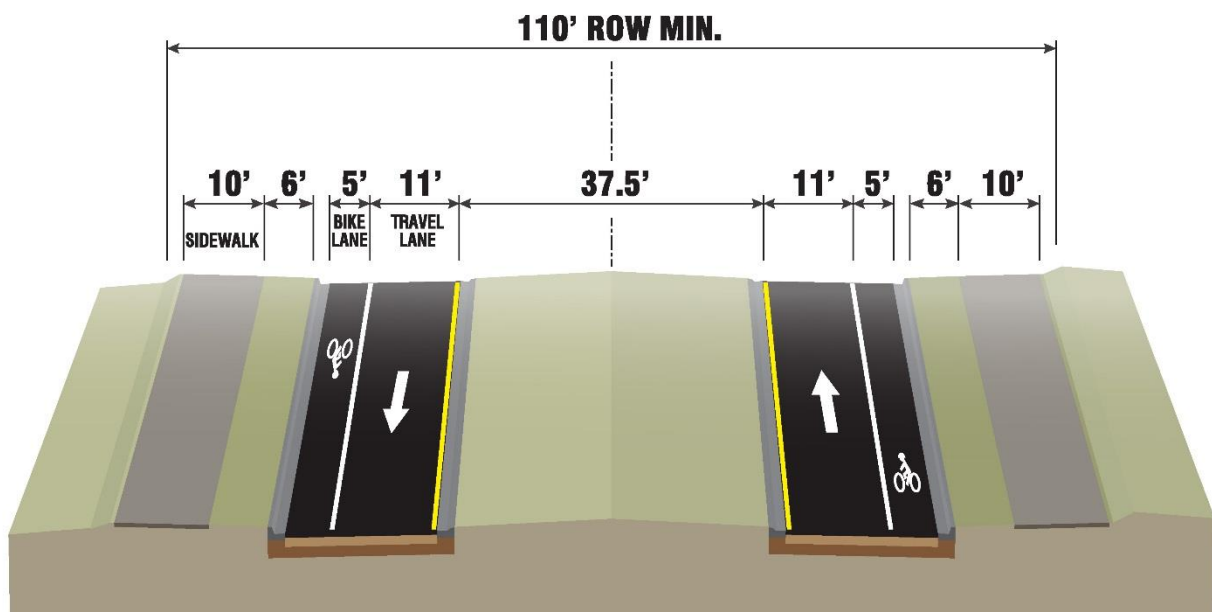
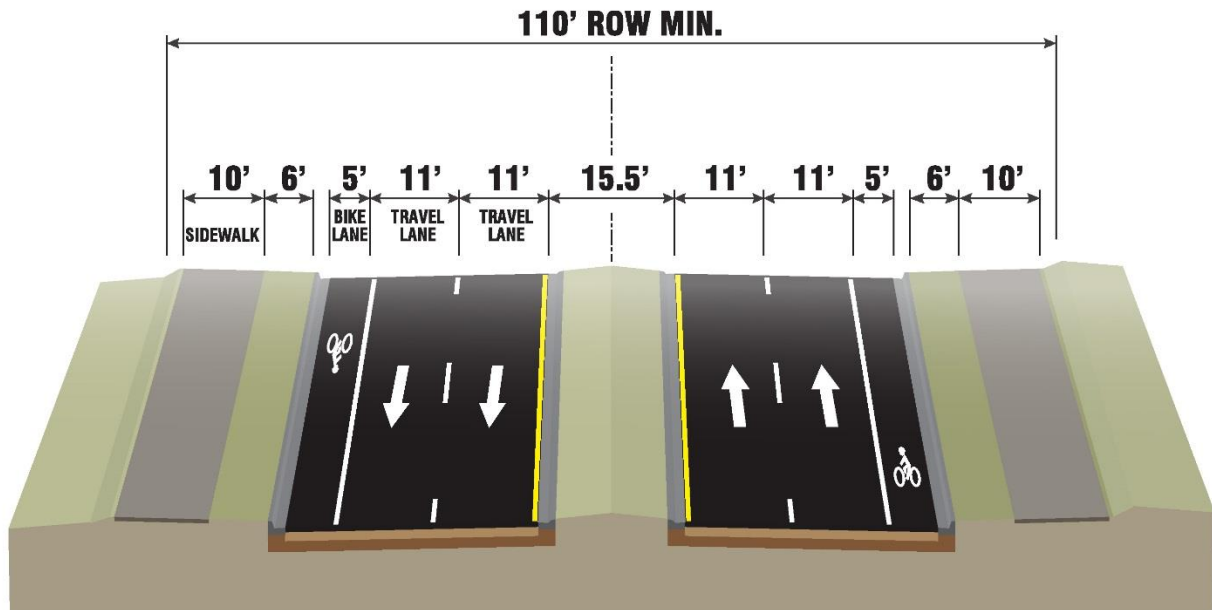


FIGURE 3B PROPOSED ULTIMATE TYPICAL SECTION



Two build alternatives (Alternatives 1 or 2) are proposed. Both build alternatives would utilize the same alignment to provide approximately 0.4 mile of new roadway, but would have different intersection configurations. Although not currently shown, the City of Destin has agreed to the inclusion of bus pull-offs in the project right-of-way. These would be developed during the design phase when the preferred alternative is identified. Alternative 1 makes use of signalized intersections while Alternative 2 proposes to use roundabouts. Both build alternatives would have three access options (A, B, or C) for the Sandalwood neighborhood. The alternatives and their options are described, as follows.

Alternative 1 Option A (Figure 4) would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the designated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is \$2.8 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$10.5 million which includes \$1.1 million for Design/CEI/MOT and \$6.2 million for construction. The ultimate cost of the four-lane project is \$12.0 million with includes an additional \$0.3 million for Design/CEI/MOT and \$1.2 million for construction in the widening phase.

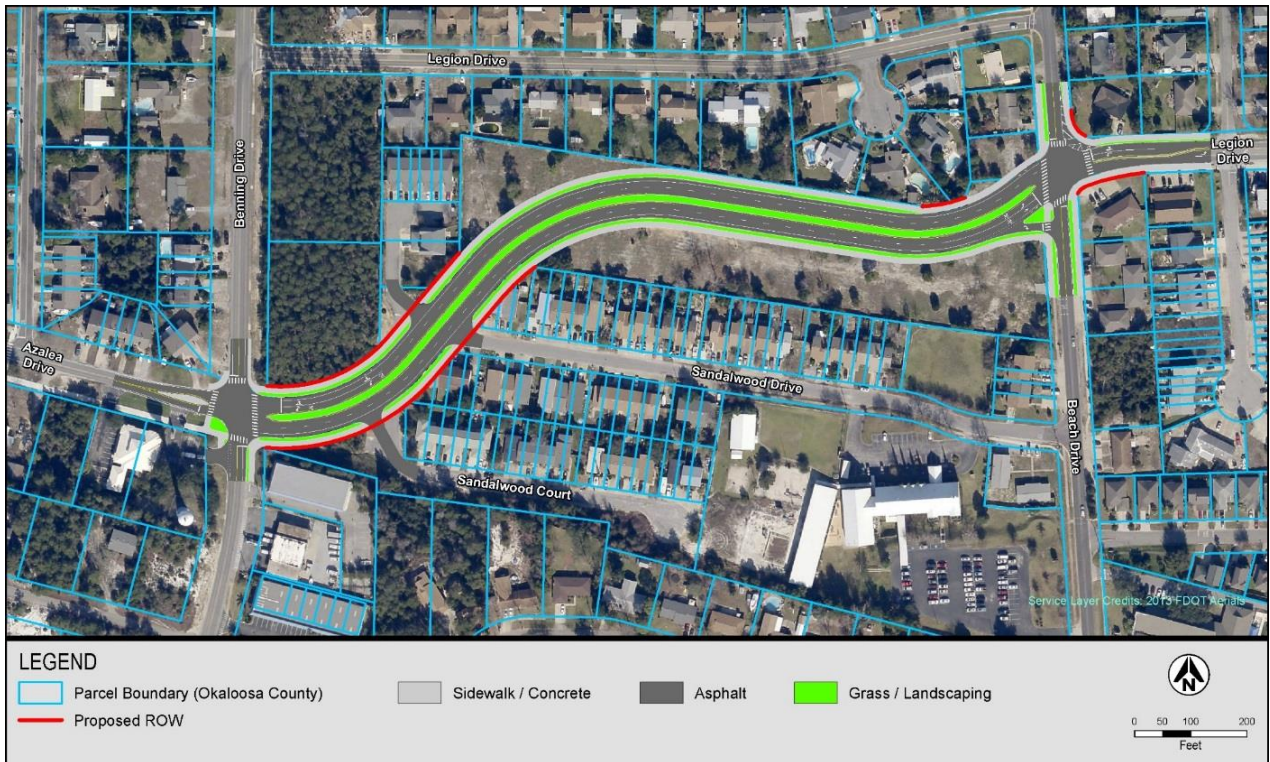
Figure 4: Alternative Option A



Alternative 1 Option B (Figure 5) is similar to Alternative 1 Option A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1 Option B differs from Alternative 1 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is \$2.6 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$10.1 million which includes \$1.1 million for Design/CEI/MOT and \$6.0 million for construction. The ultimate cost of the four-lane project is \$11.6 million with includes an additional \$0.3 million for Design/CEI/MOT and \$1.2 million for construction in the widening phase.

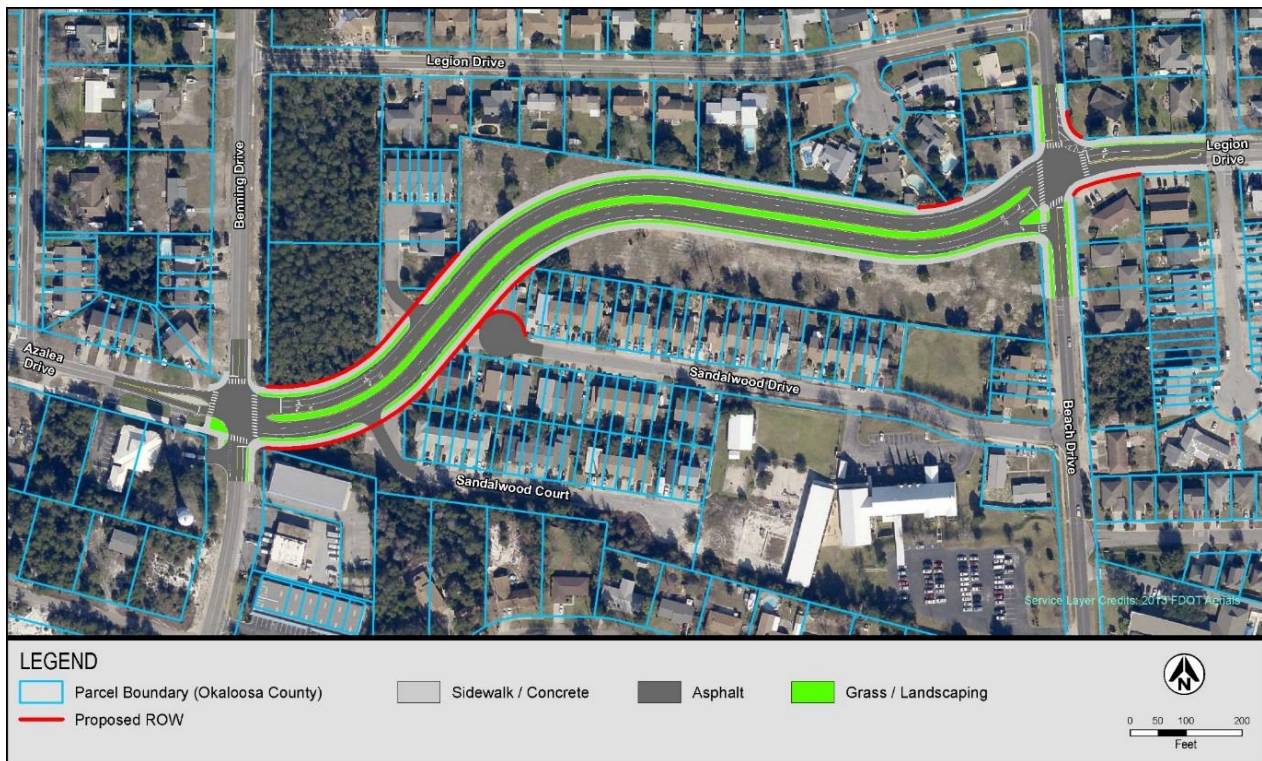
Figure 5: Alternative 1 Option B



Alternative 1 Option C (Figure 6) is similar to Alternative 1 Option A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of eighteen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, seventeen of the properties are residential and will require ten residents to be relocated. The estimated right-of-way cost for this Alternative is \$2.6 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$10.2 million which includes \$1.1 million for Design/CEI/MOT and \$6.1 million for construction. The ultimate cost of the four-lane project is \$11.7 million with includes an additional \$0.3 million for Design/CEI/MOT and \$1.2 million for construction in the widening phase.

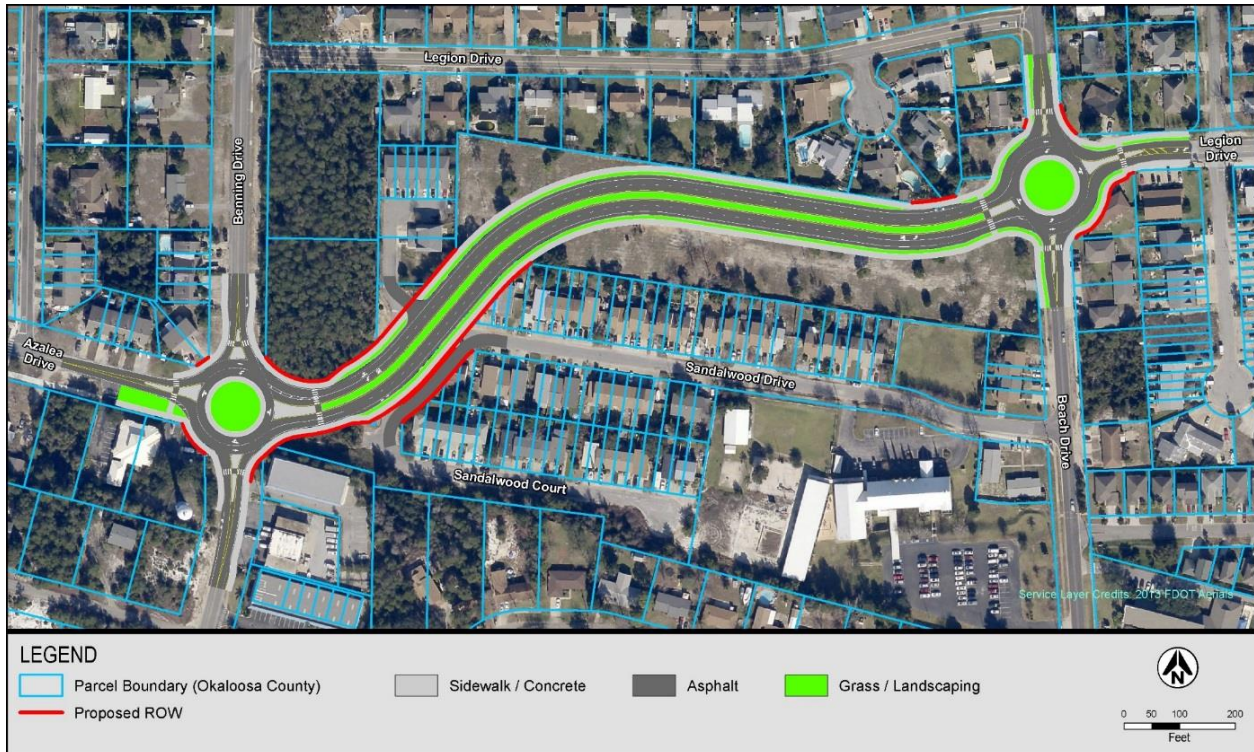
Figure 6: Alternative 1 Option C



Alternative 2 Option A (Figure 7) utilizes the same road alignment as Alternative 1 Option A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2 Option A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same connection between Sandalwood Court and Sandalwood Drive as Alternative 1 Option A. Therefore, Alternative 2 Option A is identical to Alternative 1 Option A except for the intersections at the project termini.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of thirteen residents and one commercial business. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is \$4.5 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$11.4 million which includes \$1.2 million for Design/CEI/MOT and \$5.2 million for construction. The ultimate cost of the four-lane project is \$12.5 million with includes an additional \$0.2 million for Design/CEI/MOT and \$0.9 million for construction in the widening phase.

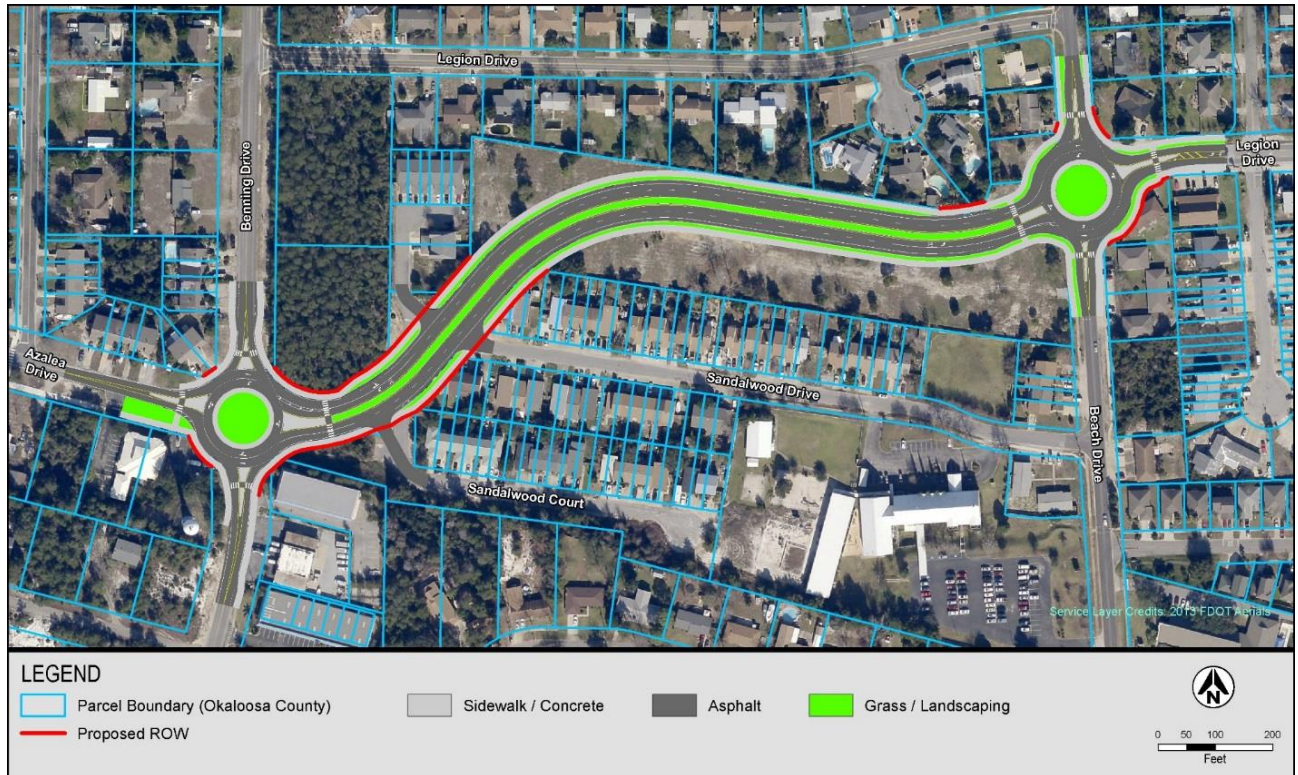
Figure 7: Alternative 2 Option A



Alternative 2 Option B (Figure 8) is similar to Alternative 2 Option A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2 Option B differs from Alternative 2 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of thirteen residents and one commercial property. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is \$4.3 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$1098 million which includes \$1.2 million for Design/CEI/MOT and \$5.0 million for construction. The ultimate cost of the four-lane project is \$12.5 million with includes an additional \$0.2 million for Design/CEI/MOT and \$0.9 million for construction in the widening phase.

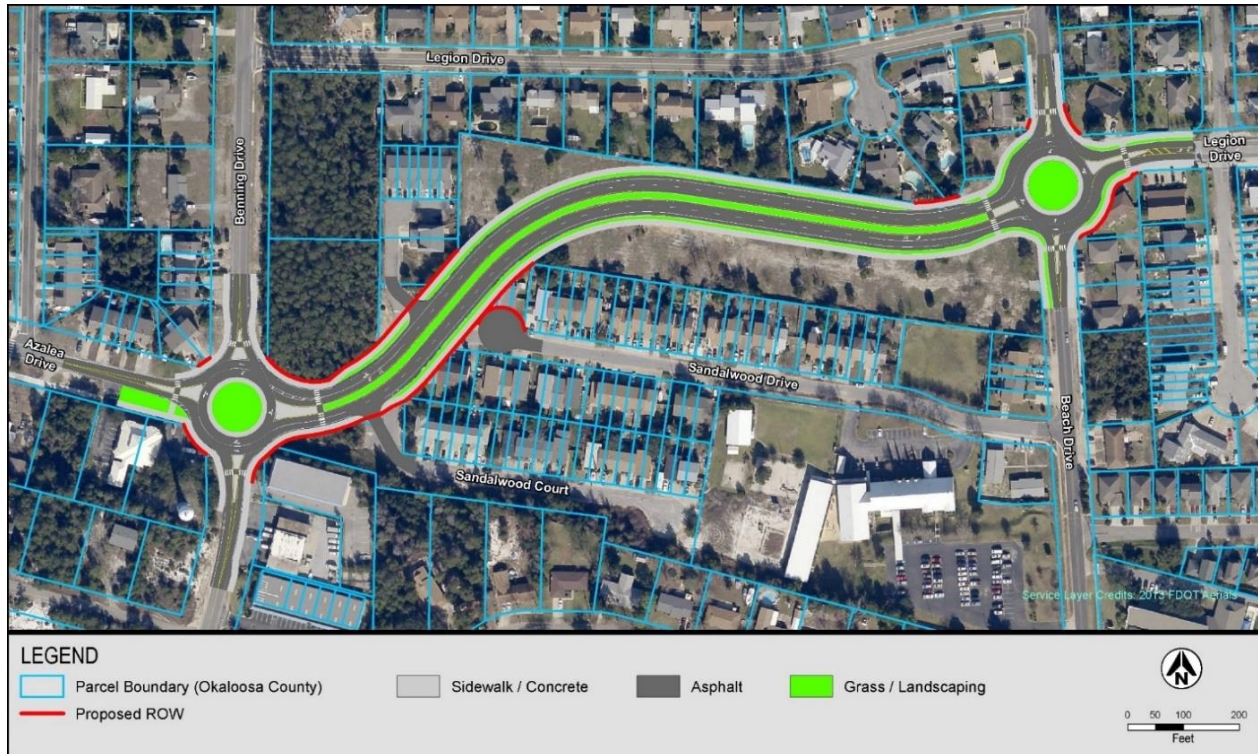
Figure 8: Alternative 2 Option B



Alternative 2 Option C (Figure 9) is similar to Alternative 2 Option A in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of twenty-three parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and twenty are residential, requiring the relocation of thirteen residents and one commercial business. Two of the residential parcels being relocated have tenants. Parcel 00-2S-22-2167-0000-0310 has one tenant and Parcel 00-2S-22-2335-0000-0130 has three tenants. One of the parcels is a vacant wooded parcel. The estimated right-of-way cost for this Alternative is \$4.3 million for the roadway and \$0.4 million for the stormwater pond. The cost for the interim project is \$11.0 million which includes \$1.2 million for Design/CEI/MOT and \$5.1 million for construction. The ultimate cost of the four-lane project is \$12.1 million with includes an additional \$0.2 million for Design/CEI/MOT and \$0.9 million for construction in the widening phase.

Figure 9: Alternative 2 Option C



C. Comparative Evaluation of Alternatives

Documentation of the analysis of the project's potential involvement with the social, cultural, natural, and physical environments is provided in **Attachments A, B, C, and D** to this document.

The right-of-way required for the interim two-lane facility with roundabout intersections will be adequate for both Alternatives 1 and 2 Options A, B, and C. Alternative 1, which proposes signalized intersections at the termini, requires less right-of-way than the roundabout intersection; however, because the roundabout intersection will be built first, the cost of right-of-way considered for this analysis is the cost of the interim configuration. There is no right-of-way cost of the ultimate configuration.

Table 4 is a comparative matrix of the alternatives that summarizes the No Build and Build Alternatives' costs, traffic operations issues, and potential involvement with the social, cultural, natural, and physical environment. The evaluation of alternatives determined there are no significant historic resources, wetlands, floodplains, Aquatic Preserves or Outstanding Florida Waters, wild and scenic rivers, coastal barrier resources, essential fish habitat, farmlands, or medium or high-risk contamination sites within the project area. The proposed project will provide enhanced economic opportunity, is consistent with land use planning, improves mobility, and increases the connectivity of multi-modal transportation options by providing bicycle/pedestrian facilities and bus accommodations. The alternatives have been determined to not have substantial involvement with air, noise, wildlife habitat, recreation areas, community services, community cohesion, or water quality. Nor would any alternative have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped

groups. The project will require right-of-way acquisition that will result in nine residential displacements/relocations and one business relocation for Alternative 2 Options A, B, and C. It has been determined that suitable replacement housing is available near the study area to accommodate the anticipated residential displacements. To minimize the adverse effects of displacements, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

TABLE 4: COMPARATIVE EVALUATION MATRIX

[illegible]

ATTACHMENT A – SOCIAL AND ECONOMIC

A-1 Social

Substantial Impact?
No

The following discusses the effect of the proposed project on the study area community by examining its potential to affect community cohesion, the delivery or access to community services, whether there would be disproportionate impacts to minority and/or low-income populations and considers public input.

Community Cohesion

Except for the very west end of the project, which is undeveloped, densely wooded land, most of the proposed road alignment is on a parcel of vacant land that was previously used as an RV campground prior to being acquired by the City of Destin. North and south of the now City-owned parcel are two residential areas, both of which are oriented so that their fenced backyards face each other and are separated by the width of the city-owned property. The southern residential area is comprised of multi-family townhomes while the residential area north of the proposed alignment is comprised of single family homes. Given the separation of the two neighborhoods, the orientation (back-to-back) of the neighborhoods with respect to each other, and the different character (single family versus multi-family) of the neighborhoods, it is presumed that the two neighborhoods are separate communities. Therefore, the introduction of a road between the two neighborhoods would not be dividing a single cohesive community.

The proposed project would have at least three impacts within the Sandalwood neighborhood. The first is the acquisition of two structures containing townhomes along Sandalwood Drive. The second is the separation of the townhomes along Anna Street north of Sandalwood Drive from the rest of the neighborhood, and the third is the change in access between Sandalwood Court and Sandalwood Drive.

The acquisition of two structures containing townhomes at the west end of Sandalwood Drive, required under all Build alternatives, would be disruptive to the residents of the townhomes (more information on displacements and relocation is available in Section A-3). However, since the proposed road would displace townhomes at the end of Sandalwood Drive rather than from the middle of the neighborhood, the effect of the road on neighborhood cohesion would be minimal.

Regarding the separation of residents on Anna Street from the Sandalwood neighborhood, the townhomes on Anna Street already appear separated from the neighborhood. All other townhomes in the neighborhood are located adjacent to each other on either side of Sandalwood Drive or Sandalwood Court. The Anna Street townhomes are set back from the Sandalwood Drive townhomes and are further separated by a row of vegetation. All the Build alternatives would serve the existing direct connection between the Anna Street townhomes and those along Sandalwood Drive. All build alternatives would provide access from Anna Street to the Destin Cross Town Connector from which residents of Anna Street could still access Sandalwood Court and Sandalwood Drive by various routes, depending on the alternative.

Because the Anna Street intersection would provide right in, right out only access, under Alternative 1 Option A and Alternative 2 Option A, residents of Anna Street would turn right on the Destin Cross Town Connector and continue to Benning Drive where they would make a U-turn to return via the Cross Town Connector to Beach Drive, turning right on Beach Drive and continuing until it intersects with Sandalwood Drive. Under Alternative 1 Option B and Alternative 2 Option B, residents of Anna Street could access either Sandalwood Court or Sandalwood Drive after making a U-turn at Benning Drive. Under Alternative 1 Option C and Alternative 2 Option C, residents of Anna Street could access Sandalwood Court after making a U-turn at Benning Drive, but to access Sandalwood Drive, residents would have to travel the same route as for Alternative 1 Option A and Alternative 2 Option A.

In reverse, under Alternative 1 Option A and Alternative 2 Option A, residents of Sandalwood Court or Sandalwood Drive going to Anna Street would have to exit onto Beach Drive, continue to the Destin Cross Town Connector and along the Connector to Anna Street. Under Alternative 1 Option B and Alternative 2 Option B, residents of either Sandalwood Court or Sandalwood Drive would have to exit onto the Destin Cross Town Connector and continue to Beach Drive to make a U-turn in order to return to Anna Street. Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court would utilize the same route they use for Alternative 1 Option B and Alternative 2 Option B, while residents of Sandalwood Drive would utilize the route they would use for Alternative 1 Option A and Alternative 2 Option A.

To prevent the Destin Cross Town Connector from cutting off access between Sandalwood Drive and Sandalwood Court, Alternative 1 Option A and Alternative 2 Option A include realignment of Anna Street, south of the Destin Cross Town Connector, parallel to the Cross Town Connector between Sandalwood Court and Sandalwood Drive. This maintains the current access to Sandalwood Court from Beach Drive via Sandalwood Drive. Alternative 1 Option B, Alternative 1 Option C, Alternative 2 Option B, and Alternative 2 Option C do not include the realignment of Anna Street between Sandalwood Court and Sandalwood Drive. Instead these alternatives provide access from Sandalwood Court directly to the Destin Cross Town Connector. Under Alternative 1 Option B and Alternative 2 Option B, residents of Sandalwood Court desiring to visit residents of Sandalwood Drive would exit Sandalwood Court onto the Cross Town Connector to reach Sandalwood Drive. However, residents of Sandalwood Drive going to Sandalwood Court, because there would be no median opening on the Destin Cross Town Connector, would have to exit onto Beach Drive, take Beach Drive to the Destin Cross Town Connector, travel along the Connector to Benning Drive, make a U-turn at Benning Drive, and continue to Sandalwood Court.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court desiring to visit residents on Sandalwood Drive would be required to exit Sandalwood Court onto the Cross Town Connector, drive east to Beach Drive, then down Beach Drive to Sandalwood Drive. Residents on Sandalwood Drive going to Sandalwood Court would utilize the same route as for Alternative 1 Option B and Alternative 2 Option B.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Drive would experience a separation from the residents on Sandalwood Court and vice versa, although, for the residents on Sandalwood Court, the convenience of an easier access out of the neighborhood for other purposes may offset the separation from community members on Sandalwood Drive.

Table A-1 summarizes the alternatives effects on community cohesion. For purposes of this summary, neighborhoods are identified as Anna Street, Sandalwood Drive, and Sandalwood Court. The neighborhood is considered impacted if reasonably close access between it and another neighborhood has not been provided. For instance, even though Anna Street is provided access to the Destin Cross Town Connector, residents of Anna Street can no longer directly access either Sandalwood Drive or Sandalwood Court.

TABLE A-1: COMMUNITY COHESION IMPACTS

AFFECTED NEIGHBORHOOD	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION C	OPTION A	OPTION B	OPTION C
North Anna Street Separated from Sandalwood Drive	X	-	X	X	-	X
North Anna Street Separated from Sandalwood Court	X	-	-	X	-	-
Sandalwood Drive Separated from Sandalwood Court	-	X	X	-	X	X
Sandalwood Court Separated from Sandalwood Drive	-	-	X	-	-	X
Total of Community Cohesion Impacts	2	1	3	2	1	3

Since Sandalwood Court, like Anna Street, does not lead to other streets or to businesses, the connection to the Destin Cross Town Connector under Alternative 1 Option B, Alternative1 Option C, Alternative 2 Option B and Alternative 2 Option C would not introduce an increased volume of traffic into the neighborhood. These access points would, however, degrade the operation of the proposed roadway due to their proximity to the Azalea Drive/Benning Drive intersection.

The effect of the alternatives on traffic operations on the Azalea Drive/Benning Drive intersection is measured in two ways, as shown in **Table A-2**. One is the relative distance from the intersection, with a new access point being further from the intersection having less impact than one that is closer. A new access point that is further away is given a 1, one that is closer is assigned a 2. The lower the overall score, the less of an anticipated impact on traffic operations. The second measure is the number of new access points created under an Alternative/Option.

TABLE A-2: ALTERNATIVE OPTIONS EFFECT ON TRAFFIC OPERATIONS

MEASURE OF IMPACT TO TRAFFIC OPERATIONS	ALTERNATIVE 1			ALTERNATIVE 2		
	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B
Relative Distance from Western Project Terminus*	1	2	2	1	2	2
Number of New Access Points**	1	3	2	1	3	2
Total of Traffic Operations Impacts	2	5	4	2	5	4

*Closer access points are worse for traffic operations at the project terminus and are assigned a 2.

**A four-leg intersection counts as two access points.

Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a score of 1, 2, or 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection.

Community Services

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the study area are listed in **Table A-3** and their locations are shown on **Figure A-1**. Some of the community services/providers are listed more than once as they fall within more than one category and some of the schools/group care facilities have the same address as the churches with which they are associated. Those shown in bold type are near the proposed project. However, none of these community services would be adversely impacted by the proposed project.

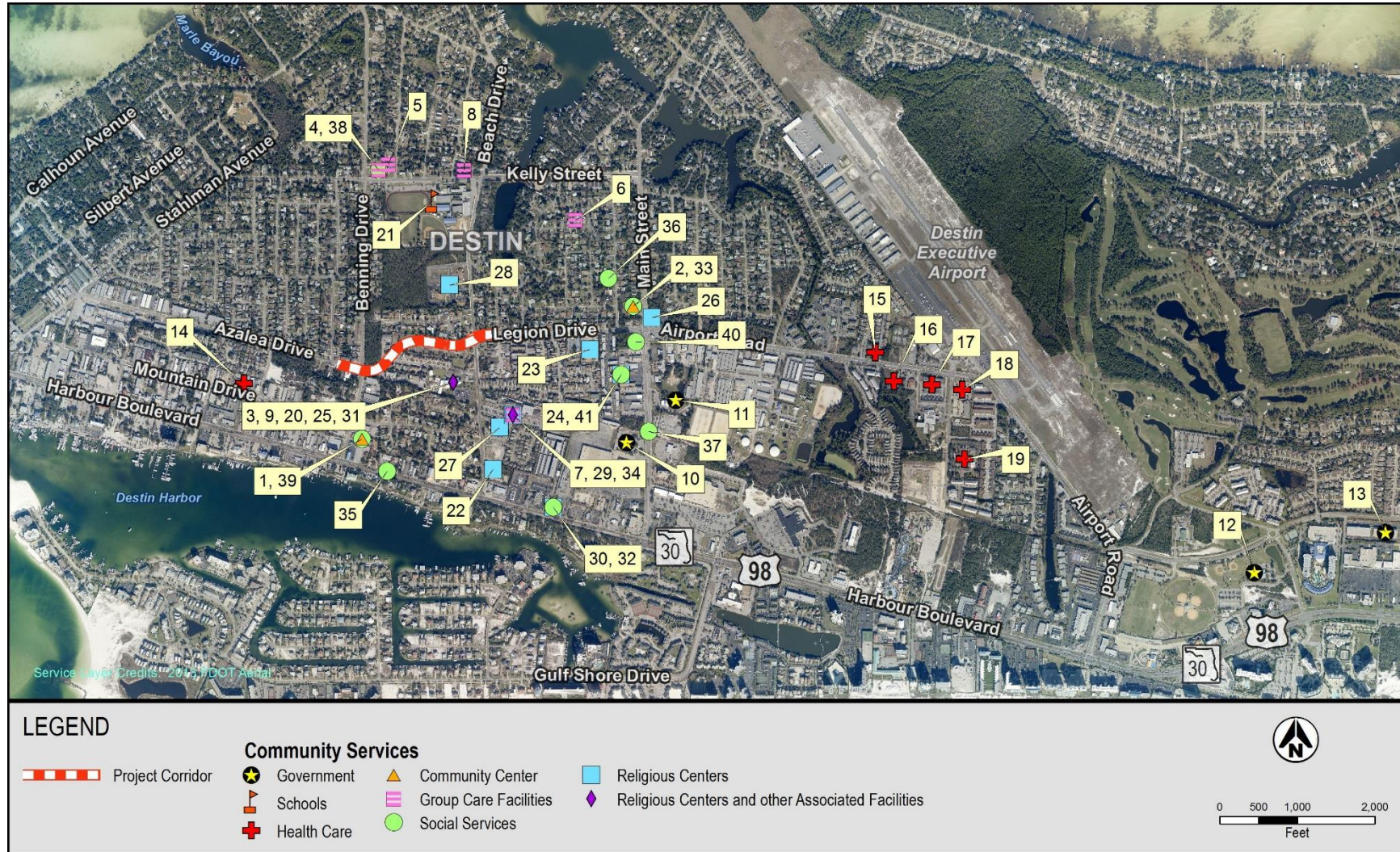
Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are: fire and police protection services. The closest fire station is located at 848 Airport Road, approximately 0.6 mile east of the project. The Okaloosa County Sheriff's Department, which provides police services for the City of Destin, has an office at the Destin City Hall at 4200 Indian Bayou Trail, approximately 2 miles east of the project. By creating an alternate corridor to SR 30/US 98, the delivery of both fire and police protection services will be greatly enhanced, especially for the western segment of Destin. Even if the service providers utilize SR 30/US 98 instead of the alternate corridor, the congestion relief provided by the alternate corridor will enhance the delivery of emergency services.

TABLE A-3: COMMUNITY SERVICE PROVIDERS IN STUDY AREA

TYPE	NAME	ADDRESS	MAP ID
Community Centers	AMVETS Post 29	106 Benning Drive	1
	American Legion Post 296	311 Main Street	2
Group Care Facilities	Destin Christian Academy	201 Beach Drive	3
	Childcare Network 105	502 Benning Drive	4
	Brooke Summers	503 3 rd Avenue	5
	Richard & Amy Madden	709 Swan Lane	6
	Destin United Methodist Children	200 Beach Drive	7
	Destin Elementary School	633 Kelly Street	8
	First Baptist Child Development	201 Beach Drive	9
Government	US Post Office	175 Main Street	10
	Destin Water Users Inc.	218 Main Street	11
	Destin City Hall	4200 Indian Bayou Tr.	12
	Highway Safety and Motor Vehicle	4012 Commons Drive	13
Health Care	Destin Surgery Clinic, PA	415 Mountain Drive	14
	Destin Dental Center	985 Airport Road	15
	White Wilson Medical Center	990 Airport Road	16
	Destin Emergency Care Center	996 Airport Road	17
	Amedisys Home Health of the Panhandle	1008 Airport Road	18
	Destin Healthcare and Rehabilitation Center	195 Mattie M. Kelly Blvd.	19
Schools	Destin Christian Academy	201 Beach Drive	20
	Destin Elementary School	630 Kelly Street	21
Religious Centers	Cornerstone Presbyterian Church	50 Beach Drive	22
	Assembly of God Church - Destin	726 Legion Drive	23
	Church of Jesus Christ Destin Branch	225 Main Street	24
	First Baptist Church of Destin	201 Beach Drive	25
	Safe Harbor Presbyterian Church	801 Airport Road	26
	Church of Christ Destin	150 Beach Drive	27
	Corpus Christi Catholic Church	307 Beach Drive	28
	Destin United Methodist Church	200 Beach Drive	29
	Hope Family Ministries	737 Hwy 98 East	30
Social Services	First Baptist Church Child Development Center	201 Beach Drive	31
	The Abercrombie Center	737 Hwy 98 East	32
	American Legion 296	311 Main Street	33
	Jacob's Ladder Preschool	200 Beach Drive	34
	Quinn Physical Therapy PA	623 Hwy 98 East	35
	Ready Set Go	315 Spring Street	36
	Disaster Response Team	200 Main Street	37
	Child Care Network Inc.	502 Benning Drive	38
	AMVETS Post 29	106 Benning Drive	39
	D Dan's Entertainment Agency - Destin	245 Main Street	40
	Comfort Keepers	225 Main St.	41

*Bold type indicates the community service is near the proposed project.

**FIGURE A-1
COMMUNITY SERVICES LOCATION MAP**



Minority and Low-Income Population

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing regardless of race, color, religion, sex, national origin, age or disability. This project is not expected to have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

The field review of the project area confirmed the presence of the residential areas that appear to have low income or minority residents. Public meetings have been held within the project area to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project.

The 2010 Census indicates the median household income, within a 500-foot buffer of the project area, is \$56,428. The total population in 2010 was 277 persons totaling 115 households, of which six households were below poverty level in the previous 12 months. However, no households received public assistance income. Of the 233 people, 25 years and over, living within the 500-foot buffer of the project area, 170 (89.01 percent) were high school graduates or higher and twenty-one percent (42 persons) had a Bachelor's degree or higher. Most of the population (88.09 percent) was White Alone. The minority group having the greatest representation in the project area is the Hispanic or Latino of Any Race with 12.64 percent (35 people) of the population.

There are 132 housing units in the project area with a median value of \$225,150. Of these 60 are owner-occupied and 55 are renter-occupied units. Only one of the occupied housing units had no vehicle.

Also, within the study area, the 2010 Census data indicates that 8.46 percent of the population (22 persons) did not speak English at all and that 17.69 percent (46) speaks English not well or not at all. Written translation obligations may be required for this project since the eligible Limited English Proficiency (LEP) language group does meet or exceed the threshold (five percent or 1,000 persons or more in a project area that speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2).

Table A-4 presents the demographic of the 500-foot project buffer in comparison with that of Okaloosa County. The analysis of GIS data indicates the project area is comprised of a slightly larger minority population as compared to Okaloosa County. Also, the racial/ethnic make-up of the minority population differs from that in the County, with the study area having twice the percentage of persons of Hispanic origin as the County and a considerably less percentage of African-Americans than the County.

TABLE A-4: 2010 PROJECT AREA DEMOGRAPHICS

DEMOGRAPHIC	500-FOOT BUFFER		OKALOOSA COUNTY	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Total Population	277	100.00%	182,076	100.00%
Racial Characteristics				
White Alone (Race)	244	88.09%	149,733	82.24%
African-American (Race)	4	1.44%	16,908	9.29%
Asian Alone (Race)	7	2.53%	5,633	3.09%
American Indian or Alaska Native	0	0.00%	1,251	0.69%
“Other” (Race)	13	4.69%	2,527	1.39%
Ethnicity Characteristics				
Hispanic or Latino (Ethnic Group)	35	12.64%	11,733	6.44%
Language Ability				
Age 5 and Over	258	93.14%	170,259	93.51%
Speaks English Not at All	22	8.46%	743	0.44%
Speaks English Not Well or At All	46	17.69%	3,172	1.86%
Income Characteristics				
Total Households	115	100.00%	74,442	100.00%
Median Household Income	\$56,428	-	\$54,242	-
Households Below Poverty Level	6	5.22%	7,414	9.96%
Households with Public Assistance	0	0.00%	983	1.32%
Education Characteristics				
Median Age	38	-	38	-
Population Over 25	233	84.11%	154,230	84.71%
High School Graduate or Higher	170	89.01%	110,268	71.50%
Bachelor’s Degree or Higher	42	21.99%	32,632	21.16%
Housing Characteristics				
Total Housing Units	132	100.00%	91,624	100.00%
Owner-Occupied Units	60	45.45%	48,772	53.23%
Renter Occupied Units	55	41.67%	23,670	25.83%
Vacant Units	17	12.88%	19,182	20.94%
Median Housing Value	\$225,150	-	\$204,400	-
Occupied Housing Units w/ No Vehicle	1	0.76%	2,735	3.78%

Eight of the 25 census blocks comprising the project area had no minority populations, six blocks had less than 10 percent minority populations, seven blocks had between ten and 20 percent minority populations, and four blocks had more than twenty but less than forty percent of the population as minorities. There are six census blocks that are either crossed by, or adjacent to, the proposed project (see **Figure A-2** and **Table A-5**).

**FIGURE A-2
PROJECT AREA CENSUS BLOCKS**



TABLE A-5: 2010 PROJECT AREA CENSUS BLOCK DATA

CENSUS BLOCK	TOTAL POPULATION	MINORITY POPULATION AS A WHOLE	PERCENT MINORITIES	AFRICAN AMERICAN	AMERICAN INDIAN or ALASKA NATIVE	ASIAN ALONE	HISPANIC OR LATINO	SOME OTHER RACE ALONE
1007	98	14	15.10	0	0	1	14	6
1008	228	74	32.50	1	0	10	40	21
1009	26	4	15.40	0	1	0	1	0
1010	27	0	0.00	0	0	0	0	0
1025	7	0	0.00	0	0	0	0	0
1033	398	153	38.40	13	4	13	118	25
2027	70	16	22.90	0	1	5	7	0

***Bold font indicates the census blocks containing the proposed project alignment**

One census block (1010) has no minorities. Two Census blocks (1008 and 1009) are crossed by the project's alignment and four census blocks (1010, 1025, 1033 and 2027) are located at the project termini. Census Block 1007 was included because its southern boundary is Legion Drive which is part of the study area. Only Census Blocks 2027, 1008, and 1033 have a minority percentage above 20 percent, primarily Hispanic or Latino.

There is no distinction between the build alternatives' effects on the study area population. The principal adverse effect of the project is the relocation of nine to sixteen residences. Although the project was designed to minimize relocations and the effect of relocations on the community as much as practicable, relocations are unavoidable. However, the City of Destin will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). And in accordance with Title VI of the Civil Rights Act of 1964, no person shall be excluded from participation in, or denied benefits of, or be subject to discrimination under any program or activity receiving federal assistance on the ground of race, color, or national origin. Therefore, it has been determined that the proposed project will not have any disproportionately high and adverse human health and environmental effects on minority or low-income populations.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (United States Environmental Protection Agency [EPA], 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households. Title VI information available at the Public Hearing.

Public Involvement

A comprehensive Public Involvement Program was initiated with this project. This program is compliant with the FDOT PD&E Manual, Section 339.155 Florida Statutes (F.S.), Executive Orders 11990 and 11988: Council on Environmental Quality Regulations for implementing the procedural provision of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

Advanced Notification

An Advance Notification was issued on April 1, 2015 to the Florida State Clearinghouse, Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, state and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdiction, and to document the need for resource agency or tribal involvement with the project. Following the 45-day review, response letters were received from the following agencies:

- National Marine Fisheries Service (NMFS) – indicated that it did not appear the project would have any direct involvement with NMFS trust resources.
- Florida Fish and Wildlife Conservation Commission (FFWCC) – recommended that sea turtle friendly lighting be used along the roadway.
- Florida State Clearinghouse (FSC) – indicated that the Northwest Florida Water Management District (NFWFMD) recommended an Environmental Resource Permit pre-application meeting be scheduled; that the Florida Department of Economic Opportunity (FEO) advised the project is consistent with the Destin 2020 Comprehensive Plan; and stated that the project is consistent with the Florida Coastal Management Program (FCMP).

Agency comments and City of Destin responses are provided in **Appendix C**.

Alternatives Public Meeting

An Alternatives Public Meeting was held September 15, 2015, at the City Council Chambers in Destin, Florida. The project alternatives were presented to the public at that time with the purpose of obtaining public feedback to assist in the selection of a recommended alternative. Most commenters favored the project, especially if roundabouts were used instead of the four -leg intersection. Most commenters also preferred that Sandalwood Drive end in a cul-de-sac and Sandalwood Court be connected directly to the proposed project (Option C). The negative feedback centered on the fact that this is only one of several projects that are needed to complete the by-pass corridor and remaining sections are not currently funded.

Public Hearing

A public hearing was conducted on October 18, 2016 at the City Council chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public with the opportunity to comment on the recommended alternative.

A total of 30 persons attended. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Although the proceedings were transcribed, the court reported passed away shortly after the hearing. All speakers were notified and requested to provide their comments. A record of the meeting was recreated using the hearing script and speaker registration cards, which contained notes regarding the speakers' concerns, and the responses from two of the speakers.

Comments from the public included the following:

- One person wants a left turn onto Benning Drive and recommended the City initiate a shuttle service,
- Another person wants a noise buffer, a crossover for east-west traffic on US 98, an outlet for Sandalwood Drive, and is concerned about the school traffic congestion between 2:00 and 3:30 pm,
- Three people are worried about relocations, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the right-of-way compensation they receive,
- One person was concerned about bicycle safety,
- One person was concerned about safety and property value,
- Another person was concerned that the corner of her property is on a curve and is worried about cars coming up into her yard, the effect on her property value, and feels that building an interim alternative is a waste of money, and
- One person is concerned about bottlenecks at Legion, and church and school traffic surges.

The one comment received in opposition to the project was based on the commenter's misconception that the project would be constructed as initially as a four-lane facility. The commenter's concern was that four lanes of traffic would be constricted at the project termini where the connecting roadways are currently only two-lane. The commenter did not understand that the project would be constructed in phases with the first phase being only a two-lane roadway with the widening to occur when traffic warrants.

Documentation associated with these meetings is provided in **Appendix D** (Alternatives Public Meeting) and **Appendix E** (Public Hearing).

A-2 Economic

Substantial Impacts?
Enhanced

The proposed project would benefit the local economy in two ways: improving congestion on SR 30/US 98 and by advancing the goals of the Harbor Community and Town Center CRAs. SR 30/US 98 through Okaloosa County, a principal arterial, is also a major freight corridor. In a survey of stakeholders conducted by the Okaloosa Walton MPO, the chronic delays caused by congestion on SR 30/US 98 is their number one problem. Although the proposed Destin Cross Town Connector is a Non-Strategic Intermodal System (Non-SIS) project, once completed, the

connector would improve congestion on SR 30/US 98 by providing an alternate, less congested route for local traffic. By removing a portion of local traffic from SR 30/US 98 (Harbor Boulevard), large employers such as the U.S. military, the hospitality industry, and defense contractors would see improvement freight transport and delivery times. Smaller businesses located along SR 30/US 98 would likely see an increase in customer activity due to the improved access.

By improving connectivity to commercial land uses east, west, and south of the project corridor, the Destin Cross Town Connector would benefit the Harbor and Town Center Community Redevelopment Areas (CRAs), discussed in Section A-3. Improved transportation connectivity would likely attract new businesses and services to the area as well as improve access and convenience for residents north of SR 30/US 98. The attraction of new business to the area additional benefit of generating jobs.

A-3 Land Use Changes

Substantial Impacts?
Enhanced

The proposed project is in the urbanized area of the City of Destin in southeast Okaloosa County, Florida. **Table A-6** provides the generalized land uses within the study area. Residential is the predominant land use in the study area followed by retail/office. Together these categories comprise 47.9 percent of the study area.

TABLE A-6: GENERALIZED EXISTING LAND USES WITHIN THE STUDY AREA

LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Industrial	11.7	1.70%
Institutional	43.3	6.28%
Parcels with No Values	10.2	1.48%
Public/Semi-Public	35.4	5.14%
Recreation	14.2	2.06%
Residential	261.5	37.04%
Retail/Office	74.9	10.86%
Vacant Nonresidential	15.8	2.29%
Vacant Residential	26.3	3.82%

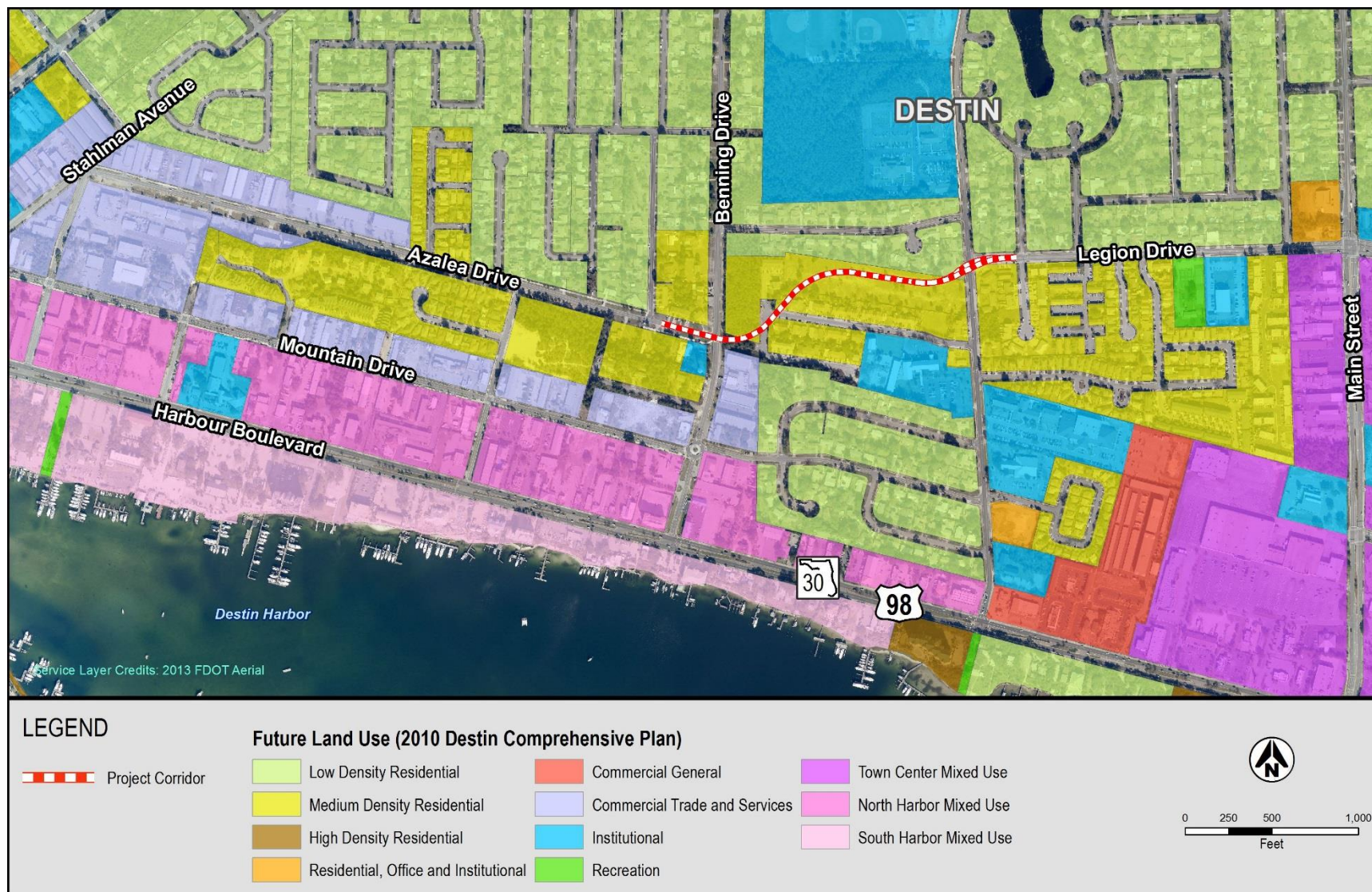
Existing land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. **Figure A-3** shows existing land use.

The future land uses, shown in **Figure A-4**, were obtained from the City of Destin GIS Department. The primary future land use designation along the corridor is Medium Density Residential. South of the corridor there is some commercial (Trades and Services) land use designated along the east side of Benning Drive and some Institutional along Beach Drive and some Commercial General where Beach Drive intersects SR 30/US 98.

**FIGURE A-3
EXISTING LAND USE MAP**



**FIGURE A-4
FUTURE LAND USE MAP**



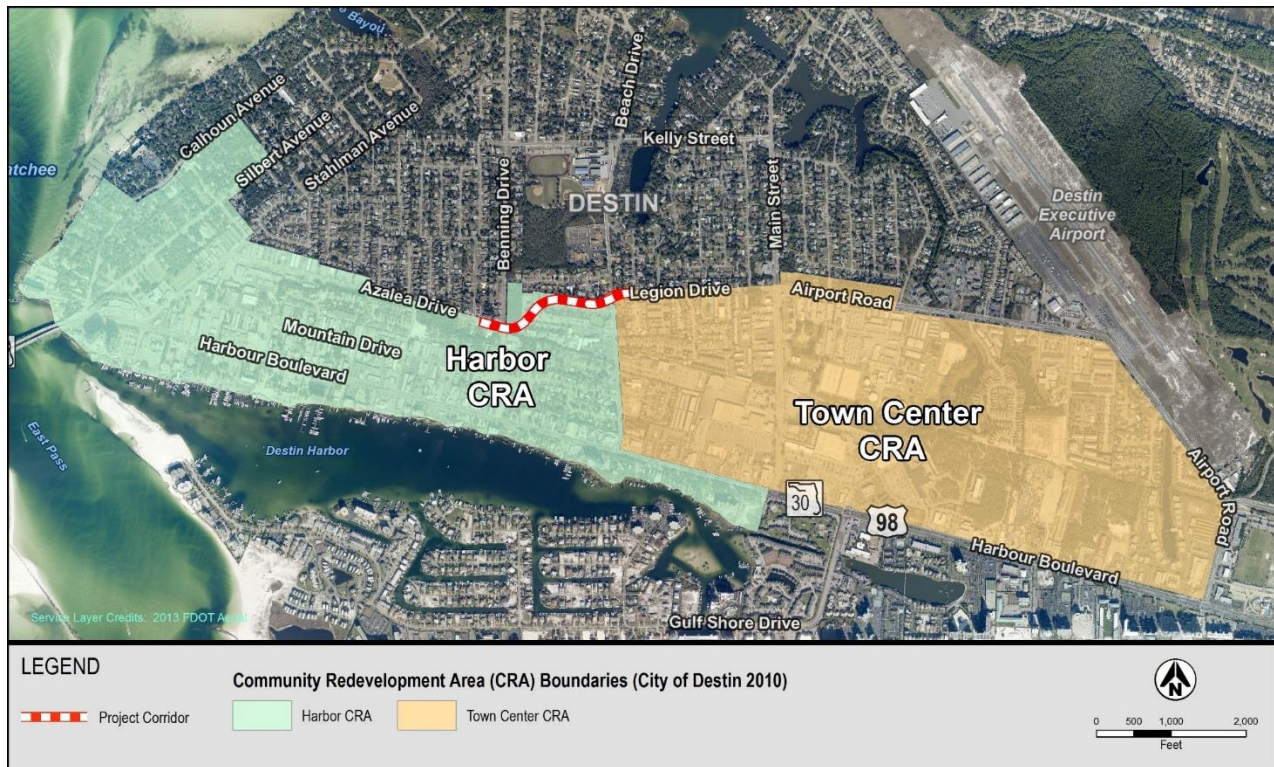
The acreages of the future land use designations in the study area are provided in **Table A-7**. From **Table A-7**, it is apparent that the primary existing land uses will persist. Public/Semi-Public land uses are forecasted to experience the greatest growth, almost doubling to 9.41 percent of the study area. Residential land use will only increase slightly and will likely occur on lands that are currently vacant residential areas.

TABLE A-7: GENERALIZED FUTURE LAND USES WITHIN THE STUDY AREA

LAND USE CATEGORY	ACRES	PERCENTAGE OF STUDY AREA
Commercial, Office, Tourism, Marina	31.2	4.52%
Industrial, Extractive, Transportation	0.7	0.10%
Mixed Use, Activity Center, Urban Village	91.2	13.24%
Public/Semi-Public, Gov., Institutional	64.9	9.41%
Recreation, Open space	2.1	0.30%
Residential High (>12 DU)	2.7	0.40%
Residential Low (<1 DU)	8.4	1.21%
Residential Medium (<13 DU)	278.7	40.44%
Water Bodies	80.5	11.68%

The City of Destin has designated two CRAs: the Town Center CRA and the Harbor CRA (**Figure A-5**). The purpose of the CRAs is to encourage new business and redevelopment, investment in infrastructure improvements, and reconstruction of blighted areas. The Town Center CRA, which was established March 3, 1998, is located north of SR 30/US 98 and bounded by Airport Road on the east and Beach Drive on the west. The Harbor CRA was established in 2003. The CRA was modified by an Interlocal Agreement between the City of Destin and Okaloosa County in 2005. The Harbor CRA extends from Destin Harbor north to encompass Azalea Drive and from Beach Drive west to Choctawhatchee Bay. SR 30/US 98 and the proposed project are located within the boundaries of the Harbor CRA. The proposed project is also adjacent to the western boundary (Beach Drive) of the Town Center CRA and connects to its northern limit (Legion Drive). The connectivity provided by the Destin Cross Town Connector is consistent with the goals of the CRAs.

**FIGURE A-5
DESTIN COMMUNITY REDEVELOPMENT AREAS**



Because the proposed project supports the land use policies of the City, the proposed project is not expected to alter the forecasted land use patterns in the study area. Any future changes in land uses would be attributable to the on-going development trend. While the proposed project will support the existing plans to attract new businesses and redevelopment of blighted areas, the improvements will not induce secondary development since these actions are already in place.

A-4 Mobility

Substantial Impacts?
Enhanced

The study area has only limited bicycle and/or pedestrian facilities (see Section D.6) and no bus service. However, transit service is currently provided along Mountain Drive, one block south of Azalea Drive. It is expected that the improved connectivity provided by the proposed project would likely attract future bus service, especially as an alternate route to the airport.

Further, the proposed project includes designated bicycle lanes and sidewalks in each direction. The provision of these facilities, as discussed in Section D.6, is consistent with the City of Destin's Pedestrian and Bicycle Master Plan and will enhance the connectivity of the existing facilities in the study area.

Therefore, the proposed project, which is being developed to improve congestion on SR 30/US 98, would not only facilitate the more efficient movement of freight and vehicular traffic, it will accommodate other transportation modes, resulting in an expected net enhancement of mobility.

A-5 Aesthetic Effects

Substantial Impacts?
No

Within the project limits, the land use is primarily undeveloped/vacant residential land immediately adjacent to the proposed right-of-way, except south of the proposed road at the end of Sandalwood Drive and Sandalwood Court and north of the proposed road near the project terminus at Beach Drive. There is also residential use beyond the adjoining vacant parcel. However, most residential units with exposure to the proposed road currently have privacy fences which will shield residents from the view of the roadway.

These residential areas are noise sensitive sites, but a traffic noise study conducted for the project, and summarized later in this document, did not find that any noise sensitive receptor would experience noise levels in excess of the Federal Highway Administration's Noise Abatement Criteria (NAC).

The proposed project will be constructed in phases with a two-lane facility provided in the first phase, which is consistent with the existing roads in the immediate vicinity of the project. Widening of the facility to four lanes will occur when traffic warrants. It is expected that the connecting roads would also be widened to four lanes simultaneously with or before the widening of this project. Any potential vibration effects of construction activities will be short-lived and minimized with the use of best management practices.

The proposed project will not affect the view of any community focal point. However, it should be noted that the proposed improvements would include landscaping to minimize any potential adverse aesthetic effects.

A-6 Relocation Potential

Substantial Impacts?
Yes

The proposed improvements have been developed to minimize right-of-way acquisition and displacements as much as possible. However, since the proposed project is on new alignment through a developed area, right-of-way acquisition, including relocations will be required. The right-of-way acquisition for the interim two-lane facility with roundabout intersections requires the same relocations as Alternatives 1 and 2, Options A, B, and C. Although the ultimate Alternative 1 (with signalized intersections) would require less right-of-way than the interim facility, because the interim facility will be built first, the right-of-way cost for Alternative 1, is the right-of-way cost of the interim facility.

Table A-8 provides the right-of-way acquisition costs, the number of parcels to be acquired, and the number and type of relocations for each Build alternative. For information on these relocations, please refer to the *Destin Cross Town Connector Conceptual Stage Relocation Plan (CSRP)*, prepared for this project in compliance with the Federal Highway Administration (FHWA) *Technical Advisory T6640.8A*, Section 9.1.3 of the *FDOT Right of Way Manual*. Further minimization of right-of-way acquisition and relocations may be achieved during the design phase by obtaining design exceptions or variances, where such measures would reduce impacts.

TABLE A-8: RIGHT-OF-WAY ACQUISITION AND RESIDENTIAL AND BUSINESS DISPLACEMENTS

ALTERNATIVE/ OPTION	TOTAL PARCELS TO BE ACQUIRED	NUMBER VACANT PARCELS	RESIDENTIAL PARCELS		BUSINESS PARCELS		TOTAL RESIDENTIAL AND BUSINESS RELOCATIONS	ESTIMATED R/W & RELOCATION COSTS
			TOTAL RESIDENTIAL PARCELS	NUMBER RELOCATIONS	TOTAL BUSINESS PARCELS	NUMBER RELOCATIONS		
Alternative 1 Option A	17	1	16	10	0	0	10	\$2,800,000
Alternative 1 Option B	17	1	16	10	0	0	10	\$2,600,000
Alternative 1 Option C	18	1	17	10	0	0	10	\$2,600,000
Alternative 2 Option A	22	1	19	13	2	1	14	\$4,400,000
Alternative 2 Option B	22	1	19	13	2	1	14	\$4,200,000
Alternative 2 Option C	23	1	20	13	2	1	14	\$4,200,000

*Parcel 00-25-22-2167-0000-0310 has one tenant on one parcel relocation. RW Cost includes tenant impacts.

**Parcel 00-25-22-2335-0000-0130 has three tenants on one parcel relocation. RW Cost includes tenant impacts.

It has been determined through field surveys and market data obtained from the Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate the anticipated residential displacement. Similarly, suitable commercial properties are available near the study area.

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The City of Destin provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised based on comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the City of Destin has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied relocatees will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a road project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the City.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible, increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

ATTACHMENT B – CULTURAL

B-1 Historic Sites/Districts

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No historical sites or Districts were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix F**.

B-2 Archaeological Sites

Substantial Impacts?
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix F** and coordination with the Seminole Tribe of Florida is documented in **Appendix G**.

B-3 Recreation Areas

Substantial Impacts?
No

The City of Destin maintains and operates 31 recreational properties. Although there are no recreation areas in the immediate vicinity of the proposed project, there are parks within and adjacent to the study area that are within the area of influence of the proposed project (i.e. the creation of a continuous road due to the construction of the missing link between Benning Drive and Beach Drive would provide a park patron the ability to access the park without traveling on SR 30/US 98 between Stahlman Avenue and Airport Road). The parks that are influenced by the proposed project are shown in **Figure B-1** and listed in **Table B-1**. Parks included in the list were identified for inclusion based on the following considerations:

- Small neighborhood parks located along the continuous corridor created by the project were included as they could be influenced by the project (small parks deep within a neighborhood not likely used by patrons outside of a neighborhood were not included).
- Parks with facilities not available at other parks and located generally in the area between Stahlman Avenue and the intersection of Airport Road at SR 30/US 98 (Emerald Coast Parkway). An example of such a facility is the Destin Community Center.
- Parks with access to water/beaches.
- Parks with sports facilities, especially baseball/softball fields (these were included because city teams play at more than one facility).

**FIGURE B-1
RECREATION AREAS LOCATION MAP**

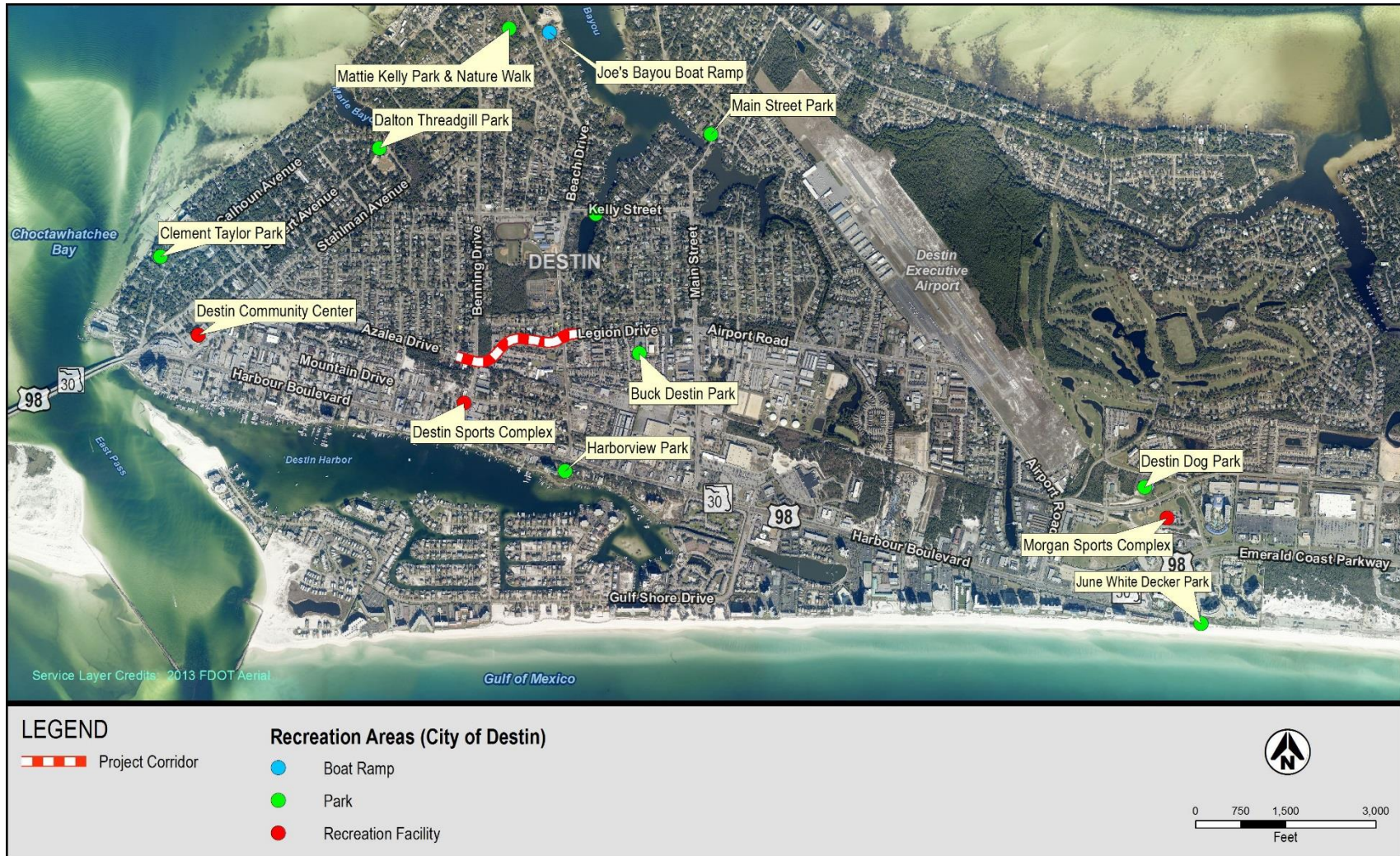


TABLE B-1: RECREATION AREAS WITHIN THE AREA OF PROJECT INFLUENCE

RECREATION AREA	ADDRESS	AVAILABLE FACILITIES
Buck Destin Park	724 Legion Drive	Basketball court, picnic tables, playground, tennis courts
Clement Taylor Park	131 Calhoun Avenue	3.5-acre park with swim area, benches, grills, pavilion, picnic tables, playground, sand volleyball court
Dalton Threadgill Park	711 Hickory Street	3.9-acre with baseball fields, concession stand, softball fields, t-ball field
Destin Community Center	101 Stahlman Avenue	4 meeting rooms, basketball court, board room, gym, game room, playground, stage
Destin Dog Park	4100 Indian Bayou Trail	Benches, water stations, parking, separate areas for large and small dogs.
Destin Sports Complex	460 Kelly Street	Track, baseball fields, basketball court, picnic tables, playground, football field, soccer fields, softball fields
Harborview Park	Beach Drive and SR 30/US 98	Waterfront deck with benches, picnic tables, bike rack, handicap parking
Joe's Bayou Boat Ramp	800 Beach Drive	Five boat launch ramps, parking area, bathrooms
June White Decker Park	Scenic Hwy 98	Swim area, bike rack, parking, restrooms
Kelly Street Duck Pond	Kelly Street	No facilities
Main Street Park	605 Main Street	0.75-acre waterfront park, ADA accessible with fishing pier & picnic facilities
Mattie Kelly Park & Nature Walk	825 Beach Drive	10-acre park with bayou access, pier, beach area, picnic area
Morgan Sports Complex	4200 Indian Bayou Trail	½ basketball court, baseball fields, picnic tables, playground, sand volleyball court, soccer fields, softball fields, walking path

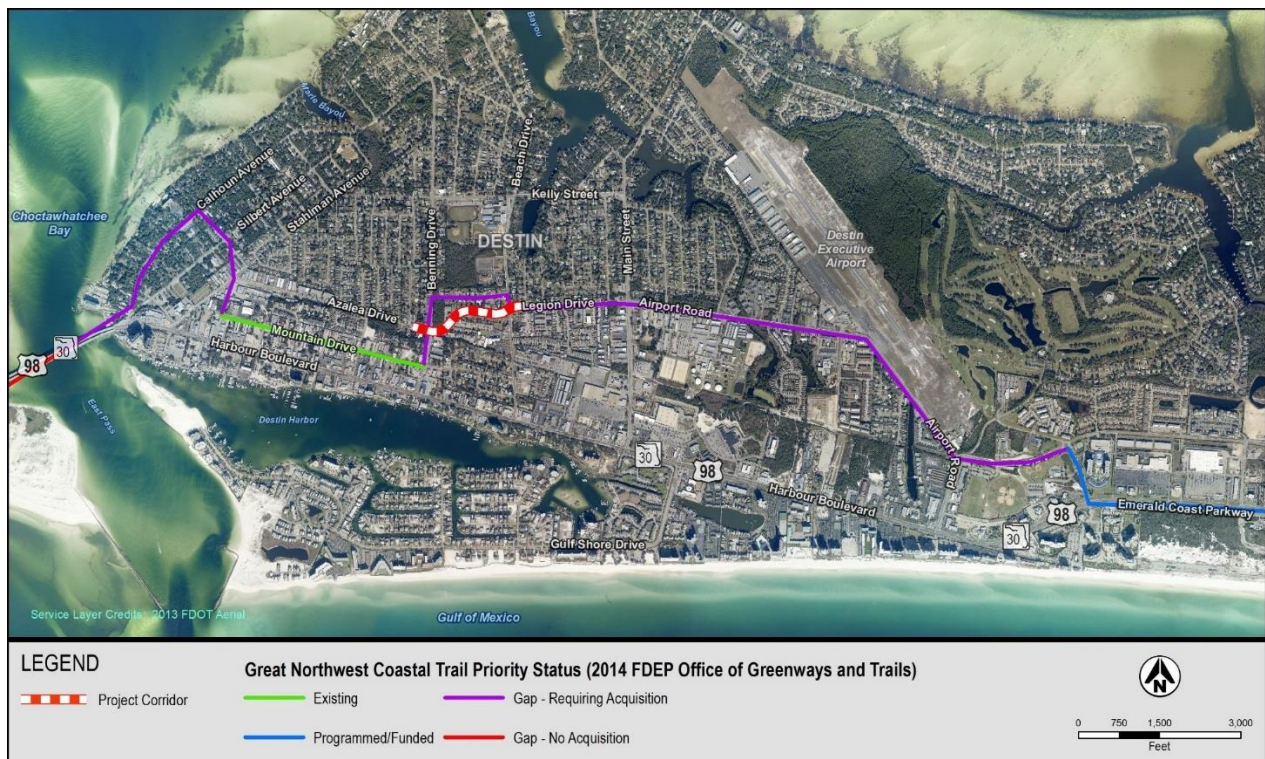
*Facilities in bold font are close to the project corridor

In addition to the parks above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment of the trail that has been constructed. The remainder of the trail through Okaloosa County requires right-of-way acquisition.

Figure B-2 shows that the proposed alignment of the GNCT in Destin would travel from Stalham Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the eastern segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require right-of-way acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential for the FDEP Division of Greenways and Trails to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for right-of-way acquisition for that segment.

FIGURE B-2
GREAT NORTHWEST COASTAL TRAIL IN DESTIN



ATTACHMENT C – NATURAL

C-1 Wetlands

Substantial Impacts?
No Involvement

The proposed project's alignment was surveyed for the presence of wetlands and no wetlands were found within the study area.

C-2 Aquatic Preserves and Outstanding FL Waters

Substantial Impacts?
No Involvement

There are no Aquatic Preserves in the project area; therefore, this project will not have any involvement with Aquatic Preserves.

Outstanding Florida Waters (OFWs) are waters designated by the Florida Department of Environmental Protection for special protection due to their natural attributes. The closest OFW is Henderson Beach State Park, which is located outside of the study area. Therefore, the project would not have any involvement with designated OFWs.

C-3 Water Quality

Substantial Impacts?
No

Choctawhatchee Bay is designated as Class II - Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption; Recreation, Propagation and Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. Destin Harbor (WBID #917A) and Joes Bayou (WBID #906) are on the Verified Impaired Waters list. This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). **Table C-1** lists the parameters for which the water bodies fail to meet water quality standards.

TABLE C-1: WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

WATER BODY	WBID	PARAMETER	TMDL STATUS
Destin Harbor	917A	Fecal Coliform	Low
		Mercury (fish tissue)	Established Statewide
Joes Bayou	906	Mercury (fish tissue)	Medium

The NFWFMD was contacted to determine if the proposed project would have any adverse effects on the listed impaired waters. After discussion with the NFWFMD, it was concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater and no adverse effects to the listed impaired waters would result from the proposed improvement. Therefore, no nutrient load analysis and treatment will be necessary in the proposed stormwater ponds.

The proposed project, which includes a stormwater collection and treatment system, would contribute to efforts to improve water quality in the study area surface waters by providing treatment prior to discharge. While preliminary analysis on potential stormwater pond locations was conducted during this study, the exact locations will be determined during the design phase of the project. In any case, the City owns sufficient right-of-way to accommodate ponds.

The proposed project is also located within an area designated as Less Vulnerable to Contamination of the Floridan Aquifer and More Vulnerable to Contamination of the Surficial Aquifer, according to the Floridan Aquifer Vulnerability Assessment. The implementation of the proposed stormwater collection and treatment system will reduce the amount of untreated runoff that enters the aquifer.

Well locations within the project area were obtained from the NFWFMD. The wells in this area are limited to irrigation supply. No wells will be impacted by the proposed improvements.

A Water Quality Impact Evaluation (WQIE) has been completed for the proposed project (see **Appendix H** for the WQIE checklist). The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District in Rule 40A-1 and FDEP rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and BMPs will be implemented during construction to protect both surface and groundwaters.

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality by use of BMP. The Engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

C-4 Wild and Scenic Rivers

Substantial Impacts?
No Involvement

The project is not within the boundaries of any river listed in the Nationwide Rivers Inventory. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

C-5 Drainage and Floodplains

Substantial Impacts?
No Involvement

In accordance with Executive Order 11988 “Floodplain Management”, U.S. Department of Transportation (DOT) Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed improvements have been considered. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 12091C0488H dated December 6, 2002, was reviewed to determine the FEMA identified base flood zones in the study area. The floodplain map, shown on **Figure C-1**, indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joes Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain.

Since floodplains will not be altered by the proposed project and since the project is located in an already developed area and the City of Destin has approved flood plain management procedures to minimize involvement with floodplains, it has been determined that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

**FIGURE C-1
FLOODPLAIN LOCATIONS**



C-6 Coastal Barrier Resources

Substantial Impacts?
No Involvement

Coastal barrier resources are land areas that have been designated to restrict federal assistance for most activities within the boundaries of coastal barrier units, except for Otherwise Protected Areas (OPA), which cannot receive federal flood insurance. The purpose of the federal legislation that established coastal barrier resource designations is: 1) to minimize loss of human life by discouraging development in high risk areas, 2) to reduce wasteful expenditure of federal resources, and 3) to protect natural resources associated with coastal barriers.

Therefore, in accordance with the Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Barrier Improvement Act of 1990 (CBIA), the Florida Coastal Zone Management Act, Part II, Chapter 380, F.S., and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S., this project has been reviewed for involvement with designated coastal barrier resources. Within Destin, there is a designated CBRA unit located north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US 98 there is a designated Otherwise Protected Areas (OPA) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. From the eastern boundary of Henderson Beach State Park eastward to the Walton County line, the area south of SR 30/US 98, except for certain developed areas, is in the CBRA unit north of SR 30/US 98.

The proposed improvement is west, and well outside, of the designated coastal barrier resources. Since the proposed improvement from Azalea Drive at Benning Drive to Legion Drive at Beach Drive are not within a CBRA unit and they do not lead directly to a CBRA unit or an OPA, the coordination requirements of the CBRA do not apply.

C-7 Protected Species and Habitat

Substantial Impacts?
No

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Rules 39- 25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 16 of the FDOT *PD&E Manual*.

Threatened and endangered (T&E) wildlife species and rare plant occurrences within the 6.8-acre footprint of the proposed ROW were qualitatively evaluated via desktop analyses and field surveys. Several sources of data and information were used to identify potential T&E listed species within the study area. These sources included FDOT, USFWS, FNAI, and the FFWCC. Specific information sources and databases utilized include the following:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence (EO) Data
- FNAI EO Report dated July 27, 2015
- FFWCC Eagle Nest Locator

- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- <http://SoilDataMart.nrcs.usda.gov/>
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NFWFMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5-minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

Of the 31 wildlife and plant species in the FNAI EO Report (see **Table C-2**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*), are documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 18 plants) which have the potential to occur within or near the study area.

Some plants and animals included in this list of 31 species were considered even though their potential to occur is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015, with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below (**Appendix I**). No comments or concerns were raised by the USFWS for these species.

TABLE C-2: FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR THE PROJECT AREA

Species		Listing Status	Likelihood of Occurrence
Mammals			
<i>Peromyscus polionotus alloparys</i>	Choctawhatchee Beach Mouse	E, FE	Potential
Fish			
<i>Acipenser oxyrinchus desotoi</i> *	Gulf Sturgeon	FT	Likely
Reptiles and Amphibians			
<i>Gopherus polyphemus</i>	Gopher tortoise	C, ST	Potential
<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	FT, ST	Potential
<i>Chelonia mydas</i>	Green Sea Turtle	E, FE	Potential
<i>Dermochelys coriacea</i>	Leatherback Sea Turtle	E, FE	Potential
<i>Caretta caretta</i>	Loggerhead Sea Turtle	E, T, FT	Likely
Birds			
<i>Athene cunicularia floridana</i>	Florida burrowing owl	SSC	Potential
<i>Haliaeetus leucocephalus</i>	Bald Eagle	BGEPA, MBTA	Potential
<i>Sternula antillarum</i>	Least Tern	ST	Likely
<i>Rhynchops niger</i>	Black Skimmer	SSC	Potential
Plants			
<i>Asclepias viridula</i>	Southern milkweed	ST	Potential
<i>Calamovilfa curtissi</i>	Curtiss's sandgrass	ST	Potential
<i>Chrysopsis gossypina cruiseana</i>	Cruise's Goldenaster	SE	Potential
<i>Chrysopsis godfreyi</i>	Godfrey's Goldenaster	SE	Potential
<i>Cladonia perforata</i>	Perforate reindeer lichen	FE, SE	Potential
<i>Euphorbia telephioides</i> **	Telephus spurge	FT, SE	Potential
<i>Hymenocallis henryae</i>	Panhandle spider lily	SE	Potential
<i>Linum westii</i>	West's flax	SE	Potential
<i>Litsea aestivalis</i>	Pondspice	SE	Potential
<i>Lupinus westianus</i>	Gulf coast lupine	ST	Documented
<i>Pinguicula primuliflora</i>	Primrose-flowered butterwort	SE	Potential
<i>Platanthera integra</i>	Yellow fringeless orchid	SE	Potential
<i>Polygonella macrophylla</i>	Large-leaved jointweed	ST	Documented
<i>Rhexia parviflora</i>	Small-flowered meadowbeauty	SE	Potential
<i>Rhexia salicifolia</i> **	Panhandle meadowbeauty	ST	Potential
<i>Ruellia noctiflora</i>	White-flowered wild petunia	SE	Potential
<i>Sarracenia leucophylla</i>	White top pitcher - plant	SE	Potential
<i>Tephrosia mohrii</i>	Pineland Hoary-pea	ST	Potential
<i>Xyris scabrifolia</i>	Harper's yellow-eyed grass	ST	Potential

Notes:

*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.

**May warrant federal protection

FE - Federally Endangered

FT - Federally Threatened

MBTA - Migratory Bird Treaty Act

SE - State Endangered

ST - State Threatened

SSC - State Species of Special Concern

C – Candidate for Federal Listing

CE – Consideration Encouraged (USFWS)

BGEPA - Bald and Golden Eagle Protection Act

Observed - Observed during field reviews

Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.

Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported in or near study area within the last twenty years.

Likely (FNAI) - Listed or rare species likely to occur in or near study area; based on suitable habitat and/or known occurrences in the vicinity.

Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Eastern indigo snake

Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable gopher tortoise habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

Gopher tortoise

No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

Bald eagle

The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FWC nest #OL006 being well beyond the primary management zone (660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

Plants

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land. However, the FNAI report concerning the study area (July 27, 2015) lists occurrences of Gulf coast lupine and large-leaved jointweed as being documented within a mile of the proposed study area. However, no habitat exists within the study area for these listed species; therefore, this project should have no effect on federal or state-listed plants.

The findings of the analysis of potential project involvement with Federally- and State-listed species has been documented in the *Destin Cross Town Connector Endangered Species Biological Assessment Report* which has been coordinated with the USFWS.

The Florida Fish and Wildlife Conservation Commission (FFWCC) have noted that the project is located within the City of Destin and recommended, due to the proximity of sea turtle nesting beaches, that the sea turtle friendly lighting be used along the roadway. Lighting proposed along this project will be consistent with requirements for sea turtles.

Based on the research and analysis conducted for the project, coordination with the USFWS and in accordance with Part 2, Chapter 16 of the *PD&E Manual*, an impact determination of “None” has been reached for Wildlife and Habitat.

C-8 Essential Fish Habitat

Substantial Impacts?
No Involvement

On May 7, 2015, the National Marine Fisheries Service (NMFS), after conducting a site inspection of the project area, determined that the proposed project would not have direct or indirect impacts to NMFS trust resources (see **Appendix C**).

ATTACHMENT D – PHYSICAL

D-1 Noise

Substantial Impact?
No

A noise study was conducted in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, using methodology established in Part 2, Chapter 18 of the FDOT *PD&E Manual*. The study was performed to determine if any noise sensitive receptors would experience traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) resulting from the proposed improvements, and if noise abatement measures would be warranted at these sites.

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that traffic is not the dominant noise source. This is partially due to the project location falling within the limits of Aircraft Noise Zone D associated with the Destin Airport/Coleman Kelly Field. Aircraft Noise Zone D represents that portion of west Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Because the dominant noise source is not from traffic, this is one of the rare cases where existing noise levels and predicted noise levels should be and have been added together to determine the noise levels associated with the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario.

Predicted noise levels were determined for a total number of 36 noise sensitive receptor sites (listed in **Table D-1** and shown on **Figure D-1**) representing 92 noise sensitive sites. All of these sites are single and/or multi-family residences, classified as Activity Category B under the FHWA NAC.

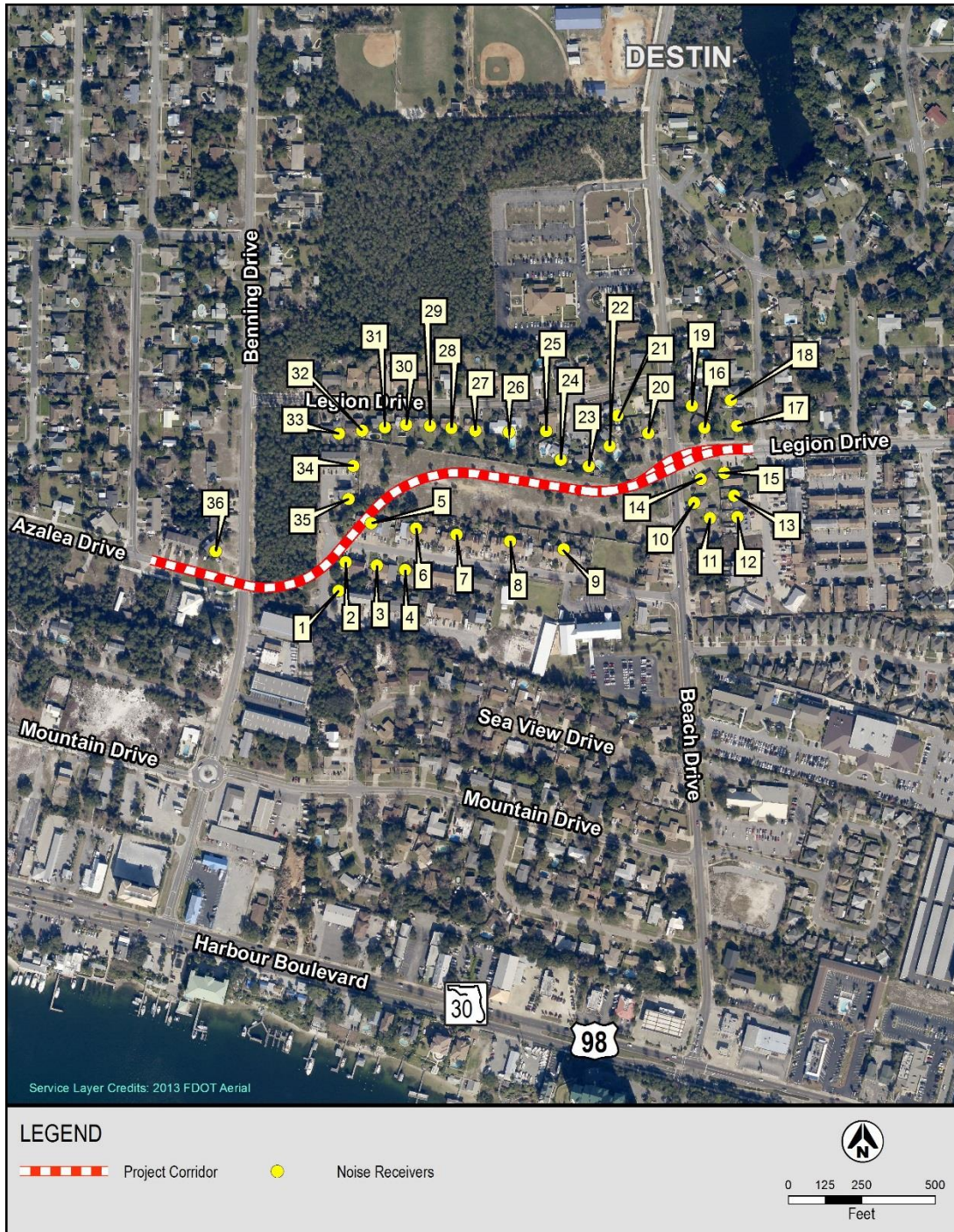
Existing noise levels at the 36 representative sites ranged from 57.1 decibels [dB(A)] to 58.0 dB(A). Design year (2042) noise levels were predicted to range from 56.7 dB(A) to 64.5 dB(A), depending on the alternative. No noise sensitive sites would experience noise levels that would approach or exceed the applicable level [(66 dB(A)] of the NAC. Nor would any sites experience a substantial increase in noise levels [an increase of 15 dB(A)] over existing levels. Because none of the representative noise sensitive sites would experience noise levels that approach or exceed FHWA NAC or were a substantial increase over existing noise levels, noise abatement measures were not evaluated.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise impacts and abatement considerations, if needed.

TABLE D-1: PREDICTED NOISE LEVELS AT NOISE SENSITIVE RECEPTORS

Receptor	2015 Existing (dBA)	2042 No-Build (dBA)	2042 Alternative 1 Option A (dBA)	2042 Alternative 1 Option B (dBA)	2042 Alternative 1 Option C (dBA)	2042 Alternative 2 Option A (dBA)	2042 Alternative 2 Option B (dBA)	2042 Alternative 2 Option C (dBA)	Site Considered for Abatement under any Build Alternative/ Option
R1	57.1	57.1	58.7	58.7	58.7	60.6	60.6	60.6	No
R2	57.1	57.1	62.5	62.5	62.5	63.7	63.7	63.7	No
R3	57.1	57.1	58.2	58.2	58.2	59.2	59.2	59.2	No
R4	57.1	57.1	57.6	57.6	57.6	58.1	58.1	58.1	No
R5	57.1	57.1	63.9	63.9	63.9	64.5	64.5	64.5	No
R6	57.1	57.1	58.1	58.1	58.1	58.4	58.4	58.4	No
R7	58.0	58.0	58.5	58.5	58.5	58.7	58.7	58.7	No
R8	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R9	58.0	58.0	58.4	58.4	58.4	58.6	58.6	58.6	No
R10	58.0	58.0	62.8	62.8	62.8	62.5	62.5	62.5	No
R11	58.0	58.0	60.3	60.3	60.3	60.2	60.2	60.2	No
R12	58.0	58.0	58.8	58.8	58.8	58.9	58.9	58.9	No
R13	58.0	58.0	59.1	59.1	59.1	59.2	59.2	59.2	No
R14	58.0	58.0	60.6	60.6	60.6	60.6	60.6	60.6	No
R15	58.0	58.0	61.7	61.7	61.7	61.9	61.9	61.9	No
R16	58.0	58.0	61.0	61.0	61.0	61.6	61.6	61.6	No
R17	58.0	58.0	59.9	59.9	59.9	60.2	60.2	60.2	No
R18	58.0	58.0	58.7	58.7	58.7	58.9	58.9	58.9	No
R19	58.0	58.0	59.3	59.3	59.3	60.8	60.8	60.8	No
R20	58.0	58.0	60.6	60.6	60.6	62.2	62.2	62.2	No
R21	58.0	58.0	58.7	58.7	58.7	59.2	59.2	59.2	No
R22	58.0	58.0	59.0	59.0	59.0	59.5	59.5	59.5	No
R23	58.0	58.0	59.7	59.7	59.7	60.4	60.4	60.4	No
R24	58.0	58.0	59.3	59.3	59.3	60.0	60.0	60.0	No
R25	58.0	58.0	58.5	58.5	58.5	58.8	58.8	58.8	No
R26	57.1	57.1	57.8	57.8	57.8	58.2	58.2	58.2	No
R27	57.1	57.1	57.9	57.9	57.9	58.3	58.3	58.3	No
R28	57.1	57.1	57.8	57.8	57.8	58.1	58.1	58.1	No
R29	57.1	57.1	57.7	57.7	57.7	58.1	58.1	58.1	No
R30	57.1	57.1	57.6	57.6	57.6	57.9	57.9	57.9	No
R31	57.1	57.1	57.5	57.5	57.5	57.9	57.9	57.9	No
R32	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R33	57.1	57.1	57.4	57.4	57.4	57.7	57.7	57.7	No
R34	57.1	57.1	57.8	57.8	57.8	58.4	58.4	58.4	No
R35	57.1	57.1	58.8	58.8	58.8	56.7	56.7	56.7	No
R36	57.1	57.1	58.4	59.4	59.4	60.6	60.6	60.6	No

**FIGURE D-1
NOISE RECEPTOR LOCATIONS**



Noise and vibration effects may result from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include: schools, churches, eye centers, medical centers, and residences. For these sensitive sites the application of the FDOT *Standard Specifications for Road and Bridge Construction* will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the Contractor, will investigate additional methods of controlling these impacts.

For more information concerning the analysis conducted during the PD&E study, please refer to the *Destin Cross Town Connector Noise Study Report*.

D-2 Air Quality

<u>Substantial Impacts?</u> No

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. The No Build and Build Alternatives were screened at the worst-case scenario intersection [Beach Drive at Legion Drive] and both conditions passed the screening test, as none of the predicted concentrations exceeded the Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and a 9 ppm for an 8-hour averaging time (see **Table D-2**).

TABLE D-2: COFLORIDA 2012 SCREENING TEST RESULTS

CONDITION AND LOCATION	CO STANDARD		OPENING YEAR		DESIGN YEAR	
	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)	1-HR CO (ppm)	8-HR CO (ppm)
No Build Condition at Beach Drive/ Legion Drive	35	9	5.6	3.4	5.6	3.4
Build Condition at Beach Drive/ Legion Drive	35	9	5.4	3.2	5.4	3.2

This project is in an area which has been designated as attainment for all the NAAQS under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, the Clean Air Act conformity requirements do not apply to this project. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be reevaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

D-3 Contamination

Substantial Impacts?
No Involvement

A contamination screening evaluation was conducted for the proposed project in accordance with Part 2, Chapter 19 of the FDOT *PD&E Manual*. The purpose of the analysis was to identify potential contamination sites within and/or adjacent to the proposed alignment and assess the risk of the project having involvement with contamination. The results of the Level 1 screening evaluation have been documented in the *Destin Cross Town Connector Contamination Screening Evaluation Report (CSER)*.

Federal and State environmental databases were reviewed to identify any facility that handles, stores, or treats hazardous materials or petroleum products or may have had a discharge of hazardous or petroleum materials in the past. Following the identification of one Resource Conservation and Recovery Act regulated facility (Time Saver 10 Minute Oil & Lube Center) and one solid waste facility (Destin Hurricane Debris Staging Area) from the regulatory databases and review of land use maps and historical photographs, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the project corridor was conducted. The field review revealed two sites (NAPA Auto Parts and O'Reilly Auto Parts) that sell products containing regulated or hazardous substances as present within the study area. **Figure D-2** shows the locations of the potential contamination sites in relation to the project.

Each site was evaluated for the risk of encountering contamination. The rating system involved an assessment of the type of contamination, the severity of contamination, and the proximity of the potential contamination source to the project limits. Each site was assigned one of the following ranks (from lowest to highest risk) “No”, “Low”, “Medium”, “High” (for an explanation of these ratings, please see the *CSER*).

The City of Destin’s Hurricane Debris Staging Area was assigned a “No” rating because, to date, no debris has been stored onsite and the City has acquired a new site for that purpose. The Time Saver 10 Minute Oil & Lube site was rated as “Low”, meaning the site has a hazardous waste identification number or deals with hazardous materials, but there is no reason to believe there would be any involvement with contamination in relation to the project. Both of the auto parts stores were also rated as “No” risk of contamination since there is no evidence that contamination is present on either site. Since no potential contamination sites were rated as “Medium” or “High”, no additional contamination assessment activities are recommended for these sites.

The Build Alternatives were evaluated for the potential for involvement with contamination at these locations. The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project right-of-way. Therefore, the project would have no involvement with contamination from this site.

FIGURE D-2
POTENTIAL CONTAMINATION SITES LOCATION MAP



The City of Destin's Hurricane Debris Staging Area, while located within the proposed project's alignment, was assigned a "No" risk rating because, to date, the site has not been used for the temporary storage of disaster debris. Therefore, it has been concluded that the project has no risk for involvement with known contamination. **Table D-3** summarizes the pertinent information about the sites identified in the contamination screening evaluation. More information on the sites and the contamination screening evaluation process and the results is contained in the CSER.

TABLE D-3: POTENTIAL CONTAMINATION SITES IN STUDY AREA

MAP ID NUMBER	FACILITY NAME AND ADDRESS	EPA or FDEP FACILITY ID #	FACILITY TYPE	STORAGE TANKS PRESENT	CONTAMINATION / CLEAN-UP STATUS	FACILITY STATUS	RISK RATING
1	Time Saver 10 Minute Oil 530 Mountain Drive Destin, FL 32541	FLR00016753 6	CESQG	No	In compliance	Open	Low
2	NAPA Auto Parts 519 Mountain Drive Destin, FL 32541		Retail Store	No	N/A	Open	No
3	O'Reilly Auto Parts (formerly Destin Auto Service) 602 Mountain Drive Destin, FL 32541	141850 (70930)	Retail Store	No	N/A	Closed	No
4	City of Destin 209 Beach Drive Destin, FL 32541	100664	Hurricane Debris Staging	No	In compliance	Active	No

D-4 Utilities and Railroads

Substantial Impacts?
No

Seven utility providers have been identified as having utilities within the project area. **Table D-4** provides a list of the utility providers obtained from that coordination.

TABLE D-4: UTILITY PROVIDERS

UTILITY TYPE	UTILITY PROVIDER	CONTACT	CONTACT NUMBER	EMAIL ADDRESS
Telephone	AT&T Florida	Jonathan Blankinchip	850-436-1489	jb966psk1674@att.com
Phone & Fiber Optic	CenturyLink	Bobby Wiedeman	850-664-3446	bobby.h.weideman@centurylink.com
CATV-Fiber Optic	Cox Southeast	Roger Dixon	850-314-8163	roger.dixon@cox.com
Water/Sewer Reuse Lines	Destin Water Users, Inc.	Monica Autrey	850-837-6146	mautrey@dwuinc.com
Electric	Gulf Power Company - Destin	Chad Swails	850-429-2446	ceswails@southernco.com
Traffic Signalization	Okaloosa County Traffic Signals	Al Poudrier	850-651-7295	apoudrier@co.okaloosa.fl.us
Gas	Okaloosa Gas District	Essa Rhebi	850-729-4870	essarhebi@okaloosagas.com

In accordance with Part 2, Chapter 21 of the *PD&E Manual*, the utility providers have been notified of the proposed improvements and were provided preliminary plans on which they were asked to identify the location of their utilities within the project area.

Most of the utilities are located within the existing ROW of Azalea Drive, Benning Drive, Legion Drive, Beach Drive, and along Sandalwood Drive will need to be relocated with any of the proposed improvements. The extent of involvement with the utilities will depend on the alternative/option selected. Coordination with the utility providers will continue in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

No railroads are located within the project area.

D-5 Construction

Substantial Impacts?
No

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with BMP.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with the City of Destin's *Construction Stormwater Pollution Prevention Plan* and through BMPs.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

For the residents living adjacent to the proposed project, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking is not anticipated since there are no wetland sites. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

D-6 Bicycles and Pedestrians

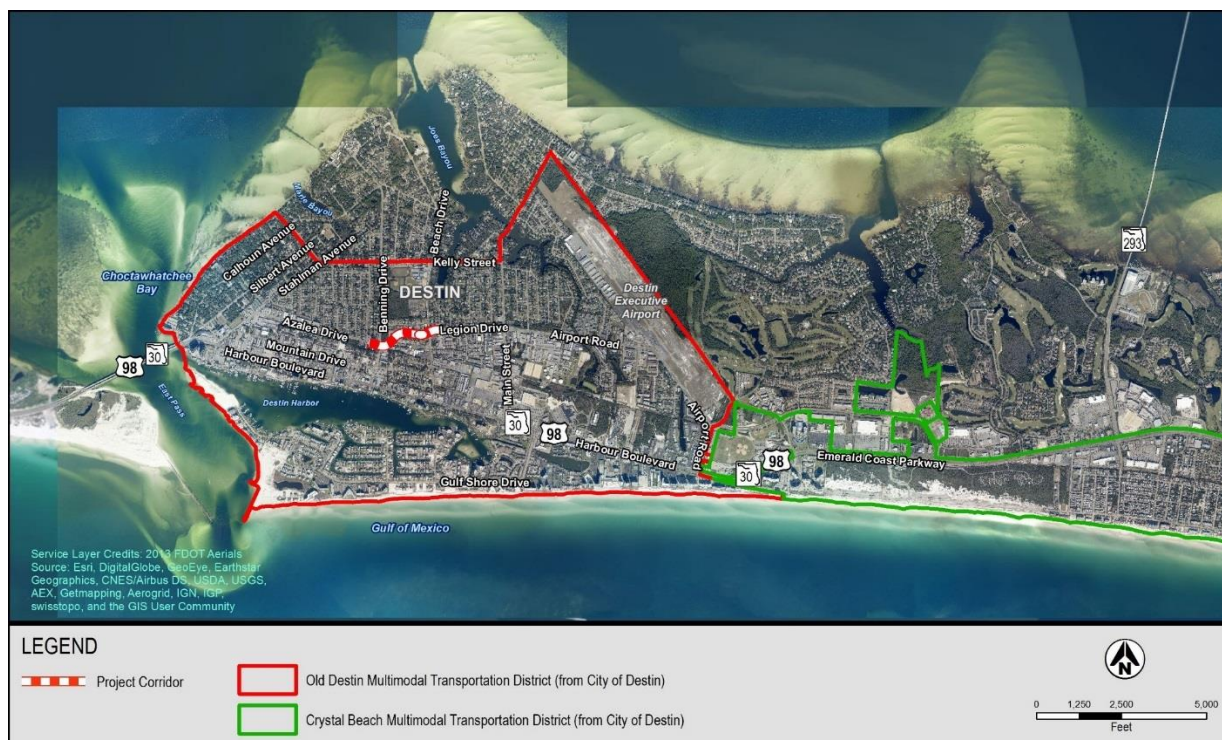
Substantial Impacts?
Enhanced

The proposed project is located within Destin's Multimodal Transportation District (MMTD) (**Figure D-3**) which was established, among other reasons, to support transportation options by planning for and implementing improvements to the City's bicycle and pedestrian network.

The bicycle/pedestrian network is incomplete in the study area. While Benning Drive has bicycle lanes on both sides of the road, there are no bike lanes on Azalea Drive, although a sidewalk is present on the north side of the road from Snapper Drive west. Nor are there bike lanes on either Legion Drive or Beach Drive, although both roads have sidewalks.

The City's 2000 Pathways Master Plan, updated in 2009, documents the existing facilities, and identifies and prioritizes improvements to the bicycle and pedestrian system. The plan identifies both a sidewalk and bike lanes across the City-owned property proposed for the Destin Cross Town Connector. Map 2-2 in the Transportation Element of the *City of Destin Comprehensive Plan* identifies needed bicycle/pedestrian improvements, including: Beach Drive as a bicycle priority and sidewalk improvements and a priority bicycle lane along the proposed project alignment.

FIGURE D-3
DESTIN MULTI-MODAL TRANSPORTATION DISTRICT



In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. The Build Alternatives will improve safety for bicyclists and pedestrians, as they will provide five-foot dedicated bicycle lanes and ten-foot sidewalks (in both directions). The bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive.

D-7 Navigation

Substantial Impact?
No Involvement

The proposed project does not cross any navigable waterways; therefore, coordination with the US Coast Guard regarding this project is not required.

LIST OF TECHNICAL REPORTS AND MEMORANDA COMPLETED FOR THIS PROJECT

Destin Cross Town Connector Preliminary Engineering Report

Destin Cross Town Connector Contamination Screening Evaluation Report

Destin Cross Town Connector Endangered Species Biological Assessment

Destin Cross Town Connector Noise Study Report

Destin Cross Town Connector Traffic Analysis Report

Destin Cross Town Connector Conceptual Stage Relocation Plan

Destin Cross Town Connector Public Involvement Summary Report

Cultural Resource Assessment Survey, Destin Cross Town Connector Project (by others)

Cultural Resources Technical Memorandum, Destin Cross Town Connector Project

Wetland Technical Memorandum, Destin Cross Town Connector

Air Quality Technical Memorandum, Destin Cross Town Connector

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Michael Burgess, Public Services Director

DATE: 06/28/2019

SUBJECT: Stahlman Ave/US98 Intersection Improvements

I. BACKGROUND:

II. DISCUSSION: During the June 24 workshop, Council asked staff to bring back potential ways to expedite improvements to the intersection of Stahlman Avenue and US98.

Possible suggestions included the possibility of getting the project moved up on the O-W TPO's priority list by committing some of Destin's proceeds from the 1/2 cent sales tax to accelerate the project start date. The O-W TPO Cost Feasible Plan 2040 currently lists the PD&E (\$120,000) and Design work (\$240,000) for this project to take place in the 2021-2025 time frame. The Council may wish to contribute all or part of the cost for the PD&E and/or the Design to help accelerate the project.

Other short term possibilities discussed included:

- Putting two right-turn lanes from Stahlman onto US98.
- Redirecting traffic and making Palmetto one-way north & Stahlman one-way south.
- All of these concepts would require a traffic analysis to determine the effect.

County Commission Chairman Windes said that if the City provided him with conceptual designs and cost estimates that he would assist by bringing them to the TPO, TDC and the BOCC to look at re-prioritizing the project and possible funding assistance.

Other suggestions included looking into improvements that could be implemented in the near term or as part of the RRR plan.

A. **Link to Strategic Goals / Objectives:**

B. **Effect on Budget (EOB):** Use of sales tax proceeds for this purpose is an allowable use. The City of Destin should receive 1/2 cents sales tax proceeds of approximately \$900,000 dollars annually for the next ten years. A portion of these could be designated for this project.

C. **Level of Service (LOS):** Improving the intersection should allow Stahlman Avenue traffic better access onto Highway 98 reducing backups, improving mobility and protecting quality of life for Destin residents.

III. **CONCLUSION:** Council has the ability to move forward with getting conceptual ideas and plans for improving the intersection underway.

IV. **RECOMMENDED MOTION:** Option 1: I move to direct the Administration to engage all relevant parties (FDOT, TPO, County and affected property owners) to undertake appropriate measures and approach to expedite the improvements for the Stahlman Ave./Highway 98 intersection. Additionally, set not to exceed _____ amount as the City's contribution to the effort.

Option 2: I move to Contribute \$ _____ from the 1/2 cent sales-tax proceeds to expedite the major intersection improvements at Stahlman Avenue and Highway 98/Harbor Blvd and direct the Mayor to draft a letter to the County asking for their assistance in moving this project up on the Okaloosa-Walton County TPO's project priorities list.

Option 3: Take no action or take other action as agreed upon by the majority of Council.

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director

DATE: June 26, 2019

SUBJECT: Change of Use Regulation and Process

I. BACKGROUND: See attached item for discussion, prepared by Louis Zunguze, Community Development Director.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION: I move to direct staff to prepare a change of use ordinance for consideration by the City Council, as recommended by the community development director.

Attachments:

1. Discussion Item-Change of Use



COMMUNITY DEVELOPMENT DEPARTMENT

DISCUSSION ITEM

CITY COUNCIL MEETING DATE: July 1, 2019**TYPE OF AGENDA ITEM:** Discussion Item

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director**CC:** Kimberly Romano Kopp, City Land Use Attorney**DATE:** June 26, 2019**SUBJECT:** Change of Use Criteria and Process

ISSUE:

The current planning process in place for a “change of use” review is through a Business Tax Receipt (BTR) application. However, The Business Tax Receipt (BTR) is non-regulatory, and therefore Staff cannot fully verify compliance with the Land Development Code (LD). This is an issue because many citizens view their BTR as a City approval – land use and Business License. **The overall result is that, there are several uses in the City that do not have adequate site improvements and are not in compliance with the Land Development Code.**

REQUEST:

Staff is requesting that the City Council direct staff to address the current shortcomings between issuance of the BTR, Change of Uses and compliance with the LDC.

DEFINITION OF CHANGE OF USE: is defined as a change in the purpose or intensity of activity within a structure or on a parcel of land that involves a change in application of the requirements of the Land Development Code.

PURPOSE:

The proposed action would amend, Article 2 of the Land Development Code which currently does not provide any criteria or requirements for the change of use of a structure or parcel of land. As a result, several irregularities have been inadvertently created by the introduction of an alternate use, additional or secondary use, or intensification of a use, to that which was originally approved.

Policies 1-1.1.5 and 1-1.1.6 of the Comprehensive Plan - require all development and redevelopment to provide on-site and off-site infrastructure improvements necessary to accommodate impacts generated by the subject development, as well as, require a site plan review process necessary to enforce the policies of the Comprehensive Plan and Land Development Code. The creation of change of use criteria, requirements and process will facilitate the implementation of these policies.

APPLICABILITY: A Change of Use Permit is required for the following types of changes:

1. Properties and structures (including portions of a property or structure) that request a different use classification than what the existing or previous use is or was.
2. Properties and/or structures where the intensity of a use is increased and results in additional required parking, structure or site modifications, etc.
3. The addition of a use to a site with a different use current in operation resulting in multiple uses on one site.

Types of uses include permanent, seasonal and temporary.

RECOMMENDED MOTION:

1. Direct staff to proceed to draft change of use criteria, requirements and process in the form of an ordinance for Council consideration.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director

DATE: June 26, 2019

SUBJECT: Outdoor Dining Parking Regulation

I. BACKGROUND: Please see attached discussion sheet from the Community Development Director.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. Discussion Item-Outdoor Dining



COMMUNITY DEVELOPMENT DEPARTMENT

DISCUSSION ITEM

CITY COUNCIL MEETING DATE: July 1, 2019**TYPE OF AGENDA ITEM:** Discussion Item

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director**CC:** Kim Kopp, City Land Use Attorney**DATE:** June 26, 2019**SUBJECT:** Outdoor Dining Parking Requirements

ISSUE:

City Council requested staff a review the issue of outdoor dining parking.

BACKGROUND:

Prior to any discussion regarding parking requirements for Outdoor Dining/Seating Areas, the following section of the Land Development Code (LDC) needs to be noted:

Land Development Code “Section. 8.09.03.4.A.c: On-site parking maximum. Providing parking in excess of the standards indicated in Section 8.06.10 Number of vehicle and bicycle parking spaces required of this Code is not permitted. The parking standards listed in Section 8.06.10 are considered parking maximums and not the minimum parking required. **Parking minimums are eliminated within the Old Destin Multi-Modal Transportation District (MMTD) sub-area.”**

The current outdoor dining parking challenges, as well as overall parking issues in the City are, primarily, a result of two main factors:

1. The formula that the City applies to calculate the required parking spaces.

Currently, the biggest issue with restaurant parking is the exclusion of any area not considered gross floor area as defined by the Comp Plan. This includes any outdoor dining areas.

2. There are a number of uses that are not factored in City’s parking calculation.

The required vehicle parking calculations outlined in Land Development Code (LDC) Table 8-6 lists estimates of the vehicle parking necessary to meet the needs created by those land uses listed. There are other uses not included in Table 8-6. The most impactful

within the Harbor District, for example, are special events, portable buildings, and mobile vendors. These uses increase the demand on host properties without any requirements for additional vehicle parking.

In order to fully understand the impact of these factors, a discussion of the context created by the adoption of the Multimodal Transportation District (MMTD) policies is warranted. The following are the major points to note:

- (a) Within the Multimodal Transportation District (MMTD), there is a required vehicle parking maximum and minimum. The maximum is calculated using the formula assigned to specific land uses outlined in LDC Table 8-6. The minimum is 80% of the maximum.
- (b) The on-site vehicle parking requirements are a component of the policies that implement the MMTD by providing a more pedestrian, bicycle and transit-oriented environment. Specifically, tied to Policies 2-1.3.1, 2-1.3.17, and Policy 2-1.3.18.

Policy 2-1.3.1: Reduce Automobile Mobility. *The MMTD shall emphasize the reduction of automobile mobility and vehicle miles traveled per person, in addition to the reduction of greenhouse gas emissions, while promoting accessibility by all modes through redevelopment of the built environment through improvement of cycling, pedestrian, and transit networks.*

Policy 2-1.3.17: Prioritize Community Parking over On-site Parking. *The City shall continue to prioritize community parking over on-site parking through the City's parking regulations contained within the Land Development Code.*

Policy 2-1.3.18: Continue to Evaluate the Need and Implement Additional Parking Districts as Conditions Merit. *The City may establish parking districts where on-site parking shall be discouraged and the construction and use of off-site community parking structures shall be encouraged as provided in the LDC.*

CONCLUSION:

In order to effectively address the outdoor dining parking issue, as well as, other parking issues in general, staff is seeking policy direction with respect to:

1. **Amending the formula that the City applies to calculate the required parking spaces.**
2. **Inclusion of uses that are not factored in City's parking calculation.**

RECOMMDED MOTION:

1. Direct staff to address the outdoor parking issues along with other parking issues as outlined above, and bring back to Council in the form of an ordinance for City Council consideration.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Ordinance

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: June 26, 2019

SUBJECT: Second reading of Ordinance 19-02-LC, Zoning Map Amendment

I. BACKGROUND:

The applicant, Indian Bayou Properties, is requesting 75.08 acres be rezoned from Recreation (REC) to Low-Density Residential – Village (LDR-V), and the Future Land Use changed from Recreation (REC) to Low-Density Residential (LDR). The subject property was previously used as a 9-hole golf course.

Applicant: Indian Bayou Properties

Location: The subject property was previously a 9-hole golf course located in the southwest corner of the site, directly east of the Destin Airport. The address of the property is 1 Country Club Drive East.

Size of Property: 75.08 acres
Parcel ID Number: 00-2S-22-0000-0046-0000

Current Zoning: Recreation (REC)

Future Map Classification: Land Use Recreation (REC)

Legal Notice: Abutter notices were sent to all property owners within a 300' radius on February 26, 2019. The request was submitted for publication in the Destin Log and Northwest Florida Daily News on March 6, 2019 with publication dates of March 9, 2019 and March 16, 2019.

II. DISCUSSION:

The evaluation of the map requests is based on the following land use and performance criteria:

LAND USE:

COMPREHENSIVE PLAN CONSISTENCY: Proposed Ordinances No. 19-02-LC and 19-03-PC is consistent with Policy 1-1.1.1: Urban Design Standards and Design Criteria. Both of the proposed ordinances must be adopted in order for the Zoning Map to remain consistent with the Comprehensive Plan's Future Land Use Map.

LAND COMPATIBILITY:

Generally, the applicant's request is compatible with the neighboring mix of uses and zoning districts in the area with the exception of the Airport. Located to the north, the remainder of the property is zoned REC which contains an 18-hole golf course, with surrounding LDR-V zoning around the north and west portions. Directly south of the subject property, there is Institutional zoning and Okaloosa County – owned commercial property. Additionally, the addition of a development of this magnitude would provide more connectivity in central Destin. If approved, the applicant will be required to meet all dimensional and performance criteria outlined in the Land Development Code and Comprehensive Plan for the Low-Density Residential – Village Zoning District.

PUBLIC COMMENTS:

To date, Planning staff has not received any comments other than general inquiries relating to the proposed map change requests, except for comments from the Airport, which will be discussed with the Council.

PERFORMANCE CRITERIA:

The following performance criteria has been noted to ensure that there is a clear understanding of the expectations that the proposed development would have going forward if the request is approved.

ENVIRONMENTAL IMPACTS

Due to environmentally sensitive areas (wetlands) being located in and around the proposed subject property, the applicant will be required to provide FDEP and U.S. Army Corps of Engineers wetlands delineations. Any development or construction activity located in either jurisdictional areas will be subject to the appropriate permits and requirements from the respective agency. This may also require additional permits from the Northwest Florida Water Management District (NFWMD) and the City of Destin.

TRAFFIC ANALYSIS:

The traffic impact analysis provides sufficient documentation that all impacted roadway segments have sufficient capacity to handle the project trips to be generated by the proposed development.

AIRPORT

Generally speaking, residential uses tend to be incompatible when located directly adjacent to airport property because of the noise and air pollutants that are created by aircraft departures, landings and maintenance. As outlined in Article 7.15.00, there are several constructional restrictions and requirements associated with residential buildings located in Airport Noise Zone C, which a portion of the zoning request is located in. Additionally, per LDC 7.15.22(B), notification of potential noise impact in this area shall be made to all potential residents. In order to both protect

and promote the Destin Airport, in line with Comprehensive Plan Policy 2-1.4.4, the applicant will be required to provide the following items in order to reduce potential conflicts between the Airport use and a single-family development, based on recommendations by the Okaloosa County Airports System:

- Conserve property abutting DTS including the DTS departure surface, Zone C and 65 DNL Noise Zones within an aviation easement that describes the rights and benefits for the unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above surface. The Airport may use the airspace above the easement property for any and all activities that are inherent in the operation of all types of aircraft, to include fixed wing and rotor wing aircraft. Said operation of aircraft includes landing at, taking off from, overflying at low altitude, or operating on or near the Airport. In addition, the aviation easement would require the land owner to:
 - Keep the airspace above the heights described and depicted on Exhibit B clear and free from any and all fences, crops, trees, poles, buildings and other obstructions of any kind or nature which now extend, or which may at any time in the future extend, above those heights.
 - Remove any ground level or all natural growths which extend on the easement property above the heights described and depicted on the attached drawing to the extent such action is reasonably necessary in furtherance of the purpose of this easement. (i.e., growth of natural objects that would constitute an obstruction to air navigation). Any removal or trimming of trees or other natural growth on the easement property shall be conducted by the owner.
 - Remove obstructions from the easement property as identified in Exhibit B, with the exception of Obstruction Number 2401.
 - Not construct upon the easement property any structure that extends above the heights described and depicted on the attached drawing.
 - Not promote any activity on the easement property that is incompatible with the purpose of this easement. (prohibits any activity on the land that would interfere with, or be a hazard to, the flight of aircraft over the land or to and from the airport, or that interferes with air navigation and communication facilities serving the airport).
 - Not cause any device that will create electrical interference with radio communication between the installation upon the airport and aircraft, or impair visibility in the vicinity of the airport, or otherwise to endanger the landing, taking-off or maneuvering of aircraft to be located in the easement property.
 - Not use the easement property for any use that would be incompatible with the operation of the airport including the following: landfills, open dumps, waste disposal sites, storm water retention ponds, creation of new wetlands, planting of crops that would attract or sustain hazardous bird movements, or any use that would be incompatible with the operation of the airport.
 - Allow Okaloosa County Airports System access to the property within the Airport's critical zones as described in Exhibit B.
 - New development within noise zones should ensure that sound insulation be consistent with best management practices for noise attenuation as may be established by the FAA or the Standard Building Code in accordance to the City of Destin Comprehensive Plan Future Land Use Element Objective 1-2.6. As provided in the Destin Land Development Code Section 7.15.22, all purchasers of residential property shall be informed of the adjacent airport operations and the high potential for noise impacts.
- In addition, any proposed development within the subject property that meets any of the following conditions shall require review and approval by Airport and the Aviation

Advisory Committee on Tall Structures:

- Greater than 200 feet in height above ground level
- Greater in height than an imaginary trapezoidal shape, beginning at the end of a runway of a public use airport, at an initial width of 50 feet, and extending outward and upward at a slope of 34:1 or 40:1 for a distance of 20,000 feet, to a width of 3,000 feet at its ending point
- Located within the runway approach area of DTS.

The rezoning ordinance, Ordinance 19-02-LC is now before the City Council on second reading. Notably, this Ordinance would not be effective unless the corresponding Ordinance 19-03-PC, the Future Land Use Map Amendment to the Comprehensive Plan, becomes effective, to ensure that the zoning and future land use on the property remain consistent.

A. Link to Strategic Goals / Objectives: Enhance Quality of Life.

B. Effect on Budget (EOB): N/A.

C. Level of Service (LOS): N/A.

III. CONCLUSION: The proposed Zoning Map Amendment and Future Land Use Map Amendment are compatible requests with the surrounding zoning designations and future land use classifications. However, it is important to note that through the development review process, both the existing wetlands and proximity to the Airport will need to be addressed.

To ensure consistency with the Comprehensive Plan, staff recommends approval of Ordinance 19-02-LC only if the City Council also approves 19-03-PC, the corresponding FLUM amendment.

IV. RECOMMENDED MOTION: I move to approve Ordinance 19-02-LC on second reading.

Attachments:

1. Exhibit A Legal Description and Depiction to Ordinance 19-02-LC
2. Exhibit A Legal Description and Depiction to Ordinance 19-02-LC

ORDINANCE NO. 19-02-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS TO INCLUDE A CHANGE IN THE ZONING DESIGNATION OF 75.08 ACRES OF THE SOUTHWEST PORTION OF PARCEL NUMBER 00-2S-22-0000-0046-0000, DESTIN, FLORIDA FROM RECREATION (REC) TO LOW DENSITY RESIDENTIAL-VILLAGE (LDR-V); PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA, AS FOLLOWS:

SECTION 1. AUTHORITY. The authority for enactment of this Ordinance is Article 1, Section 1.01(b) of the City Charter, Section 166.021, Florida Statutes and Chapter 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, after due public notice, a public hearing was conducted on March 21, 2019, by the Local Planning Agency and its recommendations reported to the City Council; and

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

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

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

SECTION 3. ZONING MAP AMENDMENT. The Official Zoning Map of the City of Destin, Florida, as referenced in the Land Development Code, section 7.12.01(A)2 zoning maps, is hereby amended to include a change of zoning map designation from Recreation (REC) to Low-Density Residential - Village (LDR-V) for the specific area of land located east of the Destin Airport which is legally described and depicted in Exhibit A, attached hereto and incorporated herein by this reference.

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

SECTION 5. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict

with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY. Each separate provision of this ordinance is deemed independent of all other provisions herein so that if any portion or provision of this ordinance is declared invalid, all other provisions thereof shall remain valid and enforceable.

SECTION 7. EFFECTIVE DATE. This ordinance shall become effective upon occurrence of all three of the following: (1) its adoption by the City Council, (2) signature by the Mayor, and (3) Ordinance 19-03-PC (containing the FLUM amendment for the subject property) becoming effective. In the event that Ordinance 19-03-PC does not become effective, this Ordinance shall be null and void.

ADOPTED THIS 6TH DAY OF MAY 2019.

BY: _____
Gary Jarvis, Mayor

ATTEST:

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Land Use Attorney.

Rey Bailey, City Clerk

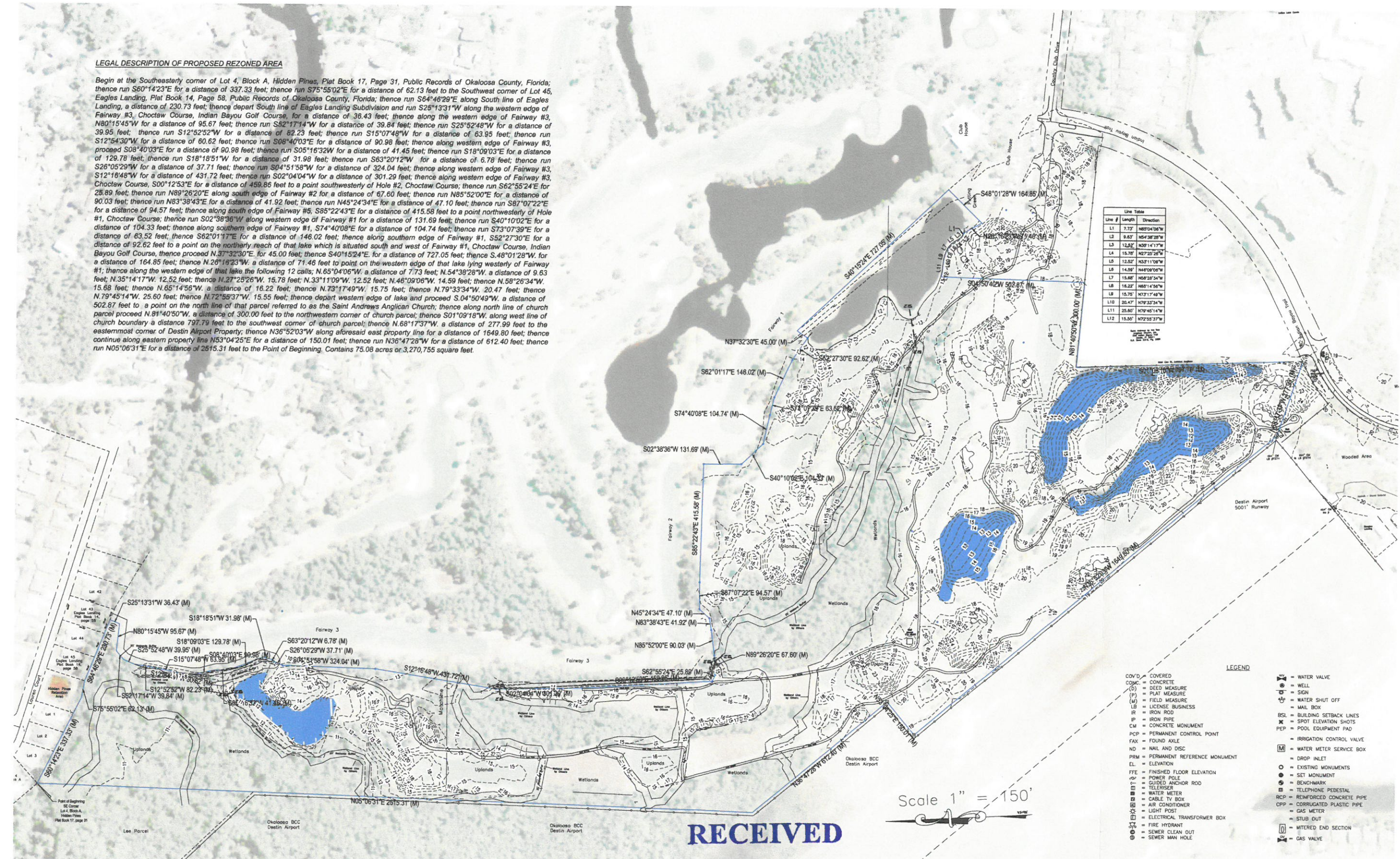
Kimberly Kopp, City Land Use Attorney

First Reading: April 15, 2019

Second Reading: _____

LEGAL DESCRIPTION OF PROPOSED REZONED AREA

Begin at the Southeast corner of Lot 4, Block A, Hidden Pines, Plat Book 17, Page 31, Public Records of Okaloosa County, Florida; thence run S60°14'23"E for a distance of 337.33 feet; thence run S75°55'02"E for a distance of 62.13 feet to the Southwest corner of Lot 45, Eagles Landing, Plat Book 14, Page 58, Public Records of Okaloosa County, Florida; thence run S64°46'29"E along South line of Eagles Landing, a distance of 230.73 feet; thence depart South line of Eagles Landing Subdivision and run S25°13'31"W along the western edge of Fairway #3, Choctaw Course, Indian Bayou Golf Course, for a distance of 36.43 feet; thence along the western edge of Fairway #3, N80°15'45"W for a distance of 95.67 feet; thence run S52°17'14"W for a distance of 39.84 feet; thence run S25°52'48"W for a distance of 39.95 feet; thence run S12°52'52"W for a distance of 82.23 feet; thence run S15°07'48"W for a distance of 63.95 feet; thence run S12°54'30"W for a distance of 60.62 feet; thence run S08°40'03"E for a distance of 90.98 feet; thence along western edge of Fairway #3, proceed S08°40'03"E for a distance of 90.98 feet; thence run S05°16'32"W for a distance of 41.45 feet; thence run S18°09'03"E for a distance of 129.78 feet; thence run S18°18'51"W for a distance of 31.98 feet; thence run S63°20'12"W for a distance of 6.78 feet; thence run S26°05'29"W for a distance of 37.71 feet; thence run S04°51'58"W for a distance of 301.29 feet; thence along western edge of Fairway #3, S12°18'48"W for a distance of 431.72 feet; thence run S02°04'04"W for a distance of 301.29 feet; thence along western edge of Fairway #3, Choctaw Course, S00°12'53"E for a distance of 459.86 feet to a point southwesterly of Hole #2, Choctaw Course; thence run S62°55'24"E for 25.89 feet; thence run N89°26'20"E along south edge of Fairway #2 for a distance of 67.60 feet; thence run N85°52'00"E for a distance of 90.03 feet; thence run N83°38'43"E for a distance of 41.92 feet; thence run N45°24'34"E for a distance of 47.10 feet; thence run S87°07'22"E for a distance of 94.57 feet; thence along south edge of Fairway #5, S85°22'43"E for a distance of 415.58 feet to a point northwesterly of Hole #1, Choctaw Course; thence run S02°38'36"W along western edge of Fairway #1 for a distance of 131.69 feet; thence run S40°10'02"E for a distance of 104.33 feet; thence along southern edge of Fairway #1, S74°40'08"E for a distance of 104.74 feet; thence run S73°07'39"E for a distance of 63.52 feet; thence S62°01'17"E for a distance of 146.02 feet; thence along southern edge of Fairway #1, S52°27'30"E for a distance of 92.62 feet to a point on the northerly reach of that lake which is situated south and west of Fairway #1, Choctaw Course, Indian Bayou Golf Course, thence proceed N.37°32'30"E for 45.00 feet; thence S40°15'24"E for a distance of 727.05 feet; thence S.48°01'28"W for a distance of 164.85 feet; thence N.26°16'23"W for a distance of 71.46 feet to point on the western edge of that lake lying westerly of Fairway #1; thence along the western edge of that lake the following 12 calls; N.65°04'06"W, a distance of 7.73 feet; N.54°38'28"W, a distance of 9.63 feet; N.35°14'17"W, 12.52 feet; thence N.27°25'26"W, 15.78 feet; N.33°11'09"W, 12.52 feet; N.46°09'06"W, 14.59 feet; thence N.58°26'34"W, 15.68 feet; thence N.65°14'56"W, a distance of 16.22 feet; thence N.73°17'49"W, 15.75 feet; thence N.79°33'34"W, 20.47 feet; thence N.79°45'14"W, 25.60 feet; thence N.72°55'37"W, 15.55 feet; thence depart western edge of lake and proceed S.04°50'49"W, a distance of 502.87 feet to a point on the north line of that parcel referred to as the Saint Andrews Anglican Church; thence along north line of church parcel proceed N.81°40'50"W, a distance of 300.00 feet to the northwestern corner of church parcel; thence S01°09'18"W, along west line of church boundary a distance 797.79 feet to the southwest corner of church parcel; thence N.68°17'37"W, a distance of 277.99 feet to the easternmost corner of Destin Airport Property; thence N36°52'03"W along aforesaid east property line for a distance of 1649.80 feet; thence continue along eastern property line N53°04'25"E for a distance of 150.01 feet; thence run N36°47'28"W for a distance of 612.40 feet; thence run N05°06'31"E for a distance of 2615.31 feet to the Point of Beginning. Contains 75.08 acres or 3,270,755 square feet.



sheet 1 of 1

FEB 11 2019

Community
Development

REVISIONS Rev. _____ Date: _____ Rev. _____ Date: _____ Rev. _____ Date: _____		NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. Job No.: 18-0228 Cadd File: 10/23/18 Drawn By: SC Field By: JG/SC Field Bk/Pg: RE 153		Shannon D. Clotchy Professional Surveyor and Mapper Florida Registration #6178	
Re-Zoning Description Indian Bayou Golf Proposed Redevelopment FOR Indian Bayou Properties				RARE EARTH SURVEYING & MAPPING Professional Surveyor - Florida License Number No. 7300 1435 New Street, Okaloosa, Florida 32578 Tel. (904) 888-6141 Fax (904) 798-2514	

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Ordinance

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

DATE: June 26, 2019

SUBJECT: Second reading of Ordinance 19-03-PC Future Land Use Map Amendment

I. BACKGROUND:

The applicant, Indian Bayou Properties, is requesting 75.08 acres be rezoned from Recreation (REC) to Low-Density Residential – Village (LDR-V), and the Future Land Use changed from Recreation (REC) to Low-Density Residential (LDR). The subject property was previously used as a 9-hole golf course.

Applicant: Indian Bayou Properties

Location: The subject property was previously a 9-hole golf course located in the southwest corner of the site, directly east of the Destin Airport. The address of the property is 1 Country Club Drive East.

Size of Property:	75.08	acres
Parcel ID	Number:	00-2S-22-0000-0046-0000
Current Zoning:	Recreation	(REC)
Future Land Use		Use
Map Classification:	Recreation	(REC)

Legal Notice: Abutter notices were sent to all property owners within a 300' radius on February 26, 2019. The request was submitted for publication in the Destin Log and Northwest Florida Daily News on March 6, 2019 with publication dates of March 9, 2019 and March 16, 2019.

II. DISCUSSION:

The evaluation of the map requests is based on the following land use and performance criteria:

LAND USE:

COMPREHENSIVE PLAN CONSISTENCY: Proposed Ordinances No. 19-02-LC and 19-03-PC is consistent with Policy 1-1.1.1: Urban Design Standards and Design Criteria. Both of the proposed ordinances must be adopted in order for the Zoning Map to remain consistent with the Comprehensive Plan's Future Land Use Map.

LAND COMPATIBILITY:

Generally, the applicant's request is compatible with the neighboring mix of uses and zoning districts in the area with the exception of the Airport. Located to the north, the remainder of the property is zoned REC which contains an 18-hole golf course, with surrounding LDR-V zoning around the north and west portions. Directly south of the subject property, there is Institutional zoning and Okaloosa County – owned commercial property. Additionally, the addition of a development of this magnitude would provide more connectivity in central Destin. If approved, the applicant will be required to meet all dimensional and performance criteria outlined in the Land Development Code and Comprehensive Plan for the Low-Density Residential – Village Zoning District.

PUBLIC COMMENTS:

To date, Planning staff has not received any comments other than general inquiries relating to the proposed map change requests, except for comments from the Airport, which will be discussed with the Council.

PERFORMANCE CRITERIA:

The following performance criteria has been noted to ensure that there is a clear understanding of the expectations that the proposed development would have going forward if the request is approved.

ENVIRONMENTAL IMPACTS

Due to environmentally sensitive areas (wetlands) being located in and around the proposed subject property, the applicant will be required to provide FDEP and U.S. Army Corps of Engineers wetlands delineations. Any development or construction activity located in either jurisdictional areas will be subject to the appropriate permits and requirements from the respective agency. This may also require additional permits from the Northwest Florida Water Management District (NFWFMD) and the City of Destin.

TRAFFIC ANALYSIS:

The traffic impact analysis provides sufficient documentation that all impacted roadway segments have sufficient capacity to handle the project trips to be generated by the proposed development.

AIRPORT

Generally speaking, residential uses tend to be incompatible when located directly adjacent to airport property because of the noise and air pollutants that are created by aircraft departures, landings and maintenance. As outlined in Article 7.15.00, there are several constructional restrictions and requirements associated with residential buildings located in Airport Noise Zone C, which a portion of the zoning request is located in. Additionally, per LDC 7.15.22(B), notification of potential noise impact in this area shall be made to all potential residents. In order to both protect and promote the Destin Airport, in line with Comprehensive Plan Policy 2-1.4.4, the applicant will be required to provide the following items in order to reduce potential conflicts between the Airport use and a single-family development, based on recommendations by the Okaloosa County Airports System:

- Conserve property abutting DTS including the DTS departure surface, Zone C and 65 DNL Noise Zones within an aviation easement that describes the rights and benefits for the unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above surface. The Airport may use the airspace above the easement property for any and all activities that are inherent in the operation of all types of aircraft, to include fixed wing and rotor wing aircraft. Said operation of aircraft includes landing at, taking off from, overflying at low altitude, or operating on or near the Airport. In addition, the aviation easement would require the land owner to:
 - Keep the airspace above the heights described and depicted on Exhibit B clear and free from any and all fences, crops, trees, poles, buildings and other obstructions of any kind

or nature which now extend, or which may at any time in the future extend, above those heights.

- Remove any ground level or all natural growths which extend on the easement property above the heights described and depicted on the attached drawing to the extent such action is reasonably necessary in furtherance of the purpose of this easement. (i.e., growth of natural objects that would constitute an obstruction to air navigation). Any removal or trimming of trees or other natural growth on the easement property shall be conducted by the owner.
- Remove obstructions from the easement property as identified in Exhibit B, with the exception of Obstruction Number 2401.
- Not construct upon the easement property any structure that extends above the heights described and depicted on the attached drawing.
- Not promote any activity on the easement property that is incompatible with the purpose of this easement. (prohibits any activity on the land that would interfere with, or be a hazard to, the flight of aircraft over the land or to and from the airport, or that interferes with air navigation and communication facilities serving the airport).
- Not cause any device that will create electrical interference with radio communication between the installation upon the airport and aircraft, or impair visibility in the vicinity of the airport, or otherwise to endanger the landing, taking-off or maneuvering of aircraft to be located in the easement property.
- Not use the easement property for any use that would be incompatible with the operation of the airport including the following: landfills, open dumps, waste disposal sites, storm water retention ponds, creation of new wetlands, planting of crops that would attract or sustain hazardous bird movements, or any use that would be incompatible with the operation of the airport.
- Allow Okaloosa County Airports System access to the property within the Airport's critical zones as described in Exhibit B.
- New development within noise zones should ensure that sound insulation be consistent with best management practices for noise attenuation as may be established by the FAA or the Standard Building Code in accordance to the City of Destin Comprehensive Plan Future Land Use Element Objective 1-2.6. As provided in the Destin Land Development Code Section 7.15.22, all purchasers of residential property shall be informed of the adjacent airport operations and the high potential for noise impacts.
- In addition, any proposed development within the subject property that meets any of the following conditions shall require review and approval by Airport and the Aviation Advisory Committee on Tall Structures:
 - Greater than 200 feet in height above ground level
 - Greater in height than an imaginary trapezoidal shape, beginning at the end of a runway of a public use airport, at an initial width of 50 feet, and extending outward and upward at a slope of 34:1 or 40:1 for a distance of 20,000 feet, to a width of 3,000 feet at its ending point
 - Located within the runway approach area of DTS.

The FLUM ordinance, Ordinance 19-03-PC was considered by the Council on first reading on April 15, 2019, and was subsequently forwarded to the State of Florida, Department of Economic Opportunity ("DEO") for review and comment as required by Florida Statutes. DEO provided a response with no comments regarding the Ordinance. Ordinance 19-03-PC is now before the City Council on second reading.

A. Link to Strategic Goals / Objectives: Enhance Quality of Life.

B. Effect on Budget (EOB): NA

C. Level of Service (LOS): NA

III. CONCLUSION: Staff recommends approval of Ordinance 19-03-PC.

IV. RECOMMENDED MOTION: I move to approve Ordinance 19-03-PC on second reading, and direct staff to forward the Ordinance to the State Department of Economic Opportunity.

Attachments:

1. 19-03-PC_Ordinance FLUM First Reading April 15 2019
2. Exhibit A Legal Description and Depiction to Ordinance 19-03-PC
3. DEO Comment Letter June 20 2019

ORDINANCE NO. 19-03-PC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING COMPREHENSIVE PLAN: 2020; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR THE ADOPTION OF A LARGE SCALE AMENDMENT TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP TO INCLUDE A CHANGE IN FUTURE LAND USE DESIGNATION OF A PARCEL OF LAND FROM RECREATION (REC) TO LOW DENSITY RESIDENTIAL (LDR); PROVIDING FOR INCORPORATION INTO THE COMPREHENSIVE PLAN; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

SECTION 1. AUTHORITY. The authority for enactment of this Ordinance is Article 1, Section 1.01(b) of the City Charter, Section 166.021, Florida Statutes and Chapter 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the applicant desires to change the future land use designation from Recreation (REC) future land use category to the Low Density Residential (LDR) future land use category in the City's Comprehensive Plan on a parcel of land containing 75.08 acres, more or less, lying within the corporate limits of the City; and

WHEREAS, after due public notice, a public hearing was conducted by the Local Planning Agency on March 21, 2019, and its recommendations reported to the City Council; and

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

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

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

SECTION 3. ADOPTION OF THE AMENDMENT TO THE FUTURE LAND USE MAP:

The City of Destin's Future Land Use Map is hereby amended by changing the future land use category of a parcel containing approximately 75.08 acres of land, more or less, from Recreation (REC) to Low-Density Residential (LDR) for the specific area of land that is legally described and depicted on Exhibit A, attached hereto and fully incorporated herein by this reference.

SECTION 4. TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY:

The City Manager or his designee is hereby designated to sign a letter transmitting the adopted comprehensive plan amendment to the State Planning agency, in accordance with the Community Planning Act.

SECTION 5. INCORPORATION INTO COMPREHENSIVE PLAN. Upon the effective date of the comprehensive plan amendment adopted by this Ordinance, said amendment shall be incorporated into the City of Destin's Comprehensive Plan and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 6. CONFLICTING PROVISIONS. All prior inconsistent ordinances and resolutions adopted by the City Council, or parts of ordinances or resolutions in conflict with the provisions of this ordinance are hereby repealed by this ordinance to the extent of such conflict.

SECTION 7. SEVERABILITY. Each separate provision of this ordinance is deemed independent of all other provisions herein so that if any portion or provision of this ordinance is declared invalid, all other provisions thereof shall remain valid and enforceable.

SECTION 8. EFFECTIVE DATE. The comprehensive plan amendment shall not become effective until 31 days after the State Planning Agency notifies the City that the plan amendment package transmitted by the City is complete, except however, if the plan amendment is timely challenged, this Ordinance shall not become effective until the date a final order is issued by the State Land Planning Agency, or the date the Administration Commission enters a final order determining that the adopted plan amendment is in compliance. No development orders, development permits, or land use dependent on this amendment may be issued or commenced before it becomes effective. After and from the effective date of this amendment, the comprehensive plan amendment set forth herein shall amend the City of Destin's Comprehensive Plan and shall become a part of that plan and the amendment shall have the legal status of the City of Destin's Comprehensive Plan, as amended.

ADOPTED THIS 6TH DAY OF MAY 2019.

BY: _____
Gary Jarvis, Mayor

ATTEST:

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

Rey Bailey, City Clerk

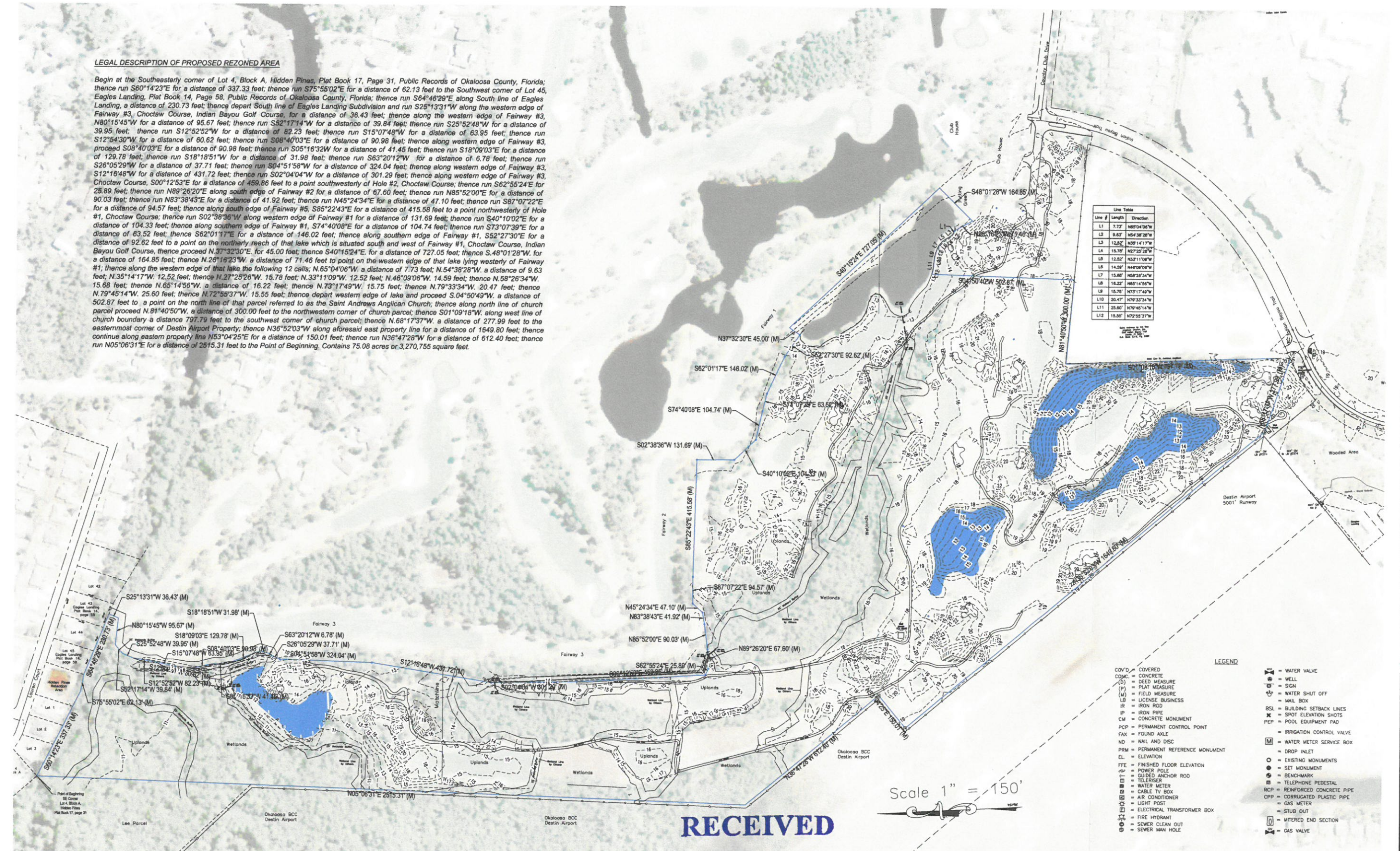
Kimberly Kopp, City Land Use Attorney

First Reading: April 15, 2019

Second Reading: _____

LEGAL DESCRIPTION OF PROPOSED REZONED AREA

Begin at the Southeast corner of Lot 4, Block A, Hidden Pines, Plat Book 17, Page 31, Public Records of Okaloosa County, Florida; thence run S60°14'23"E for a distance of 337.33 feet; thence run S75°55'02"E for a distance of 62.13 feet to the Southwest corner of Lot 45, Eagles Landing, Plat Book 14, Page 58, Public Records of Okaloosa County, Florida; thence run S64°46'29"E along South line of Eagles Landing, a distance of 230.73 feet; thence depart South line of Eagles Landing Subdivision and run S25°13'31"W along the western edge of Fairway #3, Choctaw Course, Indian Bayou Golf Course, for a distance of 36.43 feet; thence along the western edge of Fairway #3, N80°15'45"W for a distance of 95.67 feet; thence run S52°17'14"W for a distance of 39.84 feet; thence run S25°52'48"W for a distance of 39.95 feet; thence run S12°52'52"W for a distance of 82.23 feet; thence run S15°07'48"W for a distance of 63.95 feet; thence run S12°54'30"W for a distance of 60.62 feet; thence run S08°40'03"E for a distance of 90.98 feet; thence along western edge of Fairway #3, proceed S08°40'03"E for a distance of 90.98 feet; thence run S05°16'32"W for a distance of 41.45 feet; thence run S18°09'03"E for a distance of 129.78 feet; thence run S18°18'51"W for a distance of 31.98 feet; thence run S63°20'12"W for a distance of 6.78 feet; thence run S26°05'29"W for a distance of 37.71 feet; thence run S04°51'58"W for a distance of 301.29 feet; thence along western edge of Fairway #3, S12°18'48"W for a distance of 431.72 feet; thence run S02°04'04"W for a distance of 301.29 feet; thence along western edge of Fairway #3, Choctaw Course, S00°12'53"E for a distance of 459.86 feet to a point southwesterly of Hole #2, Choctaw Course; thence run S62°55'24"E for 25.89 feet; thence run N89°26'20"E along south edge of Fairway #2 for a distance of 67.60 feet; thence run N85°52'00"E for a distance of 90.03 feet; thence run N83°38'43"E for a distance of 41.92 feet; thence run N45°24'34"E for a distance of 47.10 feet; thence run S87°07'22"E for a distance of 94.57 feet; thence along south edge of Fairway #5, S85°22'43"E for a distance of 415.58 feet to a point northwesterly of Hole #1, Choctaw Course; thence run S02°38'36"W along western edge of Fairway #1 for a distance of 131.69 feet; thence run S40°10'02"E for a distance of 104.33 feet; thence along southern edge of Fairway #1, S74°40'08"E for a distance of 104.74 feet; thence run S73°07'39"E for a distance of 63.52 feet; thence S62°01'17"E for a distance of 146.02 feet; thence along southern edge of Fairway #1, S52°27'30"E for a distance of 92.62 feet to a point on the northerly reach of that lake which is situated south and west of Fairway #1, Choctaw Course, Indian Bayou Golf Course, thence proceed N.37°32'30"E for 45.00 feet; thence S40°15'24"E for a distance of 727.05 feet; thence S.48°01'28"W for a distance of 164.85 feet; thence N.26°16'23"W for a distance of 71.46 feet to point on the western edge of that lake lying westerly of Fairway #1; thence along the western edge of that lake the following 12 calls; N.65°04'06"W, a distance of 7.73 feet; N.54°38'28"W, a distance of 9.63 feet; N.35°14'17"W, 12.52 feet; thence N.27°25'26"W, 15.78 feet; N.33°11'09"W, 12.52 feet; N.46°09'06"W, 14.59 feet; thence N.58°26'34"W, 15.68 feet; thence N.65°14'56"W, a distance of 16.22 feet; thence N.73°17'49"W, 15.75 feet; thence N.79°33'34"W, 20.47 feet; thence N.79°45'14"W, 25.60 feet; thence N.72°55'37"W, 15.55 feet; thence depart western edge of lake and proceed S.04°50'49"W, a distance of 502.87 feet to a point on the north line of that parcel referred to as the Saint Andrews Anglican Church; thence along north line of church parcel proceed N.81°40'50"W, a distance of 300.00 feet to the northwestern corner of church parcel; thence S01°09'18"W, along west line of church boundary a distance 797.79 feet to the southwest corner of church parcel; thence N.68°17'37"W, a distance of 277.99 feet to the easternmost corner of Destin Airport Property; thence N36°52'03"W along aforesaid east property line for a distance of 1649.80 feet; thence continue along eastern property line N53°04'25"E for a distance of 150.01 feet; thence run N36°47'28"W for a distance of 612.40 feet; thence run N05°06'31"E for a distance of 2615.31 feet to the Point of Beginning. Contains 75.08 acres or 3,270,755 square feet.



sheet 1 of 1

FEB 11 2019

Community
Development

REVISIONS Rev. _____ Date: _____ Rev. _____ Date: _____ Rev. _____ Date: _____		NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. Job No.: 18-0228 Cadd File: 10/23/18 Drawn By: SC Field By: JG/SC Field Bk/Pg: RE 153		Shannon D. Clotchy Professional Surveyor and Mapper Florida Registration #6178	
Re-Zoning Description Indian Bayou Golf Proposed Redevelopment FOR Indian Bayou Properties				RARE EARTH SURVEYING & MAPPING Professional Surveyor - Florida License Number No. 7300 1435 Hwy 90, Okaloosa, Florida 32578 Tel. (904) 888-6141 Fax (904) 798-2514	

Ron DeSantis
GOVERNOR



Ken Lawson
EXECUTIVE DIRECTOR

June 20, 2019

The Honorable Gary Jarvis
Mayor, City of Destin
4200 Indian Bayou Trail
Destin, Florida 32536

Dear Mayor Jarvis:

The Department of Economic Opportunity ("Department") has reviewed the proposed comprehensive plan amendment for the City of Destin (Amendment No. 19-01ESR) received on May 21, 2019. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

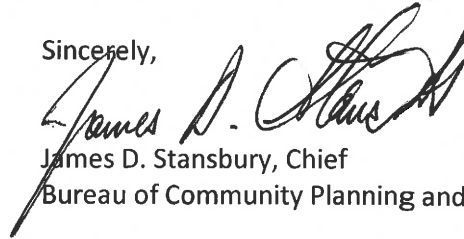
- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**
- **The second public hearing**, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.
- **The adopted amendment must be rendered to the Department.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after the Department notifies the City that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.FloridaJobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Dan Evans, Planning Analyst, by telephone at (850) 717-8484 or by email at dan.evans@deo.myflorida.com.

Sincerely,

A handwritten signature in black ink, appearing to read "James D. Stansbury". The signature is fluid and cursive, with a large initial "J" and "S".

James D. Stansbury, Chief

Bureau of Community Planning and Growth

JDS/de

Enclosure(s): Procedures for Adoption

cc: Lauren Witt, Planner, Destin Development Department
Austin Mount, Executive Director, Emerald Coast Regional Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

"The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019**TYPE OF AGENDA ITEM:** Public Hearing**TO:** City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney**DATE:** May 30, 2019**SUBJECT:** Second reading of Ordinance 19-09-LC - Amends the official zoning map as referenced in the Land Development Code, Section 7.12.01(A)2 zoning maps to match the assigned land use designation of the Future Land Use Map of the Comprehensive Plan**I. BACKGROUND:**

The City Council directed Community Development Staff to address the existing discrepancies between the Zoning Map and the Future Land Use Map for the City of Destin, as outlined in Comprehensive Plan Objective 1-2.1. These discrepancies are grouped into 16 primary areas, covering ±484 parcels of land.

Future Land Use Element Objective 1-3.6. of the City's Comprehensive Plan requires that the City ensure consistency between the City's Zoning Map, and the City's Future Land Use Map. More specifically, Future Land Use Element Policy 1-3.6.4 requires the City continually review land uses within the City and to ensure appropriate Future Land Use and Zoning Map categories that are consistent and that reflect the City's vision.

II. DISCUSSION:

The City approved changes to the Future Land Use Map of the City's Comprehensive Plan as recently as March 2016. However, the Zoning Map of the City's Land Development Code was not updated to reflect these changes. Additionally, there are two properties in the City which received development orders, while having an inconsistent zoning district (Surf Style, DO-17-03, at 1079 U.S. Highway 98 East; and Rezmer Office Building, DO-19-06, at 1224 Airport Road). The City Council directed staff to address the inconsistencies between the Future Land Use Map of the City's Comprehensive Plan and the Zoning Map, which is implemented through the Land Development Code. Staff identified a total of 16 areas requiring Zoning Map

amendments for review by the Local Planning Agency (LPA). The LPA reviewed 14 of these 16 amendments. However, the remaining two will be brought for review after receiving direction from the City Council.

NOTE: There are only three nonconformities that will be created as a result of this Zoning Map Amendment which include:

1. 1220 Airport Road; Destin Water Users Utility
2. 1230 Airport Road; Self Storage Facility
3. 1007 U.S. Highway 98 E; Big Kahuna's Water & Adventure Park.

These three nonconforming uses will be corrected during the Land Development Code Update, and discussed at that time.

To ensure consistency with the Future Land Use Map, the LPA reviewed the following administrative Zoning Map amendments; noted in proposed ordinance No. 19-09-LC:

Map Location	Future Land Use Designation	Current Zoning Category	Proposed Zoning Designation	Nature of Conflict
1. Captain Leonard Destin Park	Recreation (REC)	Calhoun Mixed Use (CMU)	Recreation (REC)	DO 17-06 was issued 08/25/17 for Park – Zoning Designation was not changed
2. Old Destin area Between Calhoun Ave. and Sibert Ave.	Calhoun Mixed Use – Village (CMU-V)	Residential Office, & Institutional-General Development (ROI-GD)	Calhoun Mixed Use –Village (CMU-V)	FLUM change adopted with Comp. Plan 2020
3. 303 & 305 Harbor Blvd.	North Harbor Mixed Use (NHMU)	Institutional (INST)	North Harbor Mixed Use (NHMU)	FLUM change adopted with Comp. Plan 2020
4. Parcels south of Azalea Dr., east of Melvin St.*	Residential, Office, & Institutional (ROI)	Medium Density Residential-Village (MDR-V)	Residential, Office, & Institutional	FLUM change adopted with Comp. Plan 2020
5. Parcels between Azalea and Sea Hills Dr., west of	Residential, Office, & Institutional	Medium Density Residential-	Residential, Office, & Institutional	FLUM change adopted with Comp. Plan

Benning Dr.*	(ROI)	Village (MDR-V)		2020
6. DWU Property at Azalea Dr. and Benning Dr.*	Residential, Office, & Institutional (ROI)	Institutional (INST)	Residential, Office, & Institutional	FLUM change adopted with Comp. Plan 2020
8. Destin Post Office	Town Center Mixed Use (TCMU)	Institutional (INST)	Town Center Mixed Use (TCMU)	FLUM change adopted with Comp. Plan 2020
9. Parcel south of Industrial Park Rd.	Industrial (IN)	Town Center Mixed Use (TCMU)	Industrial (IN)	FLUM change adopted with Comp. Plan 2020
10. Parcels south of 98 Palms Blvd. and north of Hwy 98 E	Town Center Mixed Use (TCMU)	Commercial General (CG)	Town Center Mixed Use (TCMU)	FLUM change adopted with Comp. Plan 2020
11. Gulf Terrace Condominiums	Town Center Mixed Use (TCMU)	Residential Office, & Institutional-General Development (ROI-GD)	Town Center Mixed Use (TCMU)	FLUM change adopted with Comp. Plan 2020
12. Rezmer Office Building	Town Center Mixed Use (TCMU)	Commercial General (CG)	Town Center Mixed Use (TCMU)	FLUM change adopted with Comp. Plan 2020
13. Destin Water Users	Town Center Mixed Use (TCMU)	Institutional (INST)	Town Center Mixed Use (TCMU)	FLUM change adopted with Comp. Plan 2020
14. Parcel located south of the Intersection of Scenic Hwy 98 and Hutchinson St.	Crystal Beach Resort (CBR)	Crystal Beach Neighborhood (CBN)	Crystal Beach Resort (CBR)	FLUM change adopted with Comp. Plan 2020
Zoning Correction: Sibert Avenue Public Parking Lot**	Residential, Office, Institutional (ROI)	Residential Office, & Institutional-General Development (ROI-GD); North Harbor Mixed Use (NHMU)	Institutional (INST)	DO 18-15 was issued for parking lot, zoning designation was not changed

NOTE: *The specific Residential, Office, and Institutional classification still needs to be

assigned by City Council at a later date (due to differences in uses).

****The Future Land Use Designation of these parcels will be amended with upcoming Comprehensive Plan updates (to establish consistent classifications).**

PUBLIC INPUT: Staff received several inquiries relating to the Administrative Zoning Amendment. The majority of the received calls were general inquiries relating to the areas being rezoned, the reasoning, and effects to their properties. One resident adamantly opposed rezoning areas #4 and #5 to ROI, as there are sand dunes located on area #4 that should be preserved, and existing single-family dwellings on area #5. At the May 16, 2019 meeting, the Local Planning Agency (LPA) received similar public input. The City Council removed areas #4 and #5 on first reading. Areas #4 #5, #7 and #15 have all been removed from the ordinance and will be discussed at a separate City Workshop which is currently scheduled for July 10, 2019.

A. Link to Strategic Goals / Objectives: Enhance Quality of Life.

COMPREHENSIVE PLAN CONSISTENCY: Proposed Ordinance No. 19-09-LC is aimed at attaining consistency between the Future Land Use Map and Zoning Map, as required by the following Comprehensive Plan Objective and Policies:

Future Land Use Element Objective 1-3.6: Prevent Inconsistent Land Use.; Future Land Use Element Policy 1-3.6.1: Managing Future Land Use.; and Future Land Use Element Policy 1-3.6.4: Identification of Land Use and Zoning Inconsistencies

B. Effect on Budget (EOB): There is not any anticipated effect on the budget.

C. Level of Service (LOS):

III. CONCLUSION: The proposed Ordinance 19-09-LC reconciles the City's Zoning Map and the Future Land Use Map of the City's Comprehensive Plan. Ordinance 19-09-LC is also consistent with the City's Comprehensive Plan, the map amendments comply with Land Development Code, and staff recommends approval.

IV. RECOMMENDED MOTION: I move to approve Ordinance 19-09-LC on second reading.

Attachments:

1. Ordinance 19-09-LC LPA Advertisement
2. Ordinance No. 19-09-LC Advertisement 0522_05292019
3. Ordinance 19 09 LC _ Needs Exhibit A attached

4. ZoningInconsistancies - Ord19-09-LC
Portion of Exhibit A
5. EXHIBIT A TO ORDINANCE

Published Bi-Weekly
Fort Walton Beach, Florida

Distributed in Okaloosa & Walton Counties
STATE OF FLORIDA
COUNTY OF OKALOOSA

Before the undersigned authorized personally appeared Ashley Abraham, who on oath says that she is an employee of Gatehouse Media Group, owner of the Destin Log, a bi-weekly newspaper published at Fort Walton Beach, in Okaloosa County, Florida; that the attached copy of advertisement, being a

NOTICE

the matter of

ORDINANCE 19-09-LC

in the Okaloosa County Court, was published in said newspaper in the issues of

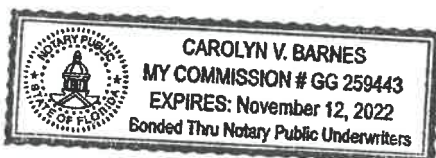
5/4 & 5/11/2019

Affiant further says that the said Destin Log is a newspaper published at Fort Walton Beach, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continuously published in said Okaloosa County, Florida, each day, and has been entered as periodicals matter at the post office in Fort Walton Beach, in said Okaloosa County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

(Signature of Applicant)

Sworn to and subscribed before me this 13th day of MAY, 2019, by Ashley Abraham, X who is personally known to me or who has produced _____ as identification.

(Signature of Notary Public-State of Florida)



Notary Public

NF-6527485

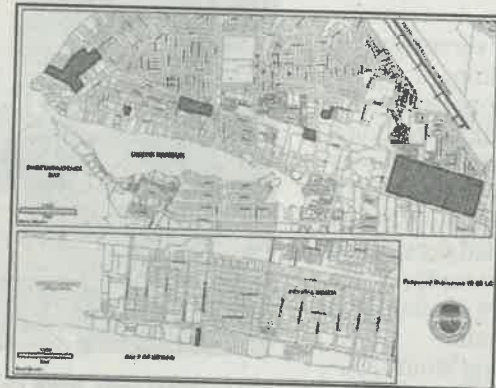
NOTICE

NOTICE IS HEREBY GIVEN that the City of Destin Local Planning Agency will hold a public hearing on Thursday, May 16, 2019 at 5:30 P.M., at Destin City Hall, 4200 Indian Bayou Trail, Destin, Florida, to consider a recommendation on the following:

- A. A public hearing regarding Ordinance No. 19-09-LC relating to changes to the Zoning Map, which changes the zoning district of four hundred and sixty eight parcels (468) to match the land use designations assigned in the Future Land Use Map of the Comprehensive Plan. The proposed Ordinance title is as follows:

ORDINANCE NO. 19-09-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS TO INCLUDE A CHANGE IN THE ZONING DESIGNATIONS OF 468 PARCELS GENERALLY DEPICTED IN THE LOCATION MAP ATTACHED, DESTIN, FLORIDA TO MATCH THE ASSIGNED LAND USE DESIGNATION OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.



Copies of the above-mentioned subject may be reviewed at the Destin City Hall Annex, Planning Division. The public is encouraged to provide written and/or verbal comments on the above referenced matters.

All persons are advised that, if any person decides to appeal any decision made at any of these meetings, he/she will need a record of the proceedings and, for such purpose, they need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (*Florida Statutes* 286.0105).

Persons with disabilities who require assistance to participate in this meeting are requested to notify the City Clerk's office at (850) 837-4242 at least 48 hours in advance.

Personas con discapacidades que necesitan asistencia o personas que necesitan ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

Lauren Witt
Planner
City of Destin

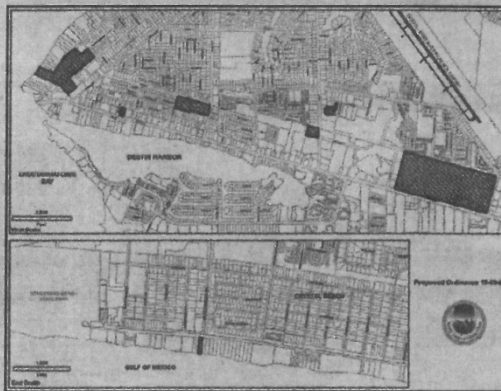
Ad Dates: 05/04/19 & 05/11/19

NOTICE

NOTICE IS HEREBY GIVEN that the City of Destin City Council will hold a public hearing on Monday, June 3, 2019 at 6:00 P.M., at Destin City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida, to consider a recommendation on the following:

ORDINANCE NO. 19-09-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS TO INCLUDE A CHANGE IN THE ZONING DESIGNATIONS OF 468 PARCELS GENERALLY DEPICTED IN THE LOCATION MAP ATTACHED, DESTIN, FLORIDA TO MATCH THE ASSIGNED LAND USE DESIGNATION OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.



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Rey Bailey

City Clerk

5/22 & 5/29/2019

NF-6527502

ORDINANCE NO. 19-09-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS TO INCLUDE A CHANGE IN THE ZONING DESIGNATIONS OF 468 PARCELS GENERALLY DEPICTED IN THE LOCATION MAP ATTACHED, DESTIN, FLORIDA TO MATCH THE ASSIGNED LAND USE DESIGNATION OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA, AS FOLLOWS:

SECTION 1. AUTHORITY. The authority for enactment of this Ordinance is Article 1, Section 1.01(b) of the City Charter, Section 166.021, Florida Statutes and Chapter 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, Future Land Use Element Objective 1-3.6. of the City's Comprehensive Plan requires that the City ensure consistency between the City's Zoning Map, and the City's Future Land Use Map; and

WHEREAS, Future Land Use Element Policy 1-3.6.4 requires the City continually review land uses within the City and to ensure appropriate Future Land Use and Zoning Map categories that are consistent and that reflect the City's vision; and

WHEREAS, the City Council has determined that various parcels of property within the City of Destin are not currently within zoning categories that are consistent with the current Future Land Use designations in place for such properties; and

WHEREAS, the City Council desires to administratively rezone the properties listed and depicted in Exhibit A to zoning categories that are consistent with the current Future Land Use designations for such properties; and

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

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

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

SECTION 3. ZONING MAP AMENDMENT. The Official Zoning Map of the City of Destin, Florida, as referenced in the Land Development Code, section 7.12.01(A)2 zoning maps, is hereby amended to include a change of zoning map designation as shown in Exhibit A, for the parcels of land which are depicted in Exhibit A, attached hereto and incorporated herein by this reference.

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

SECTION 5. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY. Each separate provision of this ordinance is deemed independent of all other provisions herein so that if any portion or provision of this ordinance is declared invalid, all other provisions thereof shall remain valid and enforceable.

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

ADOPTED THIS ____ DAY OF _____ 2019.

BY: _____
Gary Jarvis, Mayor

ATTEST:

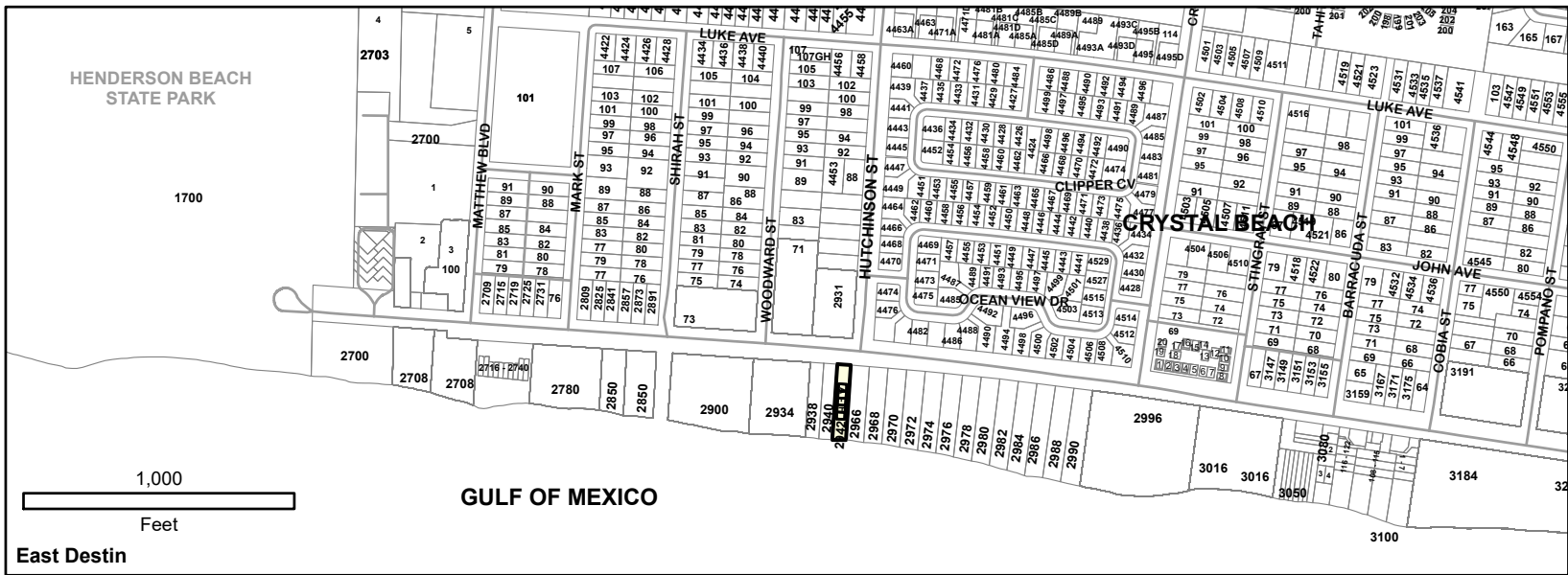
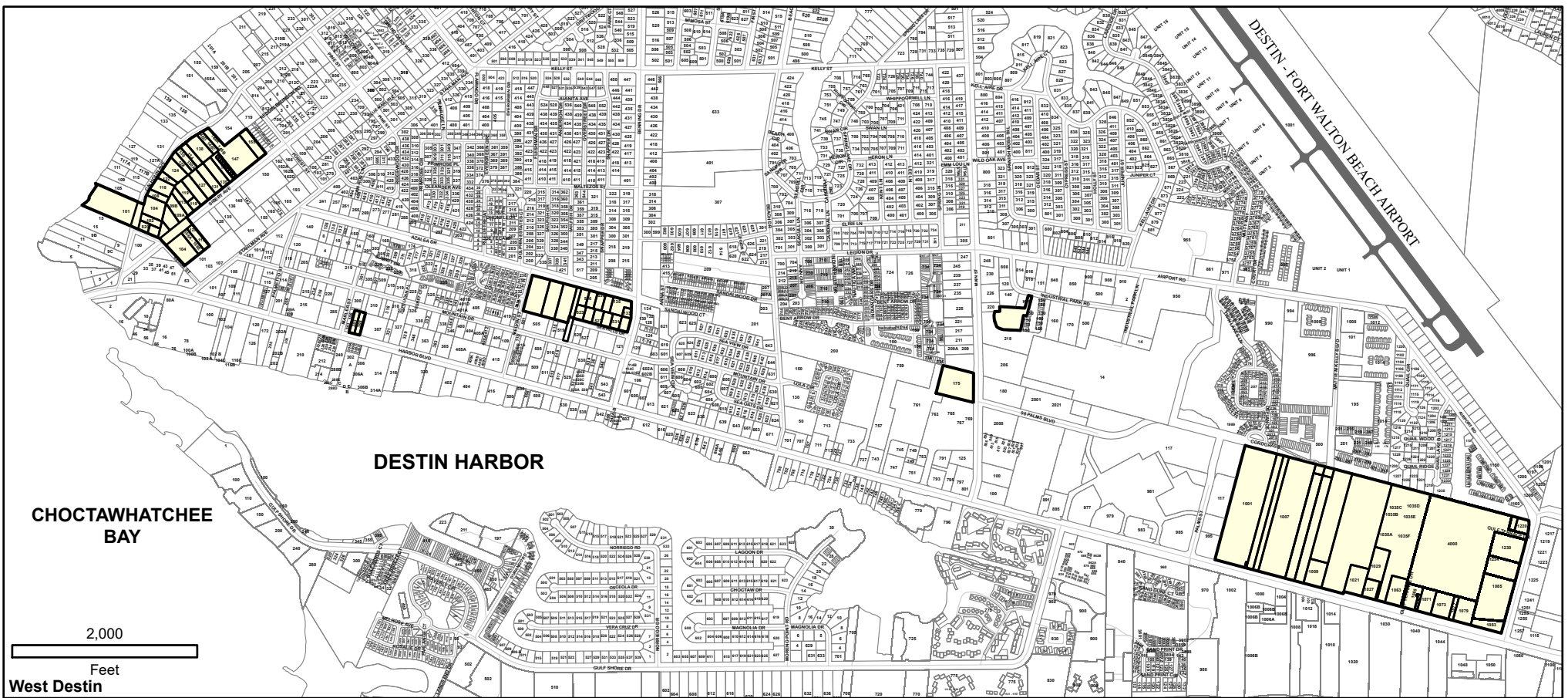
The form and legal sufficiency of the foregoing has been reviewed and approved by the City Land Use Attorney.

Rey Bailey, City Clerk

Kimberly Kopp, City Land Use Attorney

First Reading: _____

Second Reading: _____



Proposed Ordinance 19-09-LC



PIN	OWNER_NAME	HOUSE_NO	STREET
00-2S-22-0000-0024-0030	1079 HWY 98 LLC	1077	HWY 98
00-2S-22-0000-0024-0000	1079 HWY 98 LLC	1079	HWY 98
00-2S-22-1095-0229-0000	4000 GULF TERRACE LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0293	A & B BEACH FRONT PROPERTIES	4000	GULF TERRACE
00-2S-22-1095-0129-0000	A & B BEACH FRONT PROPERTIES	4000	GULF TERRACE
00-2S-22-1095-0235-0000	A & B BEACH FRONT PROPERTIES	4000	GULF TERRACE
00-2S-22-1095-0000-0266	ABEE DONALD & BETTY B	4000	GULF TERRACE
00-2S-22-1095-0218-0000	ADAMS MICHAEL Q	4000	GULF TERRACE
00-2S-22-0000-0024-0020	ALVINS STORES INC	1073	HWY 98
00-2S-22-1095-0111-0000	ANDERSON ANITA	4000	GULF TERRACE
00-2S-22-1095-0233-0000	ANDREWS GEORGE	4000	GULF TERRACE
00-2S-22-0000-0017-0010	APEX PARKS GROUP LLC		MATTIE M KELLY
00-2S-22-0000-0018-0010	APEX PARKS GROUP LLC		MATIE M KELLY
00-2S-22-1095-0000-0288	ARREDONDO YOANNA B	4000	GULF TERRACE
00-2S-22-1095-0000-0287	AULT WILLIAM & CARRIE	4000	GULF TERRACE
00-2S-22-0135-0000-0010	AZALEA SQUARE LLC	135	BENNING
00-2S-22-1095-0215-0000	BAILEY DAVID & LINDA	4000	GULF TERRACE
00-2S-22-1095-0000-0276	BARBOSA CORREA EDGAR & MELINA	4000	GULF TERRACE
00-2S-22-1095-0125-0000	BARTLETT MERLYN C & JANET S	4000	GULF TERRACE
00-2S-22-1095-0000-0259	BEASLEY JESSIE P JR & KIMBERLY	4000	GULF TERRACE
00-2S-22-0310-000D-0120	BELCHER JASON & CHRISTINA	147	SIBERT
00-2S-22-0000-0024-003C	BELL LLOYD F JR TRUST		GULF TERRACE
00-2S-22-0310-000E-E16C	BELL MIKE & SHELIA & PAK MARK		SEA HILLS
00-2S-22-1095-0114-0000	BENNETT BRANDON L	4000	GULF TERRACE
00-2S-22-1095-0000-0153	BENNETT SANDRA	4000	GULF TERRACE
00-2S-22-1095-0000-0169	BERG ETHEL	4000	GULF TERRACE
00-2S-22-1095-0000-0258	BERGMAN DENNIS W	4000	GULF TERRACE
00-2S-22-0000-0024-001A	B-HANDS LLC	1029	HWY 98
00-2S-22-0000-0016-0000	BIG BOSS I LLC	1009	HWY 98
00-2S-22-0000-0013-0160	BIG KAHUNA INC		US HWY 98
00-2S-22-0000-0013-0100	BIG KAHUNA INC	1007	HWY 98
00-2S-22-0000-0017-0000	BIG KAHUNA INC	1007	HWY 98
00-2S-22-0000-0018-0000	BIG KAHUNA INC	1007	HWY 98
00-2S-22-0000-0013-0120	BIG KAHUNA INC		US HWY 98
00-2S-22-0000-0013-0140	BIG KAHUNA INC		US HWY 98
00-2S-22-0000-0013-0170	BIG KAHUNA INC		US HWY 98
00-2S-22-0000-0013-014A	BK OF DESTIN INC	1001	HWY 98
00-2S-22-109C-0000-1000	BLACK ROBERT E & SUSAN	1234	AIRPORT
00-2S-22-109C-0000-1020	BLACK ROBERT E & SUSAN	1234	AIRPORT
00-2S-22-109C-0000-1010	BLACK ROBERT E & SUSAN W	1234	AIRPORT
00-2S-22-1095-0000-0190	BODENSTINE MEGAN D	4000	GULF TERRACE
00-2S-22-1095-0122-0000	BOWERS DEBRA J	4000	GULF TERRACE
00-2S-22-1095-0000-0184	BRIDEVAUX ELEANOE & ETAL	4000	GULF TERRACE
00-2S-22-1095-0000-0249	BROOKS DONNA L TRUST	4000	GULF TERRACE
00-2S-22-1095-0104-0000	BROUSSARD DON W JR	4000	GULF TERRACE
00-2S-22-1095-0205-0000	BURCH BONNIE H TRUST	4000	GULF TERRACE
00-2S-22-1095-0000-0154	BURCH FAMILY TRUST JOHN & MARY	4000	GULF TERRACE
00-2S-22-1095-0115-0000	BURNS JEFFERY L & MARY M	4000	GULF TERRACE
00-2S-22-1095-0220-0000	BURROWS PHILLIP H & MONICA	4000	GULF TERRACE
00-2S-22-1095-0000-0172	CARTER CAROLE & MAHER MICHELLE	4000	GULF TERRACE
00-2S-22-0000-0024-003A	CHERNICKY WAYNE K & DEE D	1065	HWY 98
00-2S-22-0000-0024-0010	CHICK-FIL-A INC	1063	HWY 98

00-2S-22-1095-0147-0000	CHINN CARLYE M & LINDA P	4000	GULF TERRACE
00-2S-22-1095-0000-2003	CISNEROS JOYCE C	4000	GULF TERRACE
00-2S-22-0310-000D-3780	CITY OF DESTIN	108	SIBERT
00-2S-22-0310-000D-3760	CITY OF DESTIN	104	SIBERT
00-2S-22-0310-000D-3790	CITY OF DESTIN	112	SIBERT
00-2S-22-0310-000E-ORW0	CITY OF DESTIN		CRAIN
00-2S-22-1095-0242-0000	CLARKE STACEY ANN	4000	GULF TERRACE
00-2S-22-1095-0243-0000	CLARKE STACEY ANN	4000	GULF TERRACE
00-2S-22-1095-0000-0277	CLARKE STACEYANN S	4000	GULF TERRACE
00-2S-22-3075-0000-0000	CLUB DESTIN RESORT		AIRPORT
00-2S-22-3075-0000-1110	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1130	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1170	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1190	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1210	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1220	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1230	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1240	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1380	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1390	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1410	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1420	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1430	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1450	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1470	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1480	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1490	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1520	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1530	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1540	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1550	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1570	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1580	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1590	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1600	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1610	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1620	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1630	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1640	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1650	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-1670	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2010	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2020	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2030	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2040	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2050	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2060	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2070	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2080	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2110	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2130	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2170	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2190	CLUB DESTIN RESORT	1085	HWY 98

[illegible]

00-2S-22-3075-0000-3170	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4010	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4020	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4030	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4040	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4050	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4060	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4070	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4080	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4090	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4100	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4110	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4120	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4130	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4140	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4150	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4160	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-4170	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2410	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2420	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-3075-0000-2430	CLUB DESTIN RESORT	1085	HWY 98
00-2S-22-109C-0000-1180	COASTAL ACCOUNTING OF NW FL PA	1234	AIRPORT
00-2S-22-109C-0000-1190	COASTAL ACCOUNTING OF NW FL PA	1234	AIRPORT
00-2S-22-1095-0000-0281	COHEN ALDAI & SHALOM	4000	GULF TERRACE
00-2S-22-1095-0000-0275	COLE EDWARD F JR & CANDY F	4000	GULF TERRACE
00-2S-22-1095-0207-0000	COLEY DEBRA & COLEY-BAKER R	4000	GULF TERRACE
00-2S-22-1095-0225-0000	COLLIER TERRY A& MYRA B	4000	GULF TERRACE
00-2S-22-1095-0247-0000	COLLINS ANASTASIA J & ROBERT	4000	GULF TERRACE
00-2S-22-0630-0000-07B1	COLT ONE LLC	303	HARBOR
00-2S-22-1095-0000-0263	COOK CHRIS N & TERESA P	4000	GULF TERRACE
00-2S-22-1095-0000-0185	COOK RICHARD A & LORI L	4000	GULF TERRACE
00-2S-22-1095-0000-0192	COSTON RANDOLPH & DENISE	4000	GULF TERRACE
00-2S-22-1095-0246-0000	COX BOBBY G & LOUISE M	4000	GULF TERRACE
00-2S-22-1095-0210-0000	COX RODGERS L & COOK ASHLEY C	4000	GULF TERRACE
00-2S-22-1095-0146-0000	CRAY JOHN & KATHLEEN TRUST	4000	GULF TERRACE
00-2S-22-1095-0000-1006	CRITCH DENA & VANDERMOLLEN P	4000	GULF TERRACE
00-2S-22-1095-0208-0000	CROSS JEFF & GLADYS	4000	GULF TERRACE
00-2S-22-1095-0000-0168	CROSS JEFFREY L & GLADYS V	4000	GULF TERRACE
00-2S-22-1095-0000-0268	CROSS JEFFREY L & GLADYS V	4000	GULF TERRACE
00-2S-22-1095-0222-0000	CROSSLEY SARA A	4000	GULF TERRACE
00-2S-22-1095-0120-0000	CUERVO ANA LUCIA	4000	GULF TERRACE
00-2S-22-1095-0245-0000	DABNEY ARTHUR L JR	4000	GULF TERRACE
00-2S-22-1095-0135-0000	DAY MICHAEL J	4000	GULF TERRACE
00-2S-22-0310-000E-E16D	DEARMON ALICE F (LIFE ESTATE)	523	SEA HILLS
00-2S-22-0310-000E-E16M	DEARMON ALICE F TRUST		AZALEA
00-2S-22-0310-000E-E16B	DEARMON ALICE F TRUST		SEA HILLS
00-2S-22-0310-000E-E16E	DEARMON ALICE F TRUST	527	SEA HILLS
00-2S-22-0310-000E-E16F	DEARMON ALICE F TRUST		SEA HILLS
00-2S-22-1095-0131-0000	DEATH BRIAN & LAUBACH MICHAEL	4000	GULF TERRACE
00-2S-22-1095-0000-0188	DEEP SOUTH COMPANIES INC	4000	GULF TERRACE
00-2S-22-1095-0123-0000	DEESE MICKEY J & DEBORAH A	4000	GULF TERRACE
00-2S-22-1095-0000-0182	DELMAN FAMILY TRUST	4000	GULF TERRACE
00-2S-22-1095-0000-0282	DELMAN FAMILY TRUST	4000	GULF TERRACE

00-2S-22-1095-0136-0000	DENEAU OLESYA	4000	GULF TERRACE
00-2S-22-1095-0000-0174	DERRY ROBERT L	4000	GULF TERRACE
00-2S-22-0310-000D-072I	DESTIN BAY HOUSE COTTAGES LLC	118	CALHOUN
00-2S-22-0310-000D-0030	DESTIN BAY HOUSE COTTAGES LLC	109	SIBERT
00-2S-22-0310-000D-0040	DESTIN BAY HOUSE COTTAGES LLC	115	SIBERT
00-2S-22-0000-0013-0020	DESTIN WATER USERS INC	1220	AIRPORT
00-2S-22-0135-0000-0020	DESTIN WATER USERS INC	133	BENNING
00-2S-22-1095-0212-0000	DIXON NANCY A & TAYLOR LESLIE	4000	GULF TERRACE
00-2S-22-1095-0112-0000	DODS WILLIAM L & MARGARET G	4000	GULF TERRACE
00-2S-22-1095-0000-0183	DRB REALTY COMPANY LLC	4000	GULF TERRACE
00-2S-22-1095-0118-0000	DUFAULT DANIEL & DENISE	4000	GULF TERRACE
00-2S-22-1095-0217-0000	DUFAULT DANIEL & DENISE	4000	GULF TERRACE
00-2S-22-1095-0000-0151	DUFAULT DANIEL & RACHAEL	4000	GULF TERRACE
00-2S-22-1095-0204-0000	DUFAULT DANIEL JR	4000	GULF TERRACE
00-2S-22-1095-0000-0159	EDWARD CHARLES R	4000	GULF TERRACE
00-2S-22-1095-0216-0000	ELLING CONNIE L	4000	GULF TERRACE
00-2S-22-0590-0000-00D0	EMERALD LTA-2	2942	OLD HWY 98
00-2S-22-0590-0000-00A0	EMERALD LTA-2 INC	2942	OLD HWY 98
00-2S-22-0590-0000-00B0	EMERALD LTA-2 INC	2942	OLD HWY 98
00-2S-22-0590-0000-00C0	EMERALD LTA-2 INC	2942	OLD HWY 98
00-2S-22-0590-0000-00E0	EMERALD LTA-2 INC	2942	OLD HWY 98
00-2S-22-0590-0000-00CA	EMERALD LTA-2 INC	2942	OLD HWY 98
00-2S-22-1095-0000-0251	EPLEY KEVIN & CAROL D	4000	GULF TERRACE
00-2S-22-1095-0000-0265	EVANS MATTHEW	4000	GULF TERRACE
00-2S-22-1095-0000-0198	FERNANDEZ DIANA	4000	GULF TERRACE
00-2S-22-1095-0000-0160	FERRELL VIRGINIA D	4000	GULF TERRACE
00-2S-22-1095-0202-0000	FERRELL VIRGINIA D	4000	GULF TERRACE
00-2S-22-0000-0018-000X	FESTIVAL FUN PARKS, LLC #701	1007	HWY 98
00-2S-22-109C-0000-1150	FINN YU SUK & TIMOTHY M	1234	AIRPORT
00-2S-22-0310-000D-0080	FLORIDA LAND INVEST PROP LLC	131	SIBERT
00-2S-22-0310-000D-005A	FLORIDA LAND INVESTMENT PROP	119	SIBERT
00-2S-22-0310-000D-0070	FLORIDA LAND INVESTMENT PROP	127	SIBERT
00-2S-22-0310-000D-0060	FLORIDA LAND INVESTMENT PROP		SIBERT
00-2S-22-0310-000D-0050	FLORIDA LAND INVESTMENT PROP	119	SIBERT
00-2S-22-0310-000D-0090	FLORIDA LAND INVESTMENT PROP	135	SIBERT
00-2S-22-0310-000D-072E	FLORIDA LAND INVT PROPERTY	124	CALHOUN
00-2S-22-0310-000D-072G	FLORIDA LAND INVT PROPERTY	122	CALHOUN
00-2S-22-1095-0145-0000	FORET FELIX & JEANNE	4000	GULF TERRACE
00-2S-22-1095-0232-0000	FOWLER JOHN M JR	4000	GULF TERRACE
00-2S-22-1095-0234-0000	GANGADHARAN VIJAYALAKSHMI &	4000	GULF TERRACE
00-2S-22-1095-0103-0000	GARRIOTT CAROLYN M	4000	GULF TERRACE
00-2S-22-109C-0000-1120	GAUVIN LLOYD D	1234	AIRPORT
00-2S-22-1095-0000-1001	GEORGE ROBERT & NESLIHAN C	4000	GULF TERRACE
00-2S-22-1095-0000-0271	GHULINYAN ANNA	4000	GULF TERRACE
00-2S-22-1095-0000-0254	GLOVER CHARLES T & JUANESE F	4000	GULF TERRACE
00-2S-22-109C-0000-1040	GORLIN STEVE	1234	AIRPORT
00-2S-22-109C-0000-1050	GORLIN STEVE	1234	AIRPORT
00-2S-22-109C-0000-1060	GORLIN STEVE	1234	AIRPORT
00-2S-22-1095-0128-0000	GRANGER DEREK	4000	GULF TERRACE
00-2S-22-1095-0139-0000	GROTEN WILLIAM PETER & VICKIE	4000	GULF TERRACE
00-2S-22-109C-0000-0000	GULF PLACE OFFICE PARK		AIRPORT
00-2S-22-1095-0000-0158	GULF TERRACE CONDO ASSOCIATION	4000	GULF TERRACE
00-2S-22-1095-0000-0000	GULF TERRACE TWO		GULF TERRACE

00-2S-22-1095-0000-0199	GULLEDGE JAMES & SLATON PIERCE	4000	GULF TERRACE
00-2S-22-1095-0000-0267	GUNTER JANET C & KYSER GRACE S	4000	GULF TERRACE
00-2S-22-1095-0000-2005	HALE RICHARD & TONI	4000	GULF TERRACE
00-2S-22-1095-0000-2004	HALE RICHARD & TONI E	4000	GULF TERRACE
00-2S-22-1095-0000-0175	HALE RICHARD E & TONI E	4000	GULF TERRACE
00-2S-22-1095-0206-0000	HAMMONS BARBARA FARRIS	4000	GULF TERRACE
00-2S-22-1095-0000-0285	HARPER HAMILTON & DORIS	4000	GULF TERRACE
00-2S-22-1095-0000-0150	HARRELL PERRY J JR & CRAIG M &	4000	GULF TERRACE
00-2S-22-1095-0226-0000	HARTMANN KENNETH A & ALLEN D	4000	GULF TERRACE
00-2S-22-1095-0000-0255	HAYES PAMELA KAY	4000	GULF TERRACE
00-2S-22-1095-0141-0000	HELMS MARY J	4000	GULF TERRACE
00-2S-22-0310-000E-E16H	HENDERSON MICHAEL L	530	AZALEA
00-2S-22-1095-0000-0162	HIBBARD JAMES JR	4000	GULF TERRACE
00-2S-22-109C-0000-1030	HOLIDAY INVESTMENT PROPERTIES	1234	AIRPORT
00-2S-22-1095-0000-1008	HOWELL SHARON M	4000	GULF TERRACE
00-2S-22-1095-0000-1003	HUFF HARRY	4000	GULF TERRACE
00-2S-22-1095-0000-0176	IGLEHEART MICHAEL & TATUM ALAN	4000	GULF TERRACE
00-2S-22-1095-0000-0274	IRELAN ROBERT M	4000	GULF TERRACE
00-2S-22-1095-0000-0155	IRELAN ROBERT MICHAEL	4000	GULF TERRACE
00-2S-22-1095-0000-0250	ISENHOOR CHEYENNE	4000	GULF TERRACE
00-2S-22-1095-0109-0000	ISENHOOR CHEYENNE	4000	GULF TERRACE
00-2S-22-1095-0000-0272	ISOM WALTER JR & MARIA B	4000	GULF TERRACE
00-2S-22-0000-0013-0040	J P D INVESTMENTS INC	1021	HWY 98
00-2S-22-1095-0000-0177	JAMES DON & BECKY	4000	GULF TERRACE
00-2S-22-0310-000D-072H	JEFFERSON LAND TRUST NO 14	128	CALHOUN
00-2S-22-109C-0000-1250	JENKINS ENGINEERING INC	1234	AIRPORT
00-2S-22-109C-0000-1260	JENKINS ENGINEERING INC	1234	AIRPORT
00-2S-22-109C-0000-1270	JENKINS ENGINEERING INC	1234	AIRPORT
00-2S-22-109C-0000-1280	JENKINS ENGINEERING INC	1234	AIRPORT
00-2S-22-1095-0126-0000	JONES DAVID A	4000	GULF TERRACE
00-2S-22-109C-0000-1070	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1080	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1090	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1100	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1110	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1160	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1170	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1220	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1230	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-1240	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-2260	JPD INV INC	1234	AIRPORT
00-2S-22-109C-0000-2240	JPD INVESTMENTS INC	1234	AIRPORT
00-2S-22-109C-0000-2250	JPD INVESTMENTS INC	1234	AIRPORT
00-2S-22-0000-0013-0190	KAHUNA PROPERTY LLC		US HWY 98
00-2S-22-1095-0102-0000	KIM AMANDA	4000	GULF TERRACE
00-2S-22-1095-0127-0000	KING RONALD J & DONNA M	4000	GULF TERRACE
00-2S-22-1095-0124-0000	KIRK JEFFREY H	4000	GULF TERRACE
00-2S-22-1500-0000-0010	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0020	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0030	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0040	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0050	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0060	KMC GROUP LLC	139	SIBERT

00-2S-22-1500-0000-0070	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0080	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0090	KMC GROUP LLC	139	SIBERT
00-2S-22-1500-0000-0CA0	KMC GROUP LLC		SIBERT
00-2S-22-1095-0000-0264	LAFEVER KELLY & CHLOE	4000	GULF TERRACE
00-2S-22-1095-0000-0252	LARKIN GEORGE & DEBORAH ET AL	4000	GULF TERRACE
00-2S-22-1095-0000-2000	LEFEVER KELLY	4000	GULF TERRACE
00-2S-22-1095-0000-0191	LEGENDRE FREDERICK J JR ETAL	4000	GULF TERRACE
00-2S-22-1095-0000-2002	LEWIS WILLIAM & BRENDA	4000	GULF TERRACE
00-2S-22-1095-0000-0279	LIGHTSEY SCOTT & BODENSTINE D	4000	GULF TERRACE
00-2S-22-1095-0144-0000	LONG TERESA M & MICHEL S	4000	GULF TERRACE
00-2S-22-1095-0000-0292	LOVE SANDRA E	4000	GULF TERRACE
00-2S-22-1095-0000-0295	LOYD MARSHALL J & SIMPSON DON	4000	GULF TERRACE
00-2S-22-1095-0000-1002	MARTIN CAROLYN	4000	GULF TERRACE
00-2S-22-1095-0000-0179	MARTIN CAROLYN H	4000	GULF TERRACE
00-2S-22-1095-0000-0291	MAYER BRYAN	4000	GULF TERRACE
00-2S-22-1095-0148-0000	MCCLELLAND REBECCA G & ET AL	4000	GULF TERRACE
00-2S-22-1095-0117-0000	MCNABB LARRY & MELBA	4000	GULF TERRACE
00-2S-22-1095-0000-0262	MERCHAN MARIA C & MARK A	4000	GULF TERRACE
00-2S-22-1095-0000-2008	MEYER WAYNE R & LISA M	4000	GULF TERRACE
00-2S-22-1095-0000-2001	MILES MARCELLA M	4000	GULF TERRACE
00-2S-22-1095-0000-0280	MISHAEL HANI	4000	GULF TERRACE
00-2S-22-1095-0000-0299	MISHAEL HANI	4000	GULF TERRACE
00-2S-22-1095-0000-1007	MISHAEL HANI	4000	GULF TERRACE
00-2S-22-1095-0000-2006	MORELOCK FAMILY TRUST	4000	GULF TERRACE
00-2S-22-0000-0024-001B	MVP INVESTMENTS LLC	1027	HWY 98
00-2S-22-0310-000D-072D	NAJARIAN BRIAN K	130	CALHOUN
00-2S-22-1095-0133-0000	NEW DIRECTION IRA INC FBO	4000	GULF TERRACE
00-2S-22-1095-0143-0000	NICHOLSON WM F UNIFIED CREDIT	4000	GULF TERRACE
00-2S-22-0000-0013-003D	NORTHLINE INVESTMENTS LLC	1083	HWY 98
00-2S-22-1095-0000-0296	O'BRIANT MARSHA & JEFF	4000	GULF TERRACE
00-2S-22-1095-0228-0000	OGUZ CETIN & CARMEN C	4000	GULF TERRACE
00-2S-22-0778-0000-0010	OKALOOSA GAS DISTRICT		ZERBE
00-2S-22-0310-000D-072B	OLD TOWN COTTAGES DEVELOP LLC	138	CALHOUN
00-2S-22-0310-000D-0720	OLD TOWN COTTAGES DEVELOPMENT	146	CALHOUN
00-2S-22-0310-000E-E16G	O'REILLY IRENE LYN & SHANE M	531	SEA HILLS
00-2S-22-0778-0000-0020	PALMER RUTH M	820	ZERBE
00-2S-22-1095-0000-0270	PARNELL TONI S	4000	GULF TERRACE
00-2S-22-1095-0000-0278	PEARLMAN DEBORAH J	4000	GULF TERRACE
00-2S-22-0630-0000-07B0	PLANTZ JAMISON L & LEECA	305	HARBOR
00-2S-22-1095-0000-0164	POPEE THOMAS H & CRIM STEPHEN	4000	GULF TERRACE
00-2S-22-1095-0000-0196	PRATER MILFORD G & KATHY K	4000	GULF TERRACE
00-2S-22-1095-0000-2007	PRESNALL LARRY W	4000	GULF TERRACE
00-2S-22-1095-0241-0000	PRICE VICTOR J	4000	GULF TERRACE
00-2S-22-1095-0000-0156	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0163	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0166	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0167	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0170	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0171	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0173	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0194	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0195	RAJU INVESTMENTS LLC	4000	GULF TERRACE

00-2S-22-1095-0000-0253	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0257	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0269	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0273	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0283	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0284	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0286	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0297	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0000-1000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0107-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0108-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0110-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0113-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0119-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0121-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0132-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0134-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0209-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0211-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0219-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0223-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0224-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0230-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0231-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0236-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0238-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0239-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-1095-0240-0000	RAJU INVESTMENTS LLC	4000	GULF TERRACE
00-2S-22-0000-0024-001C	RAMANANDA LLC	1035	HWY 98
00-2S-22-1095-0000-0187	RAY KEVIN P & TINSLEY B	4000	GULF TERRACE
00-2S-22-0000-0013-003A	REGIONAL SELF STORAGE	1230	AIRPORT
00-2S-22-109C-0000-2040	RENTALS AND REALESTATE LLC	1234	AIRPORT
00-2S-22-109C-0000-2050	RENTALS AND REALESTATE LLC	1234	AIRPORT
00-2S-22-109C-0000-2060	RENTALS AND REALESTATE LLC	1234	AIRPORT
00-2S-22-0000-0013-0260	REZMER CHRISTOPHER MICHAEL		AIRPORT
00-2S-22-1095-0214-0000	RILEY LARRY A & SUN T	4000	GULF TERRACE
00-2S-22-1095-0000-0180	RODGERS FRANCES E	4000	GULF TERRACE
00-2S-22-1095-0227-0000	RUEGG CARL	4000	GULF TERRACE
00-2S-22-109C-0000-2140	RUTT & STRUTT LLC	1234	AIRPORT
00-2S-22-109C-0000-2150	RUTT & STRUTT LLC	1234	AIRPORT
00-2S-22-109C-0000-2160	RUTT & STRUTT LLC	1234	AIRPORT
00-2S-22-1095-0000-1005	SANCHEZ MARY D	4000	GULF TERRACE
00-2S-22-1095-0000-0181	SANDY BEACHES LLC	4000	GULF TERRACE
00-2S-22-1095-0116-0000	SANTIAGO MONA R & ISIDRO	4000	GULF TERRACE
00-2S-22-0000-0058-0000	SHACKELFORD CHARLES M		INDIAN TRAIL PARK
00-2S-22-1095-0000-0261	SHARP ROBERT M & CAROL G	4000	GULF TERRACE
00-2S-22-1095-0244-0000	SIMS DYLAN T	4000	GULF TERRACE
00-2S-22-1095-0105-0000	SKROBACK KENNETH J & FLORA E	4000	GULF TERRACE
00-2S-22-1095-0000-0294	SMITH JULIE K & HARTMANN KEN A	4000	GULF TERRACE
00-2S-22-1095-0000-0186	SMITH MICHELE D	4000	GULF TERRACE
00-2S-22-1095-0137-0000	SMITH ROY & WHYTE MAUREEN	4000	GULF TERRACE
00-2S-22-1095-0201-0000	SMITHERMAN KENNETH W & MARY W	4000	GULF TERRACE
00-2S-22-0310-000D-0140	SPERIER ALBERT J & PATRICIA A	155	SIBERT

00-2S-22-0310-000D-072C	SPRING TED D & ANDREA S	134	CALHOUN
00-2S-22-1095-0142-0000	STEWART JUDY A	4000	GULF TERRACE
00-2S-22-1095-0138-0000	STIGLET LOUIS ALLEN JR	4000	GULF TERRACE
00-2S-22-1095-0248-0000	STOCKWELL AMANDA C	4000	GULF TERRACE
00-2S-22-1095-0000-0157	STOKES SCOTT & SOUTHERN JERRY	4000	GULF TERRACE
00-2S-22-1095-0130-0000	STOUGH ROBERT & YU	4000	GULF TERRACE
00-2S-22-109C-0000-1130	STRAUTMAN YAMILE	1234	AIRPORT
00-2S-22-109C-0000-1140	STRAUTMAN YAMILE	1234	AIRPORT
00-2S-22-1095-0000-0193	STRUNC IRIS & WILLIAM F	4000	GULF TERRACE
00-2S-22-1095-0000-0149	TASSIN BERNARD J	4000	GULF TERRACE
00-2S-22-1095-0000-0256	TAYLOR KENT D & ET AL	4000	GULF TERRACE
00-2S-22-1095-0140-0000	THE 40:31 GROUP LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0289	THOMPSON MELISSA	4000	GULF TERRACE
00-2S-22-1095-0000-0161	TOWNSEND PATRICIA E	4000	GULF TERRACE
00-2S-22-1095-0000-0165	TOWNSEND PATRICIA E	4000	GULF TERRACE
00-2S-22-1095-0000-0178	TOWNSEND PATRICIA E & ANTHONY	4000	GULF TERRACE
00-2S-22-1095-0000-0290	TRAVIS JOAN M (HEIRS OF)	4000	GULF TERRACE
00-2S-22-0630-0000-11A3	TRUST FOR PUBLIC LAND	101	CALHOUN
00-2S-22-0000-0011-006A	U S POSTAL SERVICE	175	MAIN
00-2S-22-1095-0000-0189	UNIT 298 LLC	4000	GULF TERRACE
00-2S-22-1095-0000-0298	UNIT 298 LLC	4000	GULF TERRACE
00-2S-22-0000-0024-0040	VAL-LU DEVELOPMENT LLC	1071	HWY 98
00-2S-22-1095-0000-0260	VIRDEN ROBERT	4000	GULF TERRACE
00-2S-22-0000-0024-003B	WAFFLE HOUSE INC	1067	HWY 98
00-2S-22-1095-0000-1004	WARD JOHN M & DELAINE R	4000	GULF TERRACE
00-2S-22-1095-0000-0152	WATZKE LEON JR & BARBARA	4000	GULF TERRACE
00-2S-22-1095-0221-0000	WEDA HOLDINGS LLC	4000	GULF TERRACE
00-2S-22-1095-0237-0000	WEST PAMELA H	4000	GULF TERRACE
00-2S-22-1095-0203-0000	WEST PAMELA HAYES	4000	GULF TERRACE
00-2S-22-0310-000D-002A	WHITE CHRISTOPHER		SIBERT
00-2S-22-0630-0000-1230	WHITE FAMILY TRUST	102	CALHOUN
00-2S-22-0630-0000-1240	WHITE FAMILY TRUST	104	CALHOUN
00-2S-22-0310-000D-0020	WHITE FAMILY TRUST		SIBERT
00-2S-22-0310-000D-072J	WHITE KATSUE (LIFE ESTATE)	108	CALHOUN
00-2S-22-109C-0000-1200	WHITE SANDS RESORT OFFICE LLC	1234	AIRPORT
00-2S-22-109C-0000-1210	WHITE SANDS RESORT OFFICE LLC	1234	AIRPORT
00-2S-22-1095-0213-0000	WHITFIELD WILLIAM SR	4000	GULF TERRACE
00-2S-22-0310-000E-E170	WILDCAT MNT LLC		AZALEA
00-2S-22-0310-000E-E17B	WILDCAT MNT LLC		AZALEA
00-2S-22-0310-000E-E17A	WILDCAT MNT LLC		AZALEA
00-2S-22-1095-0000-0197	WOLFENDEN DAVID L & DEBRA S	4000	GULF TERRACE
00-2S-22-031C-0000-0010	WORKMAN GRETCHEN A	526	AZALEA
00-2S-22-031C-0000-0020	WORKMAN GRETCHEN A		AZALEA
00-2S-22-1095-0106-0000	WYLIE CLYDE JR	4000	GULF TERRACE
00-2S-22-1095-0101-0000	ZINKHAN KRISTINE & ROBERT	4000	GULF TERRACE

Current Zoning	Proposed Zoning
CG	TCMU
CG	TCMU
ROI-GD	TCMU
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INST	ROI
ROI-GD	TCMU
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ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	CMU-V
ROI-GD	TCMU
MDR-V	ROI
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INST	NHMU
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MDR-V	ROI
ROI-GD	TCMU
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ROI-GD	TCMU

ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	CMU-V
ROI-GD	CMU-V
ROI-GD	CMU-V
INST	TCMU
INST	ROI
ROI-GD	TCMU
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ROI-GD	TCMU
CBN	CBR
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CBN	CBR
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CBN	CBR
ROI-GD	TCMU
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ROI-GD	TCMU
ROI-GD	TCMU
CG	TCMU
CG	TCMU
ROI-GD	CMU-V
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ROI-GD	CMU-V
ROI-GD	CMU-V
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ROI-GD	TCMU
ROI-GD	TCMU
CMU	REC
INST	TCMU
ROI-GD	TCMU
ROI-GD	TCMU
CG	TCMU
ROI-GD	TCMU
CG	TCMU
ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	TCMU
ROI-GD	CMU-V
ROI-GD	CMU-V
ROI-GD	CMU-V
ROI-GD	CMU-V
ROI-GD	CMU-V
CG	TCMU
CG	TCMU
ROI-GD	TCMU
MDR-V	ROI
MDR-V	ROI
MDR-V	ROI
ROI-GD	TCMU
MDR-V	ROI
MDR-V	ROI
ROI-GD	TCMU
ROI-GD	TCMU

CITY OF DESTIN, FLORIDA

REQUEST FOR CHECK

DATE: June 26, 2019
TO: Accounting Clerk/April Nickens
THROUGH: City Manager/Lance Johnson
(Required if exceeds \$350.00)
THROUGH: Finance Director/Bragg Farmer
FROM: City Clerk/Rey Bailey
DEPARTMENT: City Clerk

BRIEF EXPLANATION: Reimbursement to Councilmember Skip Overdier for expenses incurred at Orlando, Florida while attending the Florida League of Cities Legislative Policy Committee Meeting, from June 13-14, 2019

DATE REQUIRED: **NEXT SCHEDULED CHECK RUN** X
(Check One)
MANUAL CHECK REQUIRED _____

VENDOR NAME: Skip Overdier
VENDOR ADDRESS: 705 Gulf Shore
Destin, FL 32541

VENDOR FED ID # _____
(only needed if new vendor)
AMOUNT OF CHECK: \$717.73

CHARGE TO ACCOUNT: 0151110.540000

P.O. NUMBER: _____
(If Applicable)

MAIL CHECK WITH NORMAL CHECK RUN _____

RETURN CHECK TO DEPT FOR DISTRIBUTION X

**CITY OF DESTIN
TRAVEL EXPENSE LOG**

Name: Skip Overdier

Travel Dates: June 13-14, 2019

Date:	Thursday 13-Jun-19	Friday 14-Jun-19	Total
Meals:			

Partial Per Diem:			
Daily Per Diem:	\$ 59.00	\$ 59.00	
Total Meals	\$ 59.00	\$ 59.00	\$ 118.00

Transportation:			
Airfare:			\$ 400.98
Car Rental:			
Fuel Expenses			
Taxi:	\$ 13.01		\$ 13.01
Personal Miles:			
Total Transportation	\$ 13.01	\$ 400.98	\$ 413.99

Lodging:			
Hotel Charges:	\$ 167.63		\$ 167.63
	\$ 167.63		\$ 167.63

Misc. Expenses:			
Parking:			
Tolls:		\$ 18.11	\$ 18.11
WiFi:			
Other: Explain: Conf. Reg.			
Other: Explain:			
Total Misc. Expenses		\$ 18.11	\$ 18.11

Grand Total	\$ -	\$ -	\$ 239.64	\$ 478.09	\$ -	\$ 717.73
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City of Destin

Travel Expense Claim

Name: Skip Overdier Department: Councilmember
 Travel: Place/Purpose Legislative Policy Committee Meeting - Orlando, Florida Date: June 13-14, 2019

Note: All expenses must be supported by a receipt except meal per diems and must be supported by a Travel Expense Log.

Meals/Per Diem: \$ 118.00
 Airfare: \$ 400.98
 Car Rental: \$ -
 Fuel Expenses \$ -
 Taxi: \$ 13.01
 Personal Miles: \$ - POV

Lodging: \$ 167.63

Parking: \$ 18.11
 Tolls: \$ -
 WIFI: \$ -
 Other: Itemize \$ - Conference Registration
 Other: Itemize \$ -

\$ -
 \$ -

Total Reimbursable Expenses: \$ 717.73
 Less: Purchasing Card Charges
 Less: Purchasing Card Charges
 Balance Due Traveler \$ 717.73
 Reimburse City for fuel cost \$ -
 Net Due Traveler \$ 717.73

Finance Director: Bragg Farmer Account #: 151110.54
 City Manager: Lance Johnson Date: 6/26/2019

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU: Rey Bailey, City Clerk
 Lance Johnson, City Manager
 Bragg Farmer, Finance Director
 Michael Burgess, Public Services Director

FROM: Michael Burgess, Public Services Director

DATE: 06/24/2019

SUBJECT: Request for Council Approval to Purchase Fresh Air Circulation System for Library

I. BACKGROUND: The fresh air circulation system at the Library has failed. This system provides fresh air from outside the building into the living areas which clears the building of carbon dioxide and other pollutants to ensure a safe and healthy air flow. This is being treated as an emergency repair due to the health concerns surrounding this system. In addition to the need for the new system, installation will be difficult and the unit will have to be installed from the outside. The contractor has proposed entering the building from the wall facing south over the bathrooms. Once the unit is installed, the exterior wall will be fitted with an accessway so future repairs can be completed as needed.

II. DISCUSSION: Staff is requesting Council approve the emergency purchase of the fresh air circulation unit and allow our current HVAC continuing services contractor to perform the work. They expect to purchase the system, sub-contract the exterior wall work and install the unit.

A. Link to Strategic Goals / Objectives: I. Enhanced Quality of Life, I.C.2., I.C.3, I.C.4, I.C.5 and III.Organizational Excellence, III.A.1

B. Effect on Budget (EOB): \$135,000

C. Level of Service (LOS): The new equipment allows for safe and continued use of the public library.

III. CONCLUSION: The work is essential to operate this facility safely.

IV. RECOMMENDED MOTION: I move that Council approve the use of the

City's continuing services contractor, D & D Air Conditioning, Heating & Electrical Services to repair the Fresh Air Circulation system at the Library in an amount not to exceed \$135,000.00.

Attachments:

1.Est_72028_from_DD_Air_Conditioning_Heating__Electrical_Services_6212



P.O. Box 5239 Destin, FL 32540
Voice: (850) 650-3995 Fax: (850) 650-4454

A/C Contractor • Electrical Contractor • Commercial & Residential Service
Licensed • CAC057538 • EC13001418 • Insured

Proposal # 72028

Phone: 850-837-6869

Date: 6/18/2019

Job Name/Location

Destin Library
150 Sibert Ave
Destin, FL 32541
Fresh Aire

Description	Total:
Proposal per the following scope of work: Remove & replace existing fresh aire split system Below Proposal includes: - (1) 100% Raw fresh air split system with hot gas reheater *Corrosion protection coating 10,000 hr salt spray *Dual circuit with digital scroll compressor - (1) Wall-mount space temperature & humidity sensor's - (1) Re connect metal supply & return duct - (1) Condenser electrical circuit - (2) New copper line sets - (2) Liquid line solenoids - (1) Torch & Vacuum - (1) Nitrogen - (1) Demo - (1) Concrete pad - (1) Lift - Demo of South West wall for access HVAC system - Top plate reinforcement - Siding & weather proofing - Permit - Labor Qualifiers: **No structural reinforcement included below mechanical decking **No engineering fee included if incurred **No gutters included	
Lump Sum Contract Price	130,000.00

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration from above specifications involving extra costs will be executed only upon written orders and will become extra charge over and above estimate.

NOTE: Proposal Valid for 30 days.

A convenience fee will be added for invoices paid by an alternative payment channel (credit card).

Authorized Signature: jm

Payment to be made as follows: _____ on Acceptance _____ on Rough In 100% on Completion

Acceptance of Proposal - The above prices, specs and conditions are hereby accepted. You are authorized to do the work specified. Payment to be made as outlined above.

Acceptance Date: _____ Acceptance Signature: _____

We look forward to doing business w/you!

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU: Rey Bailey, City Clerk
 Lance Johnson, City Manager
 Bragg Farmer, Finance Director
 Michael Burgess, Public Services Director

FROM: Michael Burgess, Public Services Director

DATE: 06/24/2019

SUBJECT: Request for Council Approval to Repair the City Street Sweeper.

I. BACKGROUND: The City's street sweeper suffered a significant amount of damage due to several factors recently. A maintenance technician mistakenly filled the vehicle with unleaded gas instead of diesel fuel which damaged the motor to the extent it has to be replaced. In addition to the damaged motor, as the vehicle was being towed back to the shop, an unknown motorist completed an unexpected u-turn in front of the safety vehicles causing them to have to avoid a collision by exiting the roadway which resulted in the tow strap breaking and the street sweeper suffering additional damage to its undercarriage and vacuum system.

II. DISCUSSION: Staff is requesting Council approve the repair of the street sweeper.

A. Link to Strategic Goals / Objectives: I. Enhanced Quality of Life, I.C.2., I.C.3, I.C.4, I.C.5 and III. Organizational Excellence, III.A.1

B. Effect on Budget (EOB): \$35,000

C. Level of Service (LOS): The equipment allows for improving and maintaining both drainage systems and roadways. It also contributes to water quality by removing debris and hazardous materials from entering storm drains.

III. CONCLUSION: The item is essential to helping keep stormwater systems clean and roadways safer.

IV. RECOMMENDED MOTION: I move that Council approve the repair of the

Street Sweeper in an amount not to exceed \$35,000.00.

Attachments:

1. Street Sweeper Repair Quote

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: July 1, 2019

TYPE OF AGENDA ITEM: Presentation

TO: City Council

THRU:

FROM:

DATE:

SUBJECT: Mayor Gary Jarvis

I. BACKGROUND:

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:
None